

12

ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS

OF THE

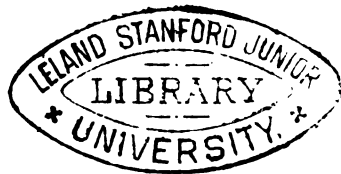
COMMONWEALTH OF PENNSYLVANIA,

FOR THE YEAR ENDING JUNE 30, 1892.

PART IV.

RAILWAY, CANAL, NAVIGATION, TELEGRAPH AND TELEPHONE COMPANIES.

HARRISBURG:
EDWIN K. MEYERS, STATE PRINTER.
1893.



H2307



ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS.NOTICE.

The delay in distributing the Railway Report for the year ending June 30, 1892, is due to the great pressure of work on the State Printing Office during the recent session of the Legislature, and such delay is not due to any cause chargeable to the Department of Internal Affairs.

THOS. J. STEWART,

Secretary of Internal Affairs.

DEPARTMENT OF INTERNAL AFFAIRS.

HARRISBURG, *January 15, 1893.*

To His Excellency ROBERT E. PATTISON,

Governor of the Commonwealth of Pennsylvania:

SIR: In compliance with the requirements of the constitution, and the acts of the general assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, and May 13, 1889, I have the honor to present to you herewith, for transmission to the general assembly, a report of this department, Part IV, Railway, Canal, Navigation, Telegraph and Telephone Companies, which, by law, are required to make annual reports to this department, for the year ending June 30, 1892.

I am, very respectfully,

Your obedient servant,

THOMAS J. STEWART,

Secretary of Internal Affairs.



REPORT.

The authority given the Secretary of Internal Affairs in reference to the railway, canal, navigation, telegraph and telephone companies has its origin, in part, in the constitution of the state, where general supervision is given him over these corporations, that they may not transcend the powers given them under their franchises, and that they may not in their operations generally commit any acts which could be held as ultra vires, or a transgression of the fundamental law of the commonwealth. In addition to the authority given by the constitution, specific authority is given and duties imposed by the acts of April 9, 1870, May 15, 1874, June 4, 1883 and May 13, 1889. From the authority so given the secretary furnishes all the steam railways, as well as the other classes of corporations in the act named, with blanks on which to make annual reports. These blanks are sent to the companies, as required by the act of 1889, on or before the first day of May in each year, and the companies are required to give full information, and file complete reports, in the Department of Internal Affairs not later than the thirty-first day of August in each year. The blank prepared by the department for this information is in many respects similar to the one used by the interstate commerce commission; it differs only in respect to the more detailed statement of the operations of the corporations in the limits of the State of Pennsylvania. This is made necessary by reason of the fact that several railway corporations that are not, strictly speaking, corporations of this state, but are required to make reports to this department. While all corporations that own railways in Pennsylvania are required to be incorporated under the laws of the state, some of the great lines, such as the Lake Shore and Michigan Southern and New York, Lake Erie and Western, have so small a fraction of their lines within the state that they can scarcely be classed as Pennsylvania corporations. Most of the statistics, therefore, that these two corporations, and several others, report, are the result of their operations beyond the limits of Pennsylvania; and in the inquiries made by this department it has been found necessary to direct questions as to the operations of these corporations within the limits of the state. It has not always been possible to get specific information from these corporations, for the reason that the accounts are so kept that it is impossible to determine what proportion of their statistics should be accounted for as purely chargeable to or cred-

ited to the State of Pennsylvania. It may be presumed that most of these corporations which, in many respects, are foreign, either arrive at the conclusions they do from their entire train mileage, or from the actual mileage they have within the limits of the state as compared with the entire mileage of the system. It will be observed, therefore, that such a means of ascertaining Pennsylvania's statistics from these lines may not be considered as very reliable or satisfactory. From the blank the department has for a number of years been furnishing each railway company for returns, specific information is required as to the history of organization, the date of charter, the changes that have occurred, the consolidations or mergers with other companies, the leasing and controlling of other lines, traffic arrangements with other lines within the limits of Pennsylvania or with railway corporations of other states; the names of all the leading officers of the company, the dates of the meetings of the directors, the mileage, the capital stock, whether authorized by law or outstanding, the market price of stock as indicated by the last reported sales, and the dividends that have been declared during the year. Inquiry is also made as to the indebtedness, whether it be funded, as indicated by the bonds issued, car trust obligations or current liabilities, and what provision has been or is being made for the liquidation of the indebtedness; what stocks, bonds or other securities of other corporations are owned, and what amount of income is received by virtue of such ownership. In this connection the companies are also required to give information regarding improvements made, whether it be as to maintenance of way or equipment, and as to the entire cost of road and equipment from the time of the granting of the charter. The gross earnings are also required to be given, whether from operation, which include both passenger and freight traffic, or from leases, or by virtue of other contracts, or through other sources of revenue. The entire expenses are required with reference to the maintenance of way and structures, the renewal of rails, ties, bridges, etc., and the same information is required with reference to the maintenance of equipment such as locomotives, passenger and freight cars, shops, machinery, tools, etc. Detailed information is also required in regard to the cost of transportation, including the wages of enginemen, firemen and other employes necessary in the conducting of transportation, whether freight or passenger. A balance sheet is required, giving the cost of the road and equipment, bonds of other companies owned, stocks of other companies and other permanent investments; also the lines owned, the cash in current assets, and other detailed information which in brief exhibits the financial condition of the company. Besides the information referred to, which is of material interest to those who are the owners of railway securities, general information is required regarding the number of persons employed, their classification with regard to the kind of employment, such as station agents, enginemen, firemen, conductors, machin-

ists, carpenters, switchmen, telegraph operators and other employes and laborers, together with the daily and annual compensation paid them. The total products of agriculture, mines, forests and manufactures that have been transported during the year are required to be reported, so that from these returns valuable statistics can be produced regarding the wonderful commerce of the State of Pennsylvania. Each company is required to give the number of accidents resulting in the death or injury of passengers and employes, specifically mentioning whether they were the result of the coupling or uncoupling of cars, falling from trains and engines, over-head obstructions, collisions, derailments, or from other causes.

From these reports deductions are made which must be considered as containing many items of public interest, and the tabulation and consolidation of the reports, when compared with similar statistics of other years, are an indication of the prosperity, or lack of prosperity, in the shipping interests of the state and nation, and to a very great extent indicate the degree of financial prosperity enjoyed by the people of the country. The increase of mileage, the wonderful advance in the amount of tonnage, the rapid multiplying of the number of passengers carried, the prodigious sums invested in the way of the capital stock of these companies, and the annual additions of millions to such capitalization, produce problems for the student in finance, and indicate the magnitude of our commerce, as well as our wonderful progress and general prosperity as a nation. So rapid has been the development of railway interests that a revolution has resulted in all the branches of commerce. The statistics furnished will supply the student of finance and political economy with data from which he can make valuable and interesting deductions.

From the reports of the companies there have been made a consolidation and classification of statistics which appear in the tabulations immediately after the detailed reports. From these tabulations some observations are made regarding topics that are of great interest to the public.

CAPITALIZATION.

STOCKS AND BONDS.

In the study of the capitalization of the railways that make reports to this department, it must be remembered that the capital given does not apply alone to the mileage of the roads wholly within Pennsylvania, but to the entire mileage of the roads, embracing the mileage of lines wholly in the state and also those partly in the state. It will also be well to understand that the total capitalization given both as to the "the amount

authorized by law" and "the amount outstanding" or paid in, is in nearly every case based upon returns made by roads in operation or in process of construction, and does not include the capital of roads heretofore constructed in whole or in part and since abandoned, as in the case of the South Pennsylvania, whose capitalization has been heretofore tabulated, but is now omitted from the published reports, on account of the apparent abandonment of the enterprise. So with many other proposed roads, which in some cases have existed for years only on paper and whose construction is a problem of the future, the solution of which may never be made.

These items of funded indebtedness and capital stock being eliminated from the reports and from the consolidated tables, we find that the combined capital stock authorized by law of the companies reporting is \$1,071,993,169.15, and that the amount of the stock outstanding or paid in is \$882,184,620.47, and that the amount of cash alleged to have been received on capital stock outstanding is \$881,477,791.75. When it is known that much of the stock outstanding has actually been given for construction, equipment and permanent improvements, the figures as to the amount of cash received on capital stock should not be considered as entirely reliable; or else we must assume that the companies, in compiling this information, must have considered all stock issued for construction, equipment and permanent improvements as cash actually received. This way of considering stock would not be objectionable, even as statistics, if, as a matter of fact, the stock so outstanding were issued on a cash basis. Too often, however, stocks and bonds are issued in payment of construction, etc., to contractors in the payment of bills which would generally be liquidated for a very much reduced amount of cash. Last year's report, which was much less complete than the report for this year, and which included capital stock of roads not in operation or process of construction, in some cases showed that the capital stock paid in was \$862,219,423.58, and that the cash received on such capital stock was \$859,535,920.82. In the comparative tables covering a period of five years, published hereafter, some of the companies, whose returns were included in the comparative tables last year, have been excluded, for the reason that such companies were not in operation, and in some cases their lines were not constructed; while in others, as before stated, the enterprise has been abandoned. Therefore the comparative figures will differ somewhat from those given in last year's report. From these tables it will be seen that the total amount of cash realized from the sale of stock, as reported in 1887, was \$739,476,849.24; in 1888, \$766,260,715.40; for the year ending June 30, 1890, \$784,220,397.65; in 1891, \$841,673,998.92 as against \$881,477,781.75 as given for the year 1892. These comparative annual statements of cash paid in on the capital stock of railway corporations show the steady advancement and development of the railway interests in Pennsylvania. Comparisons might be

made between some of the leading railways as to the amount of cash realized from the sale of capital stock, and while there are discrepancies in the reports of the companies, when those of one year are compared with those of another, they are nevertheless fraught with considerable interest to the public and especially to those who are interested financially in the roads. In 1887, the Philadelphia and Reading Company reported as cash realized from the sale of stock \$40,119,211.78; in 1888, \$39,480,361.78; in the year ending June 30, 1890, \$39,480,361.78; in 1891, \$39,775,361.78; in 1892, \$40,105,361.78. The Pennsylvania Railroad Company reported in 1887, \$106,544,500.00; in 1888, \$106,545,400.00; in the year ending June 30, 1890, \$113,488,600.00; in 1891, \$123,584,750.00; in 1892, \$126,774,050.00. The New York, Lake Erie and Western Company, whose operations, mileage and capitalization are among the first of the roads of the country, reported in 1887, \$86,535,900.00, and for the four years succeeding, including the year ending June 30, 1892, about the same amount. The Pennsylvania Company, a corporation which does not own any roads, but is engaged solely in the operation of roads, reported in 1887, \$20,000,000 as the amount realized from the sale of capital stock, and no change was made in the amount until last year when it was increased about \$1,000,000.

The entire capitalization of a road is generally admitted to be made up of the capital stock paid in and the funded or bonded indebtedness. We believe that all the railway commissions of the various states, as well as the interstate commerce commission, make up the capitalization in this way.

The funded indebtedness of the roads reporting for the year ending June 30, 1892, is given at \$928,632,341.10, making the combined funded indebtedness and the stock outstanding (\$882,184,620.47) \$1,810,816,961.57. In addition to the bonded indebtedness, which makes up over half of this amount, there are current liabilities of \$116,821,835.48, or a total funded and unfunded indebtedness of \$1,927,638,297.05.

In 1887 the bonded and floating indebtedness of these roads was reported at \$768,626,741.17; in 1888, \$856,074,872.53; in the year ending June 30, 1890, \$976,502,589.54; in 1891, \$1,011,141,299.26; in 1892, \$1,033,295,617.65.

The following table will show the advancement in the funded and unfunded indebtedness of the leading roads named:

| <i>Lake Shore and Michigan Southern.</i> | <i>New York, Lake Erie and Western.</i> |
|--|---|
| 1888, \$46,766,000 00 | 1888, \$78,550,865 10 |
| 1889, 46,516,000 00 | 1889, 78,567,245 10 |
| 1890, 48,796,417 19 | 1890, 83,445,373 32 |
| 1891, 48,647,420 07 | 1891, 83,471,082 30 |
| 1892, 49,494,377 15 | 1892, 84,772,522 79 |

| <i>Pennsylvania Railroad.</i> | <i>Philadelphia and Reading Railroad.</i> |
|-------------------------------|---|
| 1888, \$63,380,690 00 | 1888, \$99,776,179 72 |
| 1889, 63,378,740 44 | 1889, 144,436,058 08 |
| 1890, 100,170,526 29 | 1890, 150,766,504 51 |
| 1891, 101,553,526 15 | 1891, 154,720,767 80 |
| 1892, 100,043,680 18 | 1892, 153,800,402 45 |

The capitalization per mile of road is not easily determined, for the reason that there are roads like the New York, Lake Erie and Western making reports to this department on capitalization and mileage where the total mileage given includes that of roads leased in other states, and such leased roads being entirely without the limits of Pennsylvania make no report to this department. Hence an attempt to determine the capitalization per mile of road by dividing total capitalization by the mileage would produce misleading results. This is apparent for the reason that the mileage would represent the entire mileage of all roads owned or operated, but the capitalization would not embrace all the roads that make up the grand total of mileage. As explaining this condition, an examination of the report of the Pennsylvania Company will show its total mileage as being 2,550.98. This includes the mileage (116) of the Indianapolis and Vincennes, leased by the former company, no part of which is in Pennsylvania, and therefore the company owning the road is not bound to make a report. We, therefore, have no statistics regarding its capitalization. So that in determining the amount of capitalization per mile of the roads making reports, the aggregate mileage of roads situated as the Indianapolis and Vincennes must be deducted from the total mileage reported to get a proper divisor by which to ascertain the total capitalization per mile of road. A careful examination has been made to ascertain the mileage of all such leased roads, like the Indianapolis and Vincennes, by which no reports are made to this department, to ascertain the total mileage of such roads, and from this examination it is learned that the aggregate mileage of roads so situated is 4,427.21, which amount deducted from the total mileage would leave 13,554.04 miles, or a proper divisor with which to divide the entire capitalization to ascertain the total cost or capitalization per mile of road. From this operation we find the total capitalization per mile to be \$133,599.79. These figures differ materially from those reported by the interstate commerce commission for the year ending June 30, 1891, which were \$60,942, and for the year 1890, \$60,340 capitalization per mile of road; but in considering this discrepancy it is probably a fact that there are more miles of double, treble and quadruple tracks in Pennsylvania than in any other state of the Union; and it is a fact, too, that most of the railways of Pennsylvania are in a very advanced stage of perfection, and on account of the topography of the state, the mountains over which railways have been built, and other

natural conditions, railway construction is made expensive. To these things is largely due the greater amount of capitalization per mile in Pennsylvania than in most other sections of the country, as compared with the general average of the total capitalization per mile. The figures given by the interstate commerce commission for the years 1890 and 1891 show an average increase of capitalization per mile of \$602. From this we may infer that the cost of railway construction is increasing, not perhaps on account of the materials necessarily used in the construction of roads, but rather to the cost of rights of way; for as land values increase there must be a proportionate increase in the necessary expense of securing the right of way.

AMOUNT OF INTEREST ACCRUED DURING THE YEAR.

The magnitude of the railway interests of Pennsylvania is perhaps a little more easily comprehended when it is known that for the year 1892 the accrued interest on the bonded indebtedness and car trust obligations amounted to \$46,417,683, an increase of about four millions over the amount reported for the year 1891; the amount then being \$42,528,820.81.

COST OF ROADS AND EQUIPMENT.

The reports for 1892 show additions to the amounts previously reported as to cost of roads and equipment of \$58,632,157.90, making the total cost of roads and equipment \$1,503,242,958.91.

Continuing the comparison between the four leading roads before referred to, we find the entire cost of road and equipment for the five years to be as follows:

| | |
|--|---|
| <i>Lake Shore and Michigan Southern.</i> | <i>New York, Lake Erie and Western.</i> |
| 1888, \$84, 000, 000 00 | 1888, \$14, 138, 567 97 |
| 1889, 84, 000, 000 00 | 1889, 14, 772, 494 27 |
| 1890, 84, 000, 000 00 | 1890, 161, 145, 923 43 |
| 1891, 84, 000, 000 00 | 1891, 161, 621, 092 44 |
| 1892, 84, 000, 000 00 | 1892, 162, 789, 413 26 |
| <i>Pennsylvania.</i> | <i>Philadelphia and Reading.</i> |
| 1888, \$67, 625, 744 71 | 1888, \$75, 385, 325 86 |
| 1889, 68, 793, 078 34 | 1889, 96, 097, 051 38 |
| 1890, 88, 735, 287 86 | 1890, 98, 125, 807 24 |
| 1891, 94, 003, 316 77 | 1891, 102, 018, 897 21 |
| 1892, 99, 075, 027 25 | 1892, 105, 668, 006 87 |

From the returns made to the interstate commerce commission, it would seem that the entire cost of railways in the United States is not far from ten billions of dollars.

EQUIPMENT.

The number of locomotives in use in 1892 was 8,046, as against 7,016 last year. The number of cars in passenger service was 6,180, as against 5,626; the number in freight service 312,206, as against 278,960. The total number of cars of all kinds for public service and fast freight lines and for the service of the companies was 345,628, as against 321,583 for the previous year. In the United States the number of locomotives was 32,139; an increase of 1,999 over the previous year; the number of cars owned by the companies was 1,215,611; an increase of 45,944. The number of locomotives per 100 miles of roads reporting here is forty-five, the number of passenger cars thirty-four and the number of freight cars 1,734. In the United States the numbers are, locomotives, 20, passenger cars, 17, and freight cars, 714 per 100 miles of road.

MILEAGE.

From the reports of the companies for the year ending June 30, 1892, deductions have been made with reference, first, to the length of main line of road in miles; second, length in miles of branch roads owned; third, length of line operated under lease, contract or otherwise; fourth, total number of miles operated; fifth, total number of miles operated in Pennsylvania; sixth, miles of new line constructed during the year; seventh, aggregate length of all tracks, including yard tracks, sidings and spurs; eighth, aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania.

This information appears in the consolidated table designated as "Table D." From this table it will be observed that the combined length of all roads reporting to this department is 17,981.25, and that 9,022.87 is the entire amount of mileage within the limits of the state. In other words, a trifle over fifty per centum of the mileage of all the roads reporting is within the state. It would appear also, from these reports, that during the year ending June 30, 1892, 414.16 miles of new road were constructed. This item of new road constructed refers to the construction of new roads or extensions of old ones, and does not refer to the building of second, third and fourth tracks, or to spurs. This observation is also true with reference to the entire mileage within the state, the amounts being representative of the entire mileage without reference to the second, third and fourth tracks which may be used in operation. The entire trackage of all roads, whose reports are made to this department, is 31,317.72 miles, and of this 16,177.31 miles are within the limits of the state.

In the report of the statistician of the interstate commerce commission, for the year ending June 30, 1890, there were three states in the Union whose mileage was reported as greater than that of Pennsylvania,

to wit; Illinois, 10,213.97 miles; Kansas, 8,806.45, and Texas, 8,613.42; while Pennsylvania at that time was reported as having only 8,453.20. It is not probable that the mileage of any other state has increased sufficiently since 1890 to place it beyond that of Pennsylvania, and it may be possible that Pennsylvania's present mileage of 9,022, as before stated, may exceed that of one or two of the three states named as having, in 1890, a greater mileage than Pennsylvania.

While the entire mileage of roads in Pennsylvania is less than in the three states named, it is not probable that the entire trackage of these states is as great as the trackage of Pennsylvania. The business done per mile by the roads in this state is perhaps greater than in any of the three states named, and the necessity therefore exists to a greater extent for having second, third and fourth tracks in this state than in any of the others. This seems to be a fact which must be accepted, that the entire trackage of Pennsylvania is greater than that of any other state, for the reason that the capitalization per mile of road is about \$133,000, while the average capitalization throughout the United States is about \$60,000 per mile. Of course, the greater the number of tracks used by a railway system, the greater will be the capitalization per mile. For the year ending June 30, 1891, there were in the United States, according to the returns to the interstate commerce commission, 168,402.74 miles of road, with an entire trackage of 216,149.14 miles, showing that the mileage of the roads in the United States is 78 per centum of the entire trackage; while in Pennsylvania, where the entire mileage is 9,022.87, and the entire trackage, 16,177.31, or a mileage equal to fifty-six per cent. of the entire trackage. These figures indicate that of the roads within Pennsylvania there is substantially enough trackage to make a double track for all roads in the state.

For the year just closed in Pennsylvania we have twenty miles per hundred square miles of territory. For the year 1891 the State of Connecticut had 20.77 miles of line per hundred square miles of territory, Delaware had 16.10, Illinois 18.25, Iowa 15.12, Massachusetts 25.99, New Jersey 27.71, New York 16.19 and Ohio 19.68.

The increase in railway mileage in the United States during the year ending June 30, 1891, was 4,805.69 miles.

During the year the census bureau of the United States published a bulletin giving the railway mileage of the world. We may presume that these figures are substantially correct, for the reason that the statistician of the interstate commerce commission has had in charge the compilation of the statistics on this subject. The statistics represent the mileage of roads completed in the year 1890, and no reference is made or information given with regard to the construction of roads since that year. An examination of the railway mileage of the different nations seems to indicate that railway enterprises thrive and prosper most among the civilized people of the world, and it is also a fact that the

student of history must be convinced that the development of railway interests has extended civilization and education. The total railway mileage of the world is 370,281 miles, and of this amount, in 1890, the United States had more than 44 per cent., while the entire mileage of the old world is several thousand miles less than that of the United States. Europe, which seems to have the greatest density of population, has 136,865 miles, Asia 18,798 miles, Africa 3,992 miles; or an aggregate of 159,635 miles in these three grand divisions. Many references have been made to the rapid growth of railway interests in the United States, and by comparison with other countries of the world the United States seems to be in the van in the way of railway development. For, in 1830, when railway construction began, there were but forty miles of road; in 1860 there were 28,919.79; in 1890, thirty years later, there were 163,597.05. As the rapid development of railways in a nation, and the encouraging inducements for investments offered by railway enterprises are a reasonably sure indicator of the prosperity of the people, a fact admitted by the political economists everywhere, it seems to follow that the wonderful growth, development and prosperity of the railways of the United States, from 1860 to the present time, speak volumes in favor of the industrial policy of this nation in vogue during the period named.

As before seen, in 1830 there were but 40 miles of road in the United States, in 1840, 2,755.18; in 1850, 8,571.48; in 1860, 28,919.79; in 1870, 49,168.33; in 1880, 87,724.08; in 1890, 163,597.05. In 1840 there were thirteen one-hundredth of a mile of line in the United States to every one hundred square miles of territory, and in 1860 there were ninety-seven one-hundredths miles of road to every one hundred square miles of territory, and in 1890 there were five and fifty-one one-hundredths miles of line to every one hundred square miles of territory. In 1840 there were 1.61 miles of road to every 10,000 inhabitants, and in 1890 26.66 to every 10,000 inhabitants.

The following table, which is a summary of the railway mileage of the world, by countries, for the year 1890, was prepared by the statistician of the interstate commerce commission for the census bureau of the United States. It will show the length of railways in each country, the square miles of territory, the length of line per hundred square miles of territory, the number of inhabitants in each country, and the length of line per each 10,000 inhabitants :

RAILWAY MILEAGE OF THE WORLD.

Summary of Railway Mileage of the World, by Countries, for 1890.

| COUNTRIES. | Length of line (Miles.) | Square miles of ter- ritory. | Length of line per 100 square miles of territory. | Number of inhabi- tants. | Length of line per 10,000 inhabitants. |
|---|----------------------------|---------------------------------|---|-----------------------------|---|
| Europe. | 136,605 | 3,777,938 | 3.62 | 356,526,000 | 3.84 |
| Germany. | 25,969 | 208,672 | 12.44 | 48,512,000 | 5.35 |
| Austria and Hungary, including Bosnia. | 16,467 | 261,206 | 6.30 | 42,087,000 | 3.91 |
| Great Britain and Ireland. | 19,939 | 121,486 | 16.42 | 38,584,000 | 5.17 |
| France. | 22,589 | 204,155 | 11.06 | 38,219,000 | 5.91 |
| Russia, including Finland. | 18,728 | 2,060,540 | 0.90 | 96,000,000 | 1.95 |
| Italy. | 8,117 | 114,372 | 7.10 | 30,947,000 | 2.62 |
| Belgium. | 3,215 | 11,387 | 28.23 | 6,094,000 | 5.28 |
| Netherlands. | 1,887 | 13,742 | 13.73 | 4,702,000 | 3.96 |
| Switzerland. | 1,929 | 15,942 | 12.10 | 2,934,000 | 6.57 |
| Spain. | 6,127 | 198,404 | 3.09 | 17,545,000 | 3.49 |
| Portugal. | 1,280 | 84,315 | 3.73 | 4,307,000 | 2.97 |
| Denmark. | 1,223 | 14,784 | 8.27 | 2,172,000 | 5.63 |
| Norway. | 971 | 125,604 | 0.77 | 1,978,000 | 4.91 |
| Sweden. | 4,915 | 173,932 | 2.83 | 4,774,000 | 10.30 |
| Nervia. | 327 | 18,780 | 1.74 | 2,096,000 | 1.56 |
| Roumania. | 1,580 | 49,254 | 3.21 | 5,376,000 | 2.94 |
| Greece. | 440 | 24,974 | 1.76 | 2,187,000 | 2.01 |
| Turkey in Europe, Bulgaria and Roumelia. | 1,007 | 106,034 | 1.03 | 7,641,000 | 1.44 |
| Malta, Jersey and Man. | 68 | 425 | 16.00 | 311,000 | 2.19 |
| North America. | 182,937 | 7,020,606 | 2.61 | 82,036,714 | 22.30 |
| United States. | 168,597 | 2,970,000 | 5.51 | * 62,947,714 | 25.90 |
| British America (Canada). | 13,322 | 3,064,410 | 0.43 | 4,890,000 | 30.35 |
| Newfoundland. | 115 | 42,730 | 0.27 | 198,000 | 5.81 |
| Central America (Guatemala, Salvador, Costa Rica, Nicaragua and Honduras). | 559 | 172,117 | 0.32 | 2,900,000 | 1.93 |
| Mexico. | 5,344 | 751,349 | 0.71 | 11,601,000 | 4.61 |
| South America. | 16,552 | 7,010,918 | 0.24 | 86,401,000 | 4.56 |
| United States of Colombia. | 231 | 464,397 | 0.05 | 4,000,000 | 0.58 |
| Cuba. | 1,056 | 45,857 | 2.30 | 1,522,000 | 6.94 |
| Venezuela. | 441 | 594,208 | 0.07 | 2,229,000 | 1.97 |
| Republic of Santo Domingo (eastern part of the island of Haiti). | 71 | 17,447 | 0.41 | 610,000 | 1.16 |
| Porto Rico. | 11 | 3,706 | 0.30 | 786,000 | 0.14 |
| Brazil. | 5,779 | 3,218,159 | 0.18 | 14,402,000 | 3.96 |
| Argentine Republic. | 5,129 | 1,076,708 | 0.48 | 3,806,000 | 13.47 |
| Paraguay. | 149 | 97,997 | 0.15 | 330,000 | 4.52 |
| Uruguay. | 470 | 72,143 | 0.65 | 687,000 | 6.84 |
| Chile. | 1,026 | 299,536 | 0.64 | 2,715,000 | 7.09 |
| Peru. | 994 | 405,030 | 0.25 | 2,630,000 | 3.78 |
| Bolivia. | 106 | 515,001 | 0.02 | 1,190,000 | 0.89 |
| Equador. | 167 | 115,646 | 0.14 | 1,005,000 | 1.66 |
| British Guiana. | 22 | 85,383 | 0.08 | 278,000 | 0.79 |
| Asia. | 18,798 | 4,106,380 | 0.46 | 712,118,000 | 0.26 |
| British India | 15,937 | 1,455,066 | 1.09 | 255,648,000 | 0.62 |
| Ceylon. | 180 | 24,743 | 0.73 | 2,863,000 | 0.63 |
| Russia (Transcasian district). | 890 | 214,191 | 0.42 | 430,000 | 20.70 |
| Persia. | 11 | 636,206 | 0.00 | 3,000,000 | 0.01 |
| Dutch (East India). | 797 | 60,636 | 1.37 | 21,398,000 | 0.36 |
| Japan. | 407 | 147,906 | 0.41 | 39,407,000 | 0.23 |
| China (proper). | 124 | 1,553,534 | 0.01 | 381,555,000 | 0.02 |
| Cochin China and Pondichery. | 52 | 23,199 | 0.22 | 2,017,000 | 0.26 |
| Africa. | 3,992 | 567,184 | 0.68 | 7,785,000 | 5.13 |

* Including Indians not taxed.

RAILWAY MILEAGE OF THE WORLD—Continued.

| COUNTRIES. | Length of line. (Miles.) | Square miles of ter- ritory. | Length of line per 100 square miles of territory. | Number of inhabi- tants. | Length of line per 10,000 inhabitants. |
|-----------------------------------|-----------------------------|---------------------------------|---|-----------------------------|---|
| Algiers and Tunis, | 1,923 | 229,245 | 0.84 | 5,817,000 | 3.62 |
| Cape Colony, | 1,785 | 217,357 | 0.82 | 1,377,000 | 12.96 |
| Natal, | 234 | 18,760 | 1.25 | 481,000 | 4.86 |
| South African Republic, | 50 | 121,822 | 0.04 | 610,000 | 0.82 |
| Australia, | 11,187 | 8,074,836 | 0.36 | 3,828,000 | 29.09 |
| New Zealand, | 1,905 | 104,220 | 1.88 | 662,000 | 28.78 |
| Victoria, | 2,288 | 87,854 | 2.60 | 1,118,000 | 20.47 |
| New South Wales, | 2,252 | 809,070 | 0.73 | 1,122,000 | 20.07 |
| South Australia, | 1,757 | 908,163 | 0.19 | 324,000 | 54.23 |
| Queensland, | 2,063 | 668,050 | 0.31 | 407,000 | 50.69 |
| Tasmania, | 375 | 26,324 | 1.42 | 151,000 | 24.83 |
| Western Australia, | 497 | 975,615 | 0.05 | 44,000 | 112.95 |

RECAPITULATION.

| | | | | | |
|--------------------------|---------|------------|------|---------------|-------|
| Total, | 370,281 | 25,576,962 | 1.45 | 1,198,694,714 | 3.09 |
| Europe, | 136,865 | 3,777,938 | 3.62 | 856,526,000 | 8.84 |
| North America, | 182,937 | 7,020,806 | 2.61 | 82,036,714 | 22.80 |
| South America, | 16,562 | 7,010,918 | 0.24 | 36,401,000 | 4.55 |
| Asia, | 18,798 | 4,105,780 | 0.46 | 712,118,000 | 0.26 |
| Africa, | 3,992 | 587,184 | 0.68 | 7,785,000 | 5.13 |
| Australia, | 11,187 | 8,074,836 | 0.36 | 3,828,000 | 29.09 |

Any close observer of the development of civilization and commerce must be mindful of the wonderful influence the railway construction of the world has had upon the social and political condition of the people. Before railway construction began the great cities of the world, and the commercial centers, were, of necessity, located along the great rivers, lakes and other bodies of water which communicated directly with the ocean. Nearly all manufacturing centers were then seaport towns. The construction of railways has made a vast change, and has made it possible for manufacturing centers to be located remote from water communication. For, as may be seen with reference to the cost of transportation, the products of the farm, of the manufacturer and of the forest, are now transported from one part of the country to another much more cheaply than they formerly were, when the only means of transportation was by the water ways of the country. The construction of railways has, therefore, made it possible for manufacturing interests to be conducted successfully in localities remote from water-ways, where the only means of transportation is by railway. Some parts of the country have been seriously affected by railway development. This is especially true of the farming territory in the eastern portions of the United States. Prior to the development of agriculture in the west, the farming lands

in the eastern states and middle states, close to manufacturing centers, had arisen to an unreasonably high price per acre; but as soon as the owners of these lands were put in close competition with the farmers of the prairies of the west, through the low rates charged by railway companies for the transportation of the products of the western farms to the eastern markets, they were seriously affected, for it is a fact that the expense of raising wheat in the west is much less than in Pennsylvania and other eastern states, and when the value of the land is taken into consideration, involving an item of capitalization, the unfavorable position held by the eastern farmer is most marked; for, in many instances, he has paid hundreds of dollars per acre for his land, while the western farmer has, in many cases, acquired title to his by occupancy, or by paying a price per acre so low as hardly to be mentioned as an item of capitalization. More than this, the land in the east is less productive than that in the west, and as the cost per bushel for transporting wheat and corn from the prairies of the west to the east is so small as scarcely to be an important factor, it will be seen how injuriously low rates of transportation has prejudiced the interests of the Pennsylvania farmer. This is one effect produced by the great development of the railway interests in the United States; for, by this development, land values have been affected throughout the entire country favorable to owners in some localities and unfavorably generally to the eastern farmer, especially with reference to the production of corn and wheat. Then the lands which, prior to the railway era, were of no value have now become valuable for many purposes, principally for farming, while the farming lands of the eastern states have, to a great extent, deteriorated in value. Occasionally there are some localities injuriously affected by railway extension, but in the country generally results are most favorable, and the people of the United States have been highly benefited.

EMPLOYES.

The department has attempted to secure information as to the total number of men employed, including officials, particularly as to the number employed in Pennsylvania. This subject, like many others, is of a character not susceptible of an apportionment that will produce accurate results, for a system of railway like that of the Erie, employing upwards of 17,000 persons, and only having a short mileage in this state, doing but little business of any kind in this state, except the hauling of trains over limited portions of the road, cannot easily determine, indeed cannot accurately determine, what portion of their entire force of employes should be apportioned to Pennsylvania. Nor is this system able to determine what portion of the compensation paid to employes for services rendered should be apportioned to this state. It is true that

there are some phases of the railway business in which these results can be fairly and definitely determined, as in the case of the shops of the Erie system in Susquehanna county, where most of the employes are residents of Pennsylvania, and in nearly all cases the services of the men are rendered within the limits of Pennsylvania. When, however, as before indicated, the services of the employes are devoted to transportation of either freight or passenger traffic, where the trains simply enter the state for a few miles and then pass out, as do express trains and through freight trains on this road, which in many cases do not stop within the state, it seems safe to say that no rule can be established by which apportionments can be made that will be entitled to more weight than that of a very rough estimate, and as statistics, which will not stand a reasonable test of accuracy, must be considered as misleading, we do not feel that much weight should be paid to an apportionment, either as to the number of employes or the amount of compensation reported by railway managements, whose lines pass through two or more states. Some railway managements, whose lines are so situated, do not attempt to make such apportionment, for the reason, as they declare, that it is impossible to ascertain or make an estimate or approximation which can be relied upon as representing facts.

By the system of accounts kept by the Pennsylvania Railroad Company, which is admitted to be the par excellence of accuracy and general systemization, all details of finance and operations are so arranged as to make it possible to get nearly every item of fact pertaining to the general operations of the system without delay; yet that management, full and complete as its splendid and exhaustive report is, does not attempt to make an apportionment of employes or compensation paid with reference to Pennsylvania alone. To the question as to the "total number of employes in Pennsylvania," propounded in the blanks, the answer is "impossible to determine, as employes are not confined to one state." This answer fortifies us in saying that no information on this subject can be gleaned of a reliable nature. We have, however, prepared a tabulation, which shows the number of employes in Pennsylvania as reported, though, for reasons given, the information so tabulated must not be considered as accurate. It can be received for what it seems to be worth to any one who will take the time to analyze it. The returns as to the total number of persons employed on all the roads are of a reliable character and indicate the number to be 213,573 for the year ending June 30, 1892.

Each item of the reports of the companies contributes to the positive evidence of the wonderful growth of railway interests, but none seems to surpass the evidence given in the reports as to the increase from year to year in the number of employes. For the year ending June 30, 1891, the entire number was 187,656, for year ending June 30, 1892, 213,573. From the reports of the interstate commerce commission for 1891, it

appears that the total number of officers and employes on the roads of the United States was 784,285, there being an increase of 34,984 over the previous year, when the number was 749,301. In Pennsylvania, or on the lines reporting to this department, the number employed per 100 miles of road is 1187. In the entire country for the year 1889, the number of railway employes in proportion to the number of inhabitants was one in about eighty-seven; in 1890, one in eighty-four, and in 1891, one in eighty-two. These figures indicate that the proportion of the population engaged in the railway transportation business is increasing annually, which fact is another evidence of the rapidly increasing railway interests of the country. While this is a fact, the efficiency of the employes is emphasized by the fact that there is a proportionately greater increase in the tonnage and the number of passengers carried.

The five companies reporting the largest number of employes are the Pennsylvania, 54,527; Philadelphia and Reading, 28,716; Lake Shore and Michigan Southern, 17,442; New York, Lake Erie and Western, 17,211, and the Pittsburg, Cincinnati, Chicago and St. Louis, 11,242, or a total of 129,138.

COMPENSATION OF EMPLOYES.

The total compensation of officers and employes reported by the companies for 1890, was \$98,880,222.35; for 1891, \$102,915,304.44; for 1892, \$113,798,051.28. It will be seen from these figures that the increase of compensation paid employes during the year just closed is \$10,882,746.84. The returns of some of the companies are somewhat defective in this respect, several of them, while reporting the number of employes, fail to give the annual compensation, and hence the average yearly and monthly compensation as indicated by these figures differ somewhat from the actual average of such compensation. From the \$113,798,051.28 paid to the 213,573 employes, we find the average yearly compensation to be \$532.82, \$44.40 per month, and \$1.45 per day. The actual amount paid per day is, it may be presumed, much more, for the reason that daily compensation is paid on the basis of three hundred and sixty-five days per year, when the facts will undoubtedly show a less number of days of actual service. As before seen, the Pennsylvania, the Philadelphia and Reading, the Lake Shore and Michigan Southern, the New York, Lake Erie and Western, and the Pittsburg, Chicago, Cincinnati and St. Louis are the five companies employing the largest number of employes. These roads had in their service during the past year 129,138, or 60½ per cent. of the entire number reported. These companies paid \$75,307,680.10, or 66⅓ per cent. of the entire compensation paid to officers and employes.

The following comparative table covering a period of three years will show the number of men employed by these companies, and the amounts paid annually as compensation. While these figures should not be con-

sidered as absolutely correct, they may be relied upon as a safe basis for predicating computations on this subject:

Comparative statement showing the number of employes of five roads, with their compensation for three years.

NUMBER OF EMPLOYES.

| | 1890. | 1891. | 1892. |
|---|----------------|----------------|----------------|
| Pennsylvania railroad, | 50,748 | 51,750 | 54,527 |
| Philadelphia and Reading railroad, | 14,117 | 14,190 | *28,716 |
| Lake Shore and Michigan Southern, | 13,667 | 13,966 | 17,442 |
| New York, Lake Erie and Western railroad, | 16,845 | 16,982 | 17,211 |
| Pittsburg, Chicago, Cincinnati and St. Louis, | 5,003 | 10,503 | 11,242 |
| Total, | 100,380 | 107,371 | 129,138 |

COMPENSATION OF EMPLOYES.

| | 1890. | 1891. | 1892. |
|--|------------------------|------------------------|------------------------|
| Pennsylvania railroad, | \$29,111,751 53 | \$29,389,842 78 | \$31,628,443 30 |
| Philadelphia and Reading railroad, | 7,933,097 01 | 8,202,955 35 | *16,197,796 64 |
| Lake Shore and Michigan Southern, | 7,767,022 80 | 8,146,674 46 | 9,998,380 04 |
| New York, Lake Erie and Western, | 9,964,938 25 | 10,236,556 99 | 10,498,475 91 |
| Pittsburg, Chicago, Cincinnati and | 2,995,811 74 | 4,934,547 74 | 6,984,584 21 |
| Total, | \$67,772,621 33 | \$60,910,577 32 | \$75,307,680 10 |

* Includes employes of, and compensation paid by, Lehigh Valley and other lines recently leased by the Philadelphia and Reading Railroad Company.

TRAIN MILEAGE.

PASSENGER TRAIN MILEAGE.

The operating roads report 66,055,516 as the total number of miles run by passenger trains against 56,197,662 for the preceding year, an increase of passenger train mileage of 9,857,854, and an increase of passenger train mileage equal to 6 $\frac{1}{10}$ per cent.

The roads showing the highest passenger train mileage are the Pennsylvania having 15,179,245 miles; the Philadelphia and Reading, 7,484,539; the Lake Shore and Michigan Southern, 4,888,410; the New York, Lake Erie and Western, 4,869,089; and the Pittsburg, Cincinnati, Chicago and St. Louis, 4,196,720, or a total of 36,618,003, a considerable more than one-half of the entire passenger train mileage reported. These five roads reported a passenger train mileage for the previous year of 31,926,871. This shows an increase of these five roads of 4,691,132, or about one-half the entire increase reported.

The highest average rate of speed of passenger express trains is given as follows: Cumberland Valley, forty-eight miles per hour; Lehigh and Susquehanna, forty-five miles per hour; Philadelphia, Wilmington and Baltimore, forty-five; Pittsburg, Fort Wayne and Chicago, thirty-nine; Pennsylvania, thirty-eight, and the Delaware, Lackawanna and Western, thirty-eight miles.

FREIGHT TRAIN MILEAGE.

Last year the reports showed a freight train mileage of 103,805,943, while the returns for this year give a total of such train mileage at 113,261,396, or an increase of 9,455,453 of freight train mileage.

The five roads reporting the greatest freight train mileage are the Pennsylvania, 22,860,721; the Philadelphia and Reading, 16,105,669; the New York, Lake Erie and Western, 12,490,552; Lake Shore and Michigan Southern, 8,707,146, and the Pittsburg, Cincinnati, Chicago and St. Louis, 7,538,544, or a total of freight train mileage of 67,702,632, and in round numbers about three-fifths of the entire freight train mileage reported. These figures seem to indicate that the large roads are at least not losing their share of business.

The total mileage of all trains, both passenger and freight, is given for the year ending June 30, 1892, at 173,748,751, as against 160,162,474, reported for the year ending June 30, 1891. While there may not be any remarkable increase in the freight train mileage for the next year, it may be expected that the trunk lines, whose reports are filed in this department, will show a decided increase in both the number of passengers carried and passenger train mileage, on account of the impetus which will be given to passenger traffic during the time when the World's Fair is being held in the city of Chicago, Illinois.

PASSENGER TRAFFIC.

The number of passengers carried during the year was 140,190,599, and the number carried one mile 2,678,244,624, as against 138,070,156 and 2,584,113,113 for the year ending June 30, 1891. Five years ago the number of passengers carried was 91,892,950. These figures certainly indicate a marked increase in the passenger traffic.

The five companies carrying the greatest number of passengers during the past year were the Pennsylvania, 45,288,629; Philadelphia and Reading, 22,509,193; New York, Lake Erie and Western, 11,805,389; Philadelphia, Wilmington and Baltimore, 10,488,202; Pittsburg, Cincinnati, Chicago and St. Louis, 6,146,788; making a total of 96,238,201. The Lake Shore and Michigan Southern carried 5,868,299. The average distance per passenger carried was, Pennsylvania, 18 miles; Philadelphia and Reading, 12 miles; New York, Lake Erie and Western, 24 miles; Philadelphia, Wilmington and Baltimore, 19 miles; Pittsburg,

Cincinnati, Chicago and St. Louis, 24 miles; Lake Shore and Michigan Southern, 42 miles.

The following five companies show the greatest passenger traffic per mile of road, Coudersport and Port Allegheny, 8,527; Corning, Cowanesque and Antrim, 8,161.64; Pine Creek, 7,932; Pennsylvania, 7,697.46; Philadelphia, Wilmington and Baltimore, 7,067.03. It is understood, of course, that these deductions are made from the reports of the companies named with reference simply to the mileage of the roads owned or operated and without regard to whether they have double or single track. In this connection it is well to bear in mind that the road that has received the highest amount per mile of line is the Coudersport and Port Allegheny, which is a single track road.

From the reports made to the interstate commerce commission for 1891, the total number of passengers carried appears to have been 531,183,988, and the number carried one mile 12,844,243,881. By comparison it will be observed that the roads reporting to this department have 26 per centum of the entire passenger traffic, and of those carried one mile 21 per centum.

FREIGHT TRAFFIC.

The number of tons of freight carried by the roads reporting for the year ending June 30, 1892, was 290,480,712. The number of tons carried one mile was 27,319,013,553. From this tonnage the companies received, as before indicated, \$193,337,535.22. The number of tons carried for the year ending June 30, 1891, was 247,496,622, and the number carried one mile 24,926,313,724.

The five companies showing the highest freight earnings per mile were the Delaware, Lackawanna and Western, \$27,521.93; Lehigh and Susquehanna, \$22,913.63; Pennsylvania, \$18,667.05; Pittsburg, Fort Wayne and Chicago, \$18,249.48; New York, Lake Erie and Western, \$17,430.91.

The five companies showing the highest number of tons of freight carried, and the average distance hauled of one ton, are the Pennsylvania, 69,195,328 tons, average distance, 106 miles; Philadelphia and Reading, 32,174,989, average distance, 95 miles; New York, Lake Erie and Western, 18,614,822, average distance, 165 miles; Lake Shore and Michigan Southern, 13,332,519, average distance, 182 miles; Northern Central, 13,162,304, average distance, 67 miles; or a total of 146,479,962 tons carried, and an average distance of 123 miles.

ALL KINDS OF FREIGHT CARRIED.

PRODUCTS OF AGRICULTURE.

The products of agriculture carried during the year are given at 19,174,726 tons. Last year the amount of such tonnage was 14,828,303,

or an increase of tonnage from the products of farms of 4,276,423, being an increase over the amount carried for the year ending June 30, 1891, of twenty-nine per cent. The New York, Lake Erie and Western, of this kind of tonnage, having carried 2,310,605 tons; the Pennsylvania, 2,825,951 tons; the Lake Shore and Michigan Southern, 2,239,835 tons; the Pittsburg, Cincinnati, Chicago and St. Louis, 1,532,942 tons; the Philadelphia and Reading, 2,199,805 tons.

PRODUCT OF MINES.

Last year the tonnage from mines carried was 152,915,899, but for the year ending June 30, 1892, the amount appears to be 171,913,484, an increase of twelve and one-half per cent., or in number of tons, 18,997,585. These figures represent a large increase in tons of coal and other products of the mines, but by no means show so great a percentage of increase as do the products of agriculture. Of this tonnage from the mines the Lake Shore and Michigan Southern has carried 5,720,093 tons; the New York, Lake and Western, 11,934,375 tons; the Pennsylvania, 35,764,736; the Northern Central, 7,423,585; the Philadelphia and Reading, 22,613,282; the Lehigh and Susquehanna, 6,792,201, and the Delaware, Lackawanna and Western, 8,510,760.

PRODUCTS OF FORESTS.

In the year ending June 30, 1891, the tonnage from forests was 14,706,573, and for the year ending June 30, 1892, 15,853,793, an increase in tons of 1,147,220, from the forests, being an increase of but seven and one-half per cent. during the year. It will be observed that this is a much smaller percentage of increase than that given as tonnage from agriculture and mines. Of the tonnage from forests the Pennsylvania has carried, 2,922,741 tons; New York, Lake Erie and Western, 1,345,873; Northern Central, 1,148,873; Philadelphia and Reading, 1,370,336; Western New York and Pennsylvania, 1,051,483, or a total of these five roads, 7,839,306, or nearly fifty per cent. of the entire amount of such tonnage.

MANUFACTORIES.

The tonnage carried by railway companies reporting for this year is a surprise, in that there is so small an increase in the product of manufactories. The number of tons reported as having been carried during the year just closed being 35,528,399, and for the previous year 35,467,139, an actual increase in tons of but 61,260, while there is only a percentage of increase of .0017. Why there should be such a marked increase, especially in agricultural tonnage and substantially none in the tonnage from manufactures, is a question not easily answered. The railway companies which secured over a million of such tonnage are the Allegheny Valley, 1,323,577; the Cleveland and Pittsburg, 1,384,475; the Lake Shore and Michigan Southern, 1,734,975; New York,

Lake Erie and Western, 1,410,253; Northern Central, 2,156,659; Pennsylvania, 10,226,129; Philadelphia and Reading, 3,335,889; the Philadelphia, Wilmington and Baltimore, 1,346,372; Pittsburg, Cincinnati, Chicago and St. Louis, 2,784,487; Pittsburg, Fort Wayne and Chicago, 1,519,595.

MERCHANDISE, MISCELLANEOUS, ETC.

The tonnage under these headings is 20,862,902, and for the previous year, that ending June 30, 1891, was 20,797,301, or an increase of tonnage under these headings of 65,601

Combining all these figures we find that the tonnage embracing the subjects referred to above and specified in Table "H," for the year ending June 30, 1891, was 238,785,215, and for the year ending June 30, 1892, 263,333,304, an increase in number of tons of 24,548,089, and a percentage of increase of a little over ten per cent. From this estimate it will be seen that while the average increase of this tonnage has been only a little over ten per cent., the increase in tonnage from agriculture has been nearly three times that percentage.

It will be observed that the total tonnage carried covering all kinds of freight transported, as appears in the first column of Table "I," is greater than the tonnage reported on the different subjects referred to in Table "H." This arises from the fact that while some companies report the total tonnage carried they do not specify the amount under each sub-division as referred to above, or given in Table "H."

RATES OF TRANSPORTATION.

In the report for the year ending June 30, 1891, some comparisons were made between the rates of transportation in the United States and Europe, and from the figures then given it was clearly demonstrated that the American shipper enjoyed not only better facilities for shipment but also the advantage of a lower rate of transportation than the European shipper. Recent statistics, gleaned from the railway reports, have added incontrovertible evidence to the correctness of the figures and statements made in our report on this subject in 1891.

The Pennsylvania railway received per ton per mile in 1890, .661 cent; in 1891, .656; in 1892, .647. The Philadelphia and Reading received in 1890, 1.000; in 1891, 1.025; in 1892, .877. The Buffalo, Rochester and Pittsburg received in 1890, .654; in 1891, .595; in 1892, .594. The Cumberland Valley received in 1890, 1.199; in 1891, 1.241; in 1892, 1.285. The Delaware, Lackawanna and Western received in 1890, .979; in 1891, .916; in 1892, .923. The New York, Lake Erie and Western received in 1890, .663; in 1891, .658; in 1892, .629. The Northern Central received in 1890, .605; in 1891, .602; in 1892, .604. The Philadelphia, Wilmington and

Baltimore received in 1890, 1.356; in 1891, 1.358; in 1892, 1.417. The Pittsburg, Cincinnati, Chicago and St. Louis received in 1890, .615; in 1891, .709; in 1892, .682. The Lake Shore and Michigan Southern received in 1890, .644; in 1891, .630; in 1892, .602.

From these figures the reader will have no difficulty in arriving at the conclusion that there has been, for the three years named, a decrease in the rate per ton per mile received by most of these leading companies. The average rate per ton per mile for the Philadelphia and Reading, for the year ending June 30, 1892, is given at .877 cent, and the Pennsylvania at .647. It is well for the American shipper to compare these rates with those received by the leading railways of Great Britain, for in doing so he will see the advantage he enjoys in the way of low rates of transportation over the shipper in that country. As it appears from statistics the leading railways of Great Britain received about two cents per ton per mile for the transportation of the commerce of that nation, or about three times the rate received by the Pennsylvania road. Occasionally in this state, and throughout the country, complaints have been made by shippers against railway managements that extortionate rates have been charged for the transportation of commodities. While there may be much foundation for such complaints our rates are usually, or on an average, so exceedingly low that there can be no general ground for complaint, and we may assume that in most cases the complaints that are made are caused by unjust discrimination on the part of the companies. The Pennsylvania road from its rate of .647 cent per ton per mile, as before seen, received \$47,619,280.40 for its freight traffic during the year, and the Philadelphia and Reading for the same period, at the rate of .877, received \$26,792,121.20. From these and other receipts the Pennsylvania road has paid at maturity its interest on the funded debt and its car trust obligations, as well as paying to its shareholders a three per cent. semi-annual dividend; and in addition to this it has kept its equipment, and defrayed the expenses of maintenance and improvement of ways, in a condition not excelled by any other railway in the United States, probably not in the world.

Had the two roads in question, the Pennsylvania and the Philadelphia and Reading, received the same rate per ton per mile for the freight transported over their lines as was received by the roads of Great Britain, the Pennsylvania would have received \$147,252,379.98, instead of \$47,619,280.40; and such receipts would have enabled it to make prompt payment of interest on all its obligations, paid the six per cent. dividend to its shareholders, and also enabled it to anticipate the payment of its entire funded indebtedness in a single year's freight earnings, besides leaving millions of dollars surplus in the treasury.

Had the Philadelphia and Reading received the same freight rates as the roads of Great Britain, it would have earned \$61,116,499.68, instead of \$26,792,121.20, from which increase it could have paid the nine or ten

millions of dollars annually accruing in favor of its bondholders, and a six per cent. dividend to its stockholders, and had a surplus sufficient to put its road and equipment in a condition to compare favorably with any other road in the country.

These figures are a strong refutation of the assertion often made that the American railways are robbing the people by extortionate transportation charges. In a recent address delivered before the State Grange of the Patrons of Husbandry in this state, it was alleged that the increase of the rate of taxation of railway corporations, provided in the act of 1891, was indirectly paid by the farmer and others, who have commodities for shipment, or who pay fare in traveling over the roads, and that the railway corporations make up the increased amount they are required to pay in the way of taxes by charging more for passenger transportation and for the transportation of the products of the farm, the mine, the factory and the forest; but a careful study of the receipts of the two leading companies of this state, the Pennsylvania and the Philadelphia and Reading, does not corroborate this statement. By comparison we find that there has been a steady decrease from year to year, with scarcely an exception, in the last twenty years, in the average rates received by these companies for the transportation of freight. The tendency of rates has been uniformly downward, and the two great systems in this state have been no exception to the rule, for in the entire country there has been a relative, if not a proportionate, reduction in rates. Therefore the assertion that under the act of 1891 the additional taxes imposed upon railway corporations are taken from the pocket of the shipper and the passenger, seems to be without foundation, as during the period that act has been in force the downward tendency of rates has been more marked than in the years immediately preceding its passage.

These figures are an exhibit of facts of the most stubborn character, and must be accepted as a refutation of the most overwhelming nature of the charge that the additional taxes imposed upon railway corporations by the act of 1891 have been made up by additional charges for service. The item of taxation is a very unimportant factor in fixing the rates charged by railway companies for the transportation of freight or passengers. The important and paramount element in determining rates of transportation is competition. The remarkable low rates which obtained in the United States, notwithstanding the unsurpassed facilities and conveniences furnished by the American railway to shippers, cannot, of course, be attributed to the willingness of railway managers to transact business at so low a rate of transportation, or from the willingness to devote so much money for facilities and conveniences; but is rather due to that acute competition to which our main lines have been subjected through the transportation of western products of agriculture and eastern products of factories, over lines of water transportation by

lakes, canals and rivers. What then has been the cause of this steady decline in rates? It must be admitted that pre-eminent above all other causes is that of competition. Competition has existed between rival lines, but that competition to which railways have been subjected, and which has been most telling in effect, imperatively demanding the adoption of strict economies in nearly every branch of service, is that of transportation through the lakes, canals and rivers. It is to the credit of our American railway managers that, while economies have been necessary, the wages of the railway employes have generally been maintained, and in many instances increased. Railway competition in America and in England differs vastly. In America there is no limit to the competition, and they who can marshal the assets may compete between any points for the transportation of commodities which make up the commerce of the nation. In England no such thing exists as free competition in railway construction. Before the franchise authorizing the construction of a new road can be procured, the projectors must satisfy parliament that the existing facilities for transportation are not equal to the public demands, and that both from a financial and a public standpoint the proposed road should be constructed. Then in Great Britain the railways are not subjected to close competition by means of water ways. There are fewer rivers over which the commerce may be shipped, while the few canals extending into the interior are so operated as not to materially affect rates of transportation by rail. In the United States are lakes which give us the means of extensive inland navigation, and the wonderful river systems connecting the oceans and lakes with the interior throughout most of our territory subject our railways not only to the competition resulting from the free railway law, but also that competition which arises from low rates of water transportation.

But for the ability usually displayed by the managers of our trunk lines in the way of economies, bankruptcy must have years ago, overtaken most of the transcontinental, or partly transcontinental, lines that have been subjected to this acute and almost unsurmountable competition. Economies have been introduced in the way of doubling the capacity of cars, in improving motive power by which the power of a freight engine is more than doubled, and in a thousand different ways, all of which have been adopted by reason of the competition to which the railways have been subjected. These economies have been carried to such an extent that a very large percentage of the grain that has been produced in the western states and shipped to the eastern markets over the lakes and canals is now being carried by the railways. This is a condition in the way of transporting commodities which twenty years ago would not have been deemed possible by even the most sanguine advocate of this means of transportation. There may be some doubt about the actual rate per ton per mile received by the roads of Great Britain for the transportation of freight, due to the fact that no definite

statistics are collected in that country to show such rate, the statistics there being based upon "train mileage." The estimates per ton per mile, however, that are given in this article have been arrived at by a careful study of reliable information by statisticians of eminence, and their correctness has not been challenged by any one. The best railway authorities, and railway and commercial journals, accept them as representing the facts, and, for all practical purposes, we think they may be relied upon. Comparisons may also be made with the railway statistics of former years in this country, which will show more clearly and more forcibly the very low rates at which the commerce of the country is now carried compared with the rates formerly charged. Take, for instance, the Pennsylvania road. In 1866, twenty-six years ago, that company received for the transportation of freight twenty-three and two-tenths mills per ton per mile. Gradually, and almost imperceptibly, this rate has fallen, each year, until now it is but little more than one-fourth of that amount. Instead of having received \$47,619,280.40 for the transportation of 7,362,618,999 tons of freight one mile for the year ending June 30, 1892, had the rates of 1866 prevailed it would have received \$170,812,760.78. Surely these figures indicate that the American shipper enjoys the benefit of what would seem to be a minimum rate for the transportation of his commodities.

While there has been a decline on most of our trunk lines in the rates of passenger transportation, it has not been so marked as in the case of freight transportation. The following table, covering a period of three years, will show the average amounts received by the companies named per passenger per mile:

The Pennsylvania received in 1890, 2.094 cents; in 1891, 2.070; in 1892, 2.028. The Philadelphia and Reading received in 1890, 1.009; in 1891, 1.870;* in 1892, 1.093. The Buffalo, Rochester and Pittsburg received in 1890, 2.428; in 1891, 2.246; in 1892, 2.268. The Cumberland Valley received in 1890, 2.300; in 1891, 2.215; in 1892, 2.141. The Delaware, Lackawanna and Western received in 1890, 2.088; in 1891, 2.033; in 1892, 1.857. The New York, Lake Erie and Western received in 1890, 1.596; in 1891, 1.539; in 1892, 1.515. The Northern Central received in 1890, 2.214; in 1891, 2.205; in 1892, 2.139. The Philadelphia, Wilmington and Baltimore received in 1890, 2.092; in 1891, 2.101; in 1892, 2.070. The Pittsburg, Cincinnati, Chicago and St. Louis received in 1890, 2.361; in 1891, 2.354; in 1892, 2.283. The Lake Shore and Michigan Southern received in 1890, 2.254; in 1891, 2.104; in 1892, 2.183.

The rates of passenger traffic have been fairly well maintained in this country, but there is a downward tendency as may be seen by reference

*The rate for 1891 differs so materially from the rates for 1890 and 1892 that it would seem to be erroneous. However, it is given precisely as reported by the company.

to the above figures. It may be observed also that while rates for passenger traffic in Pennsylvania, and throughout the United States, are lower than in Great Britain, the disparity between the freight rates in the two countries is much greater.

It is well to remember that although rates for passenger traffic have not decreased to the same degree as those for the transportation of freight, yet the marked improvements in the conveniences, facilities and comforts now furnished passengers, as well as the rapidity with which they are carried, indicate how vastly the passenger railway service of to-day surpasses that of twenty years ago.

EARNINGS.

The total passenger earnings of all the roads for the year were \$66,109,281; total freight earnings, \$199,522,802.35, and the earnings classified as "other earnings" from operation, \$3,810,261.67; making a total of \$269,856,555.80. All other incomes, including interest on bonds, dividends on stock, rentals, etc., amounted to \$35,823,795.32; making a total from all sources of \$305,680,351.20. For the year 1891 the passenger earnings were \$61,815,128.64, and freight earnings \$180,124,612.15, an increase in the latter of nearly \$20,000,000. The "other earnings" were \$3,992,452.24; making a total earnings from operations of \$246,202,576.15. The income from interest on bonds, dividends on stock, rentals, etc., was \$42,750,000.29; making a grand total for that year of \$288,952,576.44.

From these figures it will be seen that the total income of the companies reporting for 1892 exceeded that of the previous year \$16,727,774.76, fairly apportioned between passenger and freight earnings; while the receipts from interest on bonds, dividends on stock owned by the companies, etc., there has been a marked decrease, amounting to several millions.

The total receipts of the Buffalo, Rochester and Pittsburg were \$2,860,908.30, as against \$2,450,080.92 the previous year, and \$1,959,147.74 the year before that. The total receipts of the Cumberland Valley were somewhat less than for the previous year, \$924,034.35 as compared with \$1,052,462.66. The Lake Shore and Michigan Southern reported in 1887 receipts of \$18,710,963.15, and in 1892, \$23,155,994.77, showing an increase for the latter year over 1891 of about two millions of dollars. The report of the Lehigh Valley only covers that portion of the year up to the time it was leased to the Philadelphia and Reading. Its receipts for the year 1891 were \$18,242,316.87, while it reports for the past year only \$12,256,806.45. No doubt the receipts this road would have had from operations were received by the Philadelphia and Reading since it became the lessee. There has been a rapid growth in the receipts of the New York, Lake Erie and Western, which reported

in 1887, \$19,882,071.11, and last year \$32,203,771.30. The total receipts of the Pennsylvania in 1887 were \$35,305,728.40; in 1888 about the same, but in 1890 they show a remarkable increase, having been \$71,093,629.36; in 1891 they were \$71,176,830.07, and in 1892, \$74,213,020.41. The Pittsburg, Cincinnati, Chicago and St. Louis shows a steady and rapid increase in receipts. In 1887 the amount reported was \$5,805,431.88; in 1892, \$16,275,238.54.

The total earnings of the railways of the United States for the year 1891, as reported to the interstate commission, were \$1,096,761,395; or \$6,801 per mile of line. The roads reporting to this department show receipts per mile of line from operations of \$1,700 and the gross income, which includes interest on bonds, dividends on stock owned, amounted to \$736,793,699.

In the United States 67.17 per centum of the total receipts were earned by the freight traffic, and about 25 per centum by the passenger traffic, while in Pennsylvania 73 per centum was earned by freight traffic and 24 per centum by passenger traffic.

In Pennsylvania the five companies that show the greatest earnings from freight traffic are the Pennsylvania, \$47,619,280.40; Philadelphia and Reading, \$26,792,121.20; New York, Lake Erie and Western, \$24,895,983.96; Lake Shore and Michigan Southern, \$14,884,871.53, and the Pittsburg, Cincinnati, Chicago and St. Louis, \$10,950,876.38 making a total of \$125,143,133.47. The five companies showing the greatest passenger earnings are the Pennsylvania, \$19,636,075.77; Lake Shore and Michigan Southern, \$7,421,844.48; Philadelphia and Reading, \$5,866,711.24; New York, Lake Erie and Western, \$6,530,134.27, and Philadelphia, Wilmington and Baltimore, \$4,591,661.68; the total amount being \$44,046,427.44.

EXPENSES.

The total amount reported as having been expended for maintenance of way and structures is \$35,139,507.41, and for maintenance of equipment, \$34,026,507.93. The conducting of transportation cost \$95,827,936.70, and the general expenses amount to \$14,434,214.18; making a total of operating expenses of \$179,797,972.12. Expenses, such as rentals, taxes, etc., amounted to \$94,648,067.44; or a total expenditure for all purposes of \$276,748,992.26.

The Allegheny Valley reported total expenses per mile of line \$5,858.27; the Baltimore and Philadelphia, \$12,572.77; the Buffalo, Rochester and Pittsburg, \$6,625.05; the Cleveland and Pittsburg, \$10,371.89; the Cornwall and Lebanon, \$5,398.49; the Delaware, Lackawanna and Western, \$21,141.68; the Lake Shore and Michigan Southern, \$10,329.70; New York, Lake Erie and Western, \$14,393.65; the

Northern Central, \$13,946.46; the Pennsylvania, \$18,403.78; the Pennsylvania and Northwestern, \$8,933.02; the Philadelphia, Wilmington and Baltimore, \$10,084.60; the Pittsburg, Cincinnati, Chicago and St. Louis, \$9,421.19.

The five companies reporting the highest expenses per mile of road operated were the Tionesta Valley, \$42,751.55; Delaware, Lackawanna and Western, \$21,141.68; Pennsylvania, \$18,403.78; Pittsburg and Lake Erie, \$18,251.16; Pittsburg, Fort Wayne and Chicago, \$17,416.76.

The five companies reporting the greatest expenses during the year were the Pennsylvania, \$64,528,574.97; Philadelphia and Reading, \$33,133,668.64; New York, Lake Erie and Western, \$31,199,486.07; Lake Shore and Michigan Southern, \$19,902,977.72; Pittsburg, Cincinnati, Chicago and St. Louis, \$15,263,218.92; making a total of \$164,027,906.32.

The five companies showing the greatest expense in the way of interest paid were the Philadelphia and Reading, \$6,013,902.95; New York, Lake Erie and Western, \$4,976,711.96; Pennsylvania, \$4,560,724.66; New York, Pennsylvania and Ohio, \$3,583,310.00; Lake Shore and Michigan Southern, \$3,196,127.50; making a total of \$22,330,777.07.

For the year 1891 the total operating expenses, as reported by the interstate commerce commission, of the railways throughout the country were \$731,887,893.00, or \$4,538.00 per mile of road. Of course, in considering the earnings and expenses of railways, where they are computed per mile of road, the fact that the road has two or more tracks should be borne in mind, for the reason that a road whose business necessitates the use of more than one track will have earnings per mile of road much greater than if it had but a single track.

ACCIDENTS.

The causes that produce railway accidents are almost innumerable. Not a few result from defective construction or maintenance of way, defective system of switches and coupling of cars, bad architecture or engineering in the construction of bridges, defective apparatus for heating and lighting, grade crossings, light and unserviceable equipment and incompetent supervision. Perhaps the most prolific cause is the carelessness of and incompetency of employes. The reports of the companies show a wonderful loss of life and injuries to passengers, employes and strangers, or those who are commonly known as trespassers. In the consolidated tables a tabulation is made of the number of passengers killed and injured, the number of employes killed and injured, and the number of other persons killed and injured. A few companies make no report on this subject. It is not presumed that any railway company conducting a general passenger and freight business has, during the year, escaped casualties in the way of persons killed or

injured. The total number of passengers reported killed was 42, and injured 658, making one out of every 3,337,871 carried killed, and one out of every 213,055 carried injured. Of employes, 495 were killed and 6,833 injured; of other persons 952 killed and 1,329 injured; or a total of 1,489 killed and 8,820 injured. This is eight persons killed and forty-nine injured to every 100 miles of road operated. Looking over the detailed reports of the companies we find that the Buffalo, Rochester and Pittsburg has a total of 12 killed and 327 injured. The Lake Shore and Michigan Southern, a very extensive system, reports but ten killed and twelve injured. While the department has not been able to ascertain definitely why so small a number of casualties are reported in some cases, we may assume that the number given is confined to accidents within the state. The number reported by the New York, Lake Erie and Western seems exceedingly small when we consider the great number of miles operated by that company, and we therefore think that this company, in making its report of the number of accidents, must have confined itself to the number of such accidents in the state. This is also true of the New York, Chicago and St. Louis road, in view of the fact that they report but four persons killed and twenty-two injured. The report of the Pennsylvania Railroad Company shows eighteen passengers killed and 374 injured; 148 employes killed and 3,061 injured; other persons killed 354 and 560 injured; a total of 520 killed and 3,995 injured. Some comparisons with the returns of the Pennsylvania Railroad Company for past years, may be of interest, but it must be remembered that, while the number of casualties is very large, and constantly increasing from year to year, there has been, perhaps, a greater increase in the volume of business done, and therefore, the percentage of accidents must necessarily increase. For the year 1887 on the Pennsylvania system 282 persons were killed and 2,027 injured; in 1888, 208 killed and 1,897 injured; in 1890, 625 killed and 4,374 injured; in 1891, 492 killed and 3,528 injured; in 1892, 520 killed and 3,995 injured. The Pittsburg, Chicago and St. Louis reported for 1891, 108 persons killed and 1,080 injured; for 1892, 205 killed and 1,731 injured; of the number killed, 3 were passengers, 55 employes and 147 other persons; of the number injured, 111 were passengers, 1,420 employes and 200 other persons.

The number of casualties reported by the Philadelphia and Reading is remarkably small when the volume of business done by the road is taken into consideration. In 1887 there were 122 killed and 103 injured; in 1888, 187 killed and 125 injured; in 1890, 171 killed and 203 injured; in 1891, 188 killed and 281 injured; in 1892, 249 killed and 434 injured. Of the 249 killed last year but 2 are reported as passengers, 105 employes and 142 other persons; and of the injured 23 as passengers, 280 employes and 131 other persons. The figures returned by this company seem incredible, for two reasons. First, the number of persons

injured is so small in comparison with the number killed; in some cases the number killed exceed the number injured, and, secondly, the number of casualties is so small in proportion to the volume of business done and miles of road operated. In view of what appeared to be discrepancies or errors in the report of this company regarding the casualties, the department addressed the comptroller of the company for an explanation. A copy of the letter written him, with his answer thereto, is submitted herewith.

D. JONES, Esq., *Comptroller, Philadelphia and Reading Railroad Company, Philadelphia Pa:*

December 29, 1892.

DEAR SIR: On page 35 of your report to this department you give an account of the number of accidents to passengers, employes and others that have occurred in the operation of your road for the year ending June 30, 1892. We write to ascertain from you whether the number reported as injured and killed includes all accidents that have occurred during the year, not only on the main line and branches owned by the Philadelphia and Reading Company, but also on the roads leased or operated by the company. This information is necessary in compiling statistics on the subject referred to. The number returned by you seems so small that we cannot think it comprises all the casualties on the Reading system. If we are right in this assumption, will you be kind enough to forward forthwith a supplementary statement of accidents which will show all the casualties that occurred on the entire system?

Very truly yours,

(Signed)

THOMAS J. STEWART,
Secretary of Internal Affairs.

THE PHILADELPHIA AND READING RAILROAD COMPANY,
ACCOUNTING DEPARTMENT, OFFICE OF THE COMPTROLLER,
PHILADELPHIA, *December 30, 1892.*

Mr. THOS. J. STEWART, *Secretary of Internal Affairs, Harrisburg, Pa.:*

DEAR SIR: I beg to acknowledge receipt of yours of the 29th inst., in relation to report of persons injured and killed, and in reply beg to say that the report includes all accidents that occurred during the year in the State of Pennsylvania, on the main line and branches owned by the Philadelphia and Reading Railroad Company and leased lines, but does not include the operating lines, as the accidents on these are reported separately on the reports of those companies.

Yours truly,

(Signed) D. JONES,
Comptroller.

The reply of the comptroller convinces us of the fact that a different plan is pursued by this company in reporting accidents from that generally in vogue among such corporations. It is possible that no injury is taken note of in the general office of this company, unless of a very severe character, which would account for the great disparity in the number of injured as compared with the reports regarding fatal accidents; but we are at a loss to determine why so few persons are reported killed and injured in view of the large volume of business done by this company. While there are no means at hand of disputing the figures, it does not seem possible that during the entire year there have been but two passengers killed on the Reading system.

A question may arise as to the duty of the department clothed with some authority regarding railway corporations and their operations, as to why investigation is not made when apparent discrepancies are discovered in the reports. This observation may be very pertinent, and especially on a subject of so vital importance as the destruction of life and limb. There is but one answer to the inquiry, and that is that no appropriation or specific authority is provided to enable the department to make such investigations.

Probably the most serious accident of the year was that on the Pennsylvania railroad at Harrisburg, which resulted in the death of twelve, and the injury of twenty-three passengers. Some effort was made by the authorities of the county of Dauphin to ascertain the cause of this accident, with a view of punishing such employes of the company as might be found guilty of criminal negligence, or possibly an act that might be construed as felonious in its character, as a result of which the accident occurred. The railway journals throughout the country, and the public press generally, have been free with criticism upon the management of the road, especially as to the employes, and there has been no little criticism passed upon the Commonwealth of Pennsylvania for its failure to provide means by which an official investigation could be made of such accidents. The great fatality, and the great number of persons injured in this accident, render it a matter of importance that the cause of it should be made known to the public, and measures taken, if possible, to obviate a repetition of a calamity so disastrous in its results. It is admitted that the Pennsylvania railroad has the most perfect and extensive block system in the country; but what are its defects, and what are the possibilities in the direction of improvements that the system may be more perfect as to protecting life, and a greater protection against all kinds of accidents? In this accident at Harrisburg the carelessness of either the man in the tower, the signalmen, the engineer or other trainmen must certainly have caused it. Investigation was pursued to an extent that established this fact beyond controversy. It was one or more of these employes, and the carelessness of all may have contributed to the cause, and so far as there was a neg-

lect of duty, to that extent should they be considered culpable, and their continued services by the company be construed as reflecting upon the management of the system.

Perhaps the block system might be made more perfect. More dependence might be placed on the automatic agency and less upon the employes. It may not be a good commentary, generally to say, that an inanimate piece of mechanism in the way of an automatic movement of signals is a truer conservator of public safety than the vigilance common to mankind; however, electric locks or distant signals would probably have prevented the accident in this case; and possibly in this particular the Pennsylvania railroad system may be defective, for had there been an electric lock at Steelton, the man in charge of the telegraph office could not or would not have sent the second train forward, which resulted in the accident. Again, had there been a distant signal at the approach of the Harrisburg station, the accident might have been avoided. These propositions, and any others that may be suggested with reference to safety, all to a greater or less extent depend directly or indirectly upon the faithfulness of the telegraph operators, the men in the tower, the engineers, the signalmen or other trainmen and employes. Hence whatever scheme may be devised will fail, unless the employe is proficient, disciplined, vigilant and faithful in the discharge of his duties. This seems to be assumed on all sides, and therefore no railway should be permitted to handle human freight that does not school its employes in the line of duty and demand the highest order of ability the positions require. If, as has been claimed, such men were not employed, and the accident at Harrisburg resulted from the employment of unskilful or inexperienced or careless men, the management has committed an offense which, by the adoption of stringent measures, will be no doubt avoided in future. The salaries now provided for the positions in question on the various railways may not be commensurate with the worth of the men suitable for such positions. If this be the case and the present rates of transportation for freight and passenger traffic will not warrant an increase of wages, no doubt the public would submit to an increase rather than have the lives of citizens jeopardized in the hands of incompetent, unskilled or reckless employes.

Whatever defects there are in the block system, and whatever lack of discipline and carefulness there may be on the part of the employes, we may assume that the Pennsylvania railroad management will not be slow to correct existing evils. This would be the action of every successful railway management upon the well-established fact that whatever conserves the interests of the public will redound to the benefit of the railway concerned, its patrons, creditors and shareholders. No road has discipline as perfect as it could be and none will ever have perfection in that direction, so long as human nature, possessed of so many weaknesses, must be relied upon to conduct railway operations. While these

propositions are true there are and always will be possibilities for improvement. There are many roads on which the discipline is most defective and often glaringly so. Rules are formulated, but to be broken, evaded or challenged by acts of insubordination, and too often the violent evasion and challenge is acquiesced in by the supervising authority or the power which instituted or established the rules. Legislation may, in a measure, correct existing evils by making acts of negligence, the use of unserviceable equipment and dangerous roads and bridges, crimes or misdemeanors; railway commissions with increased powers and more extensive authority of supervision may improve existing conditions; our courts may approve higher and higher verdicts of juries in the way of damages for loss of life, limb or property, and the public press and general criticism may condemn reckless management until some degree of improvement is attained by those roads, whose policy now is subserved better with a ten per centum dividend and the destruction of scores of lives, than it would be by a six per centum dividend and a surplus devoted to improvements, safety appliances and all that goes to make up a successful American railway. Sooner or later these managements should be and will be required to move up on the advanced line of successful and careful railway operations. The sentiment of the time demands greater regard for the safety of passengers, and this demand must be obeyed, even to the sacrifice of the shareholders' dividends, the bondholders' interest, or the financial management of the roads. That railway management which cannot keep abreast with all the improved conditions now at hand, and adopt future improvements, must step to the rear, for in some way the public corporation must be made to keep pace with the wishes, conserve the interests and regard the safety of the intelligent American people.

The statistics collected annually by the interstate commerce commission of the United States, relative to railway accidents, are startling and show more clearly than anything else the necessity of precautionary legislation. So appalling is the loss of life and so numerous the accidents each day that the cry for relief has found its way into the Congress of the United States in the shape of bills now pending, which, if passed and approved, may, it is thought, produce changes in the way of safety appliances, and the enforcement of improved train regulations and railway management, thereby insuring more protection to both passengers and employes. From the returns referred to for the year 1891, it appears that the casualties in the United States were greater than for any previous year. The number of persons killed is reported to have been 7,029 and the number injured 33,881. Some comparisons have been made of these appalling losses with the losses that have occurred in some of the great battles of war. In the battle of Gettysburg the entire loss of Union and Confederate forces, exclusive of prisoners taken, was 33,033; while every year the loss resulting from the opera-

tion of the railways of the country is greater by thousands. Of those killed last year 2,660 were employes and 293 passengers; of the injured 26,140 were employes and 2,972 passengers. In determining what should be done in the way of relief legislation, a knowledge of the immediate causes of the accidents seems to be necessary, in order that specific remedies may be provided. Car coupling and uncoupling have been a fruitful cause of havoc among the employes, as may be seen from the figures given in the reports of the commission. Out of 2,660 killed, 415 were the result of coupling or uncoupling of cars; and of the 26,140 injured, 9,431 were the result of the same cause. Five hundred and ninety-eight employes were killed and 3,191 injured by falling from trains; while 78 were killed and 412 injured by coming in contact with overhead bridges and other obstructions. Comparatively speaking, it is remarkable how few employes are killed and injured by train accidents, the number of the former for the year being 303 and the latter 1,550. Two hundred and six employes were killed and 919 injured from derailments. Of the casualties among passengers, 59 were killed and 623 injured in collisions; 49 killed and 837 injured by derailments; 293 killed and 2,972 injured principally at highway crossings. For the year 1891, throughout the entire country, there was 1 employe killed in every 296, and 1 injured in every 30. For the year 1890, 1 was killed for every 306, and 1 injured for every 33; an increase in the number killed of 9 per centum and in the injured of 17 per centum; while the increase in the number of employes was only about five per centum. Although the railway service in nearly every direction is and has been improving, it seems that the liability to accident among the employes is increasing. These observations in regard to the number of passengers and employes killed and injured in the United States are based upon the reports compiled by the statistician of the interstate commerce commission, and no reference in these observations is made to trespassers or other persons than passengers or employes. It is difficult to make similar deductions from the returns to this department, for the reason, as has been before stated, that such roads as the New York, Lake Erie and Western and Lake Shore and Michigan Southern have made returns only of the number of casualties occurring within the limits of Pennsylvania, while their report of the number of employes and of the passengers carried represents the whole number of the entire system. A comparison, however, may be made between some of the companies whose reports are filed here, and though great discrepancies are observed, they are deductions from the reports as we have received them. Their accuracy, of course, depends upon the completeness of the books kept by the companies making the reports.

The Buffalo, Rochester and Pittsburg reports 1 passenger injured to every 152,502 carried, and 1 killed to every 762,512; of employes, 1 injured to every 7, and 1 killed to every 325. If these returns are correct,

they show that the employes of this company have sustained a greater percentage of injury than those of any other company. The Pennsylvania railroad report shows 1 passenger killed to every 2,516,034 carried, and 1 injured to every 121,092; 1 employe killed to every 368, and 1 injured to every 18. The Philadelphia, Wilmington and Baltimore reports 1 passenger killed to every 1,498,314 carried, and 1 injured to every 194,224; and 1 employe killed to every 284, and 1 injured to every 33. The Philadelphia and Reading reports but 2 passengers killed out of a total carried of 22,509,193; or 1 to every 11,254,596. This shows a most marked disparity when compared with the figures reported by the other companies. Of the passengers injured, 1 in every 978,660. The observation made regarding the number killed on this road is equally applicable to the number injured. Among the employes 1 in every 273 was killed, and 1 in every 102 injured. While the contrast is not so great regarding the number of employes killed and injured, when compared with those reported by other companies, there is something about the Reading report on this subject that indicates that the record has not been correctly kept. The Pittsburg, Cincinnati, Chicago and St. Louis report 1 passenger killed to every 2,048,929 carried, and 1 injured to every 267,251, and 1 employe killed to every 204, and 1 injured to every 8. This record of injured employes is about the same as that reported by the Buffalo, Rochester and Pittsburg. It is certainly to be hoped that the records kept by these corporations as to the injuries sustained by their employes is incorrect. Combining the returns of these five companies with reference to the number of passengers and employes killed and injured, we find that 1 passenger in every 2,748,236 was killed, and 1 in every 150,256 injured, and 1 employe in every 305 killed, and 1 in every 19 injured.

The legislation to which we have referred, and which is now pending in congress, if passed and approved will, it may be presumed, give some relief in the direction of furnishing more safety appliances for the protection of employes, and more careful regulations in regard to the movement of trains. Among other provisions in the bills, the companies that come under the authority of the interstate commerce commission will be required to have driving wheel breaks and appliances for operating trains. They must submit to a limitation of the number of cars in a train, and regulations regarding the kind of equipment with which such cars must be supplied. Provision is made that on and after January, 1898, no trains of an interstate commerce character shall be permitted to haul commerce of the country without being supplied with the automatic coupler and other safety appliances which are provided for in the bills. The railway companies are required to report annually to the interstate commerce commission on this subject, as well as on the other matters now included in their reports, and the failure of the officers to obey any orders which may be given by the commission in regard to

supplying trains and engines with safety appliances is made punishable. How far this proposed legislation, if it shall ever be enacted into a law, will furnish relief for the hundreds of thousands of employes now in the railway service, or how far it may contribute to the safety of passengers in transitu, can only be determined from results from future railway operations after such bill shall have been enacted, but certainly it cannot make the condition worse, and the duty devolving upon congress, so far as interstate commerce is concerned, is an imperative one; while the legislatures of the various states of the Union should enact similar laws with reference to the railways of their respective states which are not subject to interstate commerce laws.

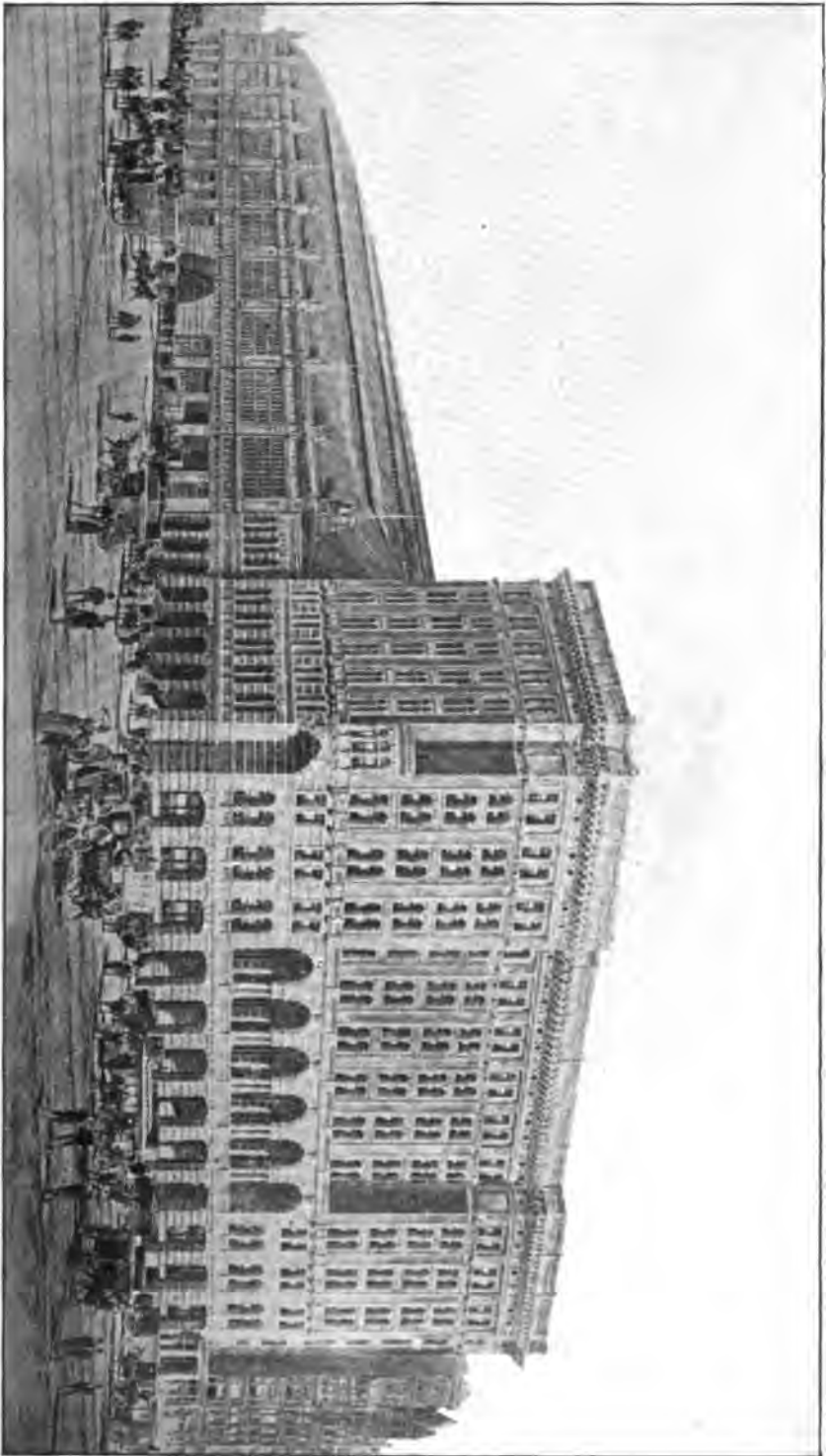
IMPROVEMENTS.

In the way of permanent improvements the Pennsylvania railroad has expended during the year \$5,071,710.48; the Philadelphia and Reading, \$3,649, 109.66. The amount expended by the later company we may presume does not include the very large sum expended by another corporation—the Philadelphia and Reading Terminal Railroad Company for its terminal facilities in that city. The new station of this company will rank among the first of the stations of the world. An exterior view of this fine building is given herewith, which will exhibit the magnificence of the structure, as well as a means of conveying to the public through this report a knowledge of the millions of dollars now being expended to secure to the Philadelphia and Reading advantageous terminal facilities, with a view of serving the interests and convenience of the people. The station is situated at Twelfth and Market streets. It is exceedingly large and appears to be substantially constructed. The head house fronts on Market street, with a frontage of 266 feet and depth of 100 feet, and is eight stories high with a basement. From the basement to the balustrade the height is 153 feet. It has a train shed of 266 feet in width and 559 feet in length, including a lobby of 50 feet in width in the rear of the head house. The structure covers the entire territory between Market and Arch streets, a distance of 659 feet. The approach to the station is made over a magnificent and expensive elevated road. The ground floor from Market to Arch streets was occupied for railway purposes and as a public market house. The exterior of the building exhibits a design in the Italian renaissance style, which produces an artistic effect and adds materially to the appearance of Market street. The several floors of the head house are used as follows: The basement for stores, the first floor as a lobby room for passengers, with a ticket office, baggage room, carriage court and all the accommodations necessary for a first-class station; the second floor, which is on a level with the platforms, contains a large wait-

ing room for men and women, restaurant and dining room. The upper floors are used for the general offices of the company and for the operating services of the terminal line. The baggage rooms are located between the head house and the carriage court in the rear in a place convenient of access to the public, and are so arranged that passengers can check their baggage, or make inquiries concerning it, at two openings between the baggage rooms and the lobby. The convenience for passengers in the purchasing of tickets and checking of baggage could scarcely be excelled. After tickets have been purchased the passengers are conducted from the entrance lobby on the ground floor by an easy stairway, or by an elevator, to the general waiting room, which is 78 by 100 feet, a room, which, when completed, will be very handsome and convenient in all its appointments. There is a lobby fifty feet wide between the train shed and head house extending across the entire station, in which outgoing passengers congregate while waiting for trains, and from which incoming passengers have access to the main exits. The lobby is inclosed by an ornamental iron fence, and has gates opposite the longitudinal platform in the train sheds. The elevators from the baggage rooms on the ground floor are located at the ends of this lobby, which also contains small offices for the station master and the postal clerks. The second story of the head house is 35 feet high, and the main waiting room occupies the whole of it. By many railway men and architects the train shed is regarded as among the most perfect that has ever been devised or constructed in this or any foreign country. The entire building appears to reflect credit upon the architect and upon the enterprise of the management of the road.

The improved Pennsylvania railroad station now in process of reconstruction at Broad and Market streets, bids fair to be one of the grandest structures in point of beauty and architectural perfection ever built. It has been but ten years since the present station of the road was built, and it seemed that no necessity would exist for enlarged terminal facilities for many years to come, but so rapid has been the increase of the business of this great corporation that it has been found impossible to receive into the present station, and dispatch therefrom, the hundreds of trains that daily arrive and depart. All the property on Market street, fronting on Broad, between Market and Filbert, has been purchased and is now covered by the new station in process of construction. This station will be a marvel in itself, and is looked upon as a great undertaking.

The structure is to be ten stories high, of Gothic architecture, the exterior of which will be made to correspond to the architecture of the present building standing upon the corner of Broad and Filbert streets. It is being built of granite brick with highly ornamental trimmings. The height of the main tower will be 240 feet, and standing as it will, immediately opposite the City Hall, will add materially to the architec-



NEW STATION OF THE PHILADELPHIA AND READING RAILROAD, MARKET STREET, PHILADELPHIA.

tural beauty of the locality. The territory occupied by the building amounts to four and three-fourths acres of ground. The main entrance for out-going passengers will be at the corner of Broad and Market streets and will be semi-circular in design, and another entrance will be on Filbert street, while several others will be provided for in the front of the building on Broad street. The main stairway will consist of two broad flights, one starting from Market street and the other from Filbert street. These flights will ascend to a common landing and from that there will be one front stairway entering in the second or main floor of the station. Besides the stairways referred to on either side of the main flight there will be two elevators running between the first floor or entrance hall and the second floor waiting rooms. The elevators are so arranged as to communicate directly with the apartments set apart for carriages and cabs. The mammoth train shed is constructed of iron and glass and will, when finished, probably be the largest train shed in existence. It will cover 707x307 feet of ground and will be one hundred and forty feet high from the platform to the ridge of the central elevator. This gigantic structure will contain six million pounds of iron, its roof being composed very largely of translucent glass in iron frames. The glass in the roof will cover one and three-fourths acre of territory.

The Pennsylvania management is generally considered as conservative, and yet this structure, when completed, will be incontrovertible evidence of the enterprising spirit that characterizes its actions. A cut of the station accompanies this report.

The Broad Street station of the Pennsylvania road and Market Street station of the Philadelphia and Reading road, as before stated, show the progressive spirit of these corporations and add materially to the architectural beauty of the city. In addition to these structures the Baltimore and Ohio road has erected a station at Twenty-fourth and Chestnut streets that is not only a credit to the management, but also to the city. We present, with this report, an exterior and an interior view of this building. It is a brick structure, four stories high, 180 feet in length and 100 feet in width. To the main building is attached a spacious train shed, sufficient in size to contain seven tracks for local and through passenger trains. On leaving the train shed, passengers enter the general waiting room, which is about 60x120 feet in size, and adjoining which are the ticket, telegraph and Pullman car offices and baggage-room. From this room, entrances lead to Twenty-fourth street, and two wide and easy stairways and a commodious elevator, leading to the entrance on Chestnut street and waiting rooms on the second floor. There are three entrances from Chestnut street on this floor and a general waiting room 45x140 feet in size, and a women's waiting-room 40x80 feet, handsomely carpeted and upholstered and supplied with easy chairs and settees. In this beautiful structure are dining-room and waiting-rooms, and the building is supplied in all its appointments with

modern improvements and conveniences, and in its entirety constitutes a first-class railway station. On the upper floors of the main building are the offices of the Philadelphia division of the road.

Among the other improvements now being made in and about Philadelphia, as well as in some other portions of the state, is the arrangements of tracks so as to avoid grade crossings. Safety to the public, and welfare of railways imperatively demand that much shall be done in this direction. It is gratifying to note that the Pennsylvania has its lines, for many miles west of Philadelphia, almost entirely free from these dangerous grade crossings. Surely the most of our roads in Pennsylvania are well up in improvements and bid fair to keep abreast with the roads of any state in this direction.

STATE SUPERVISION OF RAILWAYS.

The history of railway enterprises in the United States fairly well establishes the fact that railway interests are safest and of more stable and permanent character under official regulation on the part of the state or nation, or by both state and nation, in their proper spheres. The success of some railway enterprises and the failure of others are in many cases due to a fierce competition which has brought success to the strong, disaster to the weak, and produced unstable conditions of values throughout the country. Regulation of the nation, and by the several state authorities, seems now to have been beneficial to all concerned. The application of business principles as a means of enhancing the values of railway stocks, or increasing the revenues from the operations of railways, has been too often disregarded. The existence of these conditions has not only been detrimental to railway enterprises, but carried wide destruction to the interests of the shippers generally by helping some at the expense of the many. For it is true that recklessness in railway management is prolific of unjust discrimination. The best authority on railway management now seems to invite and welcome the enactment of proper laws for regulation and supervision, while communities and the public generally, for whom the railways should also be considered conservators, are looking to restrictive legislation and supervision as a means of relieving shippers from that unjust discrimination which is prohibited by the constitution not only of this state but of many of the states of the Union. So the brightest railway managers have in a measure learned that there is nothing to be feared from just laws, and that their impartial administration will generally conserve the best interests of the railways as well as of the public. The absolute freedom of the individual is a condition not to be desired either by the individual or by his fellow-being, and the welfare of society, the protection of property and life, require that these bounds of natural

freedom be so far restrained as shall be necessary for the good of all. This is a principle of elementary law and is as old as law itself. Our early railway building as a rule progressed for years unhampered by restrictive legislation or railway supervision. There seems to have been absolute freedom to build *when, where and under such conditions* as suited the judgment or caprice or the borrowing capacity of the projectors. The public service of railways, charges for passenger and freight traffic, questions of discrimination, as well as the construction and maintenance of roads and equipments, with reference to the safety of human life, all these, and many other matters, were left entirely to such disposition as might be made of them by each railway management. But as the natural liberty of the individual must be restrained for the general good of all, so time developed the fact that there must be supervision of railway management that would bring about assimilation in the manner of construction, safety of equipment, operation, and uniformity in financial transactions; equitable adjustment of charges for transportation, with a view of prohibiting unjust discrimination, as well as to compel the adoption of the most improved appliances for the safety of the traveling public and for the railway employes. The development of the commerce of the United States has made many changes necessary regarding the affairs of railways and has destroyed the idea that every railway management was a law unto itself. The commerce, not only of this state, but that of the United States, requires that there be a close assimilation and harmony of laws regarding transportation, so that every citizen shall feel assured that rules to which he must submit are also a law equally binding upon every other citizen of the state or nation. Railway supervision, therefore, by force of necessity, has assumed an important position in legislation generally of both state and nation, and its permanency is generally accepted as a fact beyond controversy. No one can contend to-day that the public corporations are beyond legislative authority, for the principle is well founded that the power which can create a corporation, and by virtue of such creation give valuable franchises, has a right to supervise, regulate and control such corporation, and that such control is only limited by the provisions of the constitution and public policy. When the magnitude of the railway interests is considered, their great capitalization, their mileage, and the almost limitless influence in the respective legislatures of the several states, there are two important features which must impress the thoughtful and which reflect credit upon our form of government; first, the power of the law, and, second, the loyalty and obedience of railway managements to its mandates.

In the railway report of this department for the year ending June 30, 1891, a full synopsis was published of the provisions of the constitution and the laws authorizing the Secretary of Internal Affairs to discharge certain duties regarding the several railways whose lines are in whole or in part

within this commonwealth. By reference to that report or to the constitution and laws from which the same is gleaned, it will be seen that the Secretary of Internal Affairs is authorized to procure special reports from certain corporations of the commonwealth, whenever it shall appear that there has been a violation of the constitution, or any acts committed which are in themselves *ultra vires*. The Secretary of Internal Affairs has no authority to proceed against the corporations, but is required to certify a record of any illegal act committed, for which there is no remedy provided through the courts, to the Attorney General for his action. The amended act of 1889 does not enlarge or extend the powers of the secretary of internal affairs to an extent that enables him to exercise any supervision over rates, discriminations, manner of construction of railways, equipment, or of the adoption of safety appliances for the security of life and limb, and indeed it would seem that the only authority which he is given, either by the constitution or laws, is in the way of making inquiries to ascertain conditions which, when found, he is authorized to publish in the annual reports of the department; or in case of illegal acts, as aforesaid, certify to the Attorney General. The only penalty provided against corporations that refuse to make reports is the penalty of five thousand dollars, and the only circumstances under which these corporations are liable to the imposition of this penalty is through a failure to make the annual or special reports at the time and in the manner required by law, and the rules and regulations of the department. It will, therefore, be seen that in Pennsylvania there is no provision made by which this department has any control over railway management, or by which it can exercise in, the remotest degree, any supervision over the construction of roads, their equipment, their operations, or their general management. In this regard the Commonwealth of Pennsylvania is substantially alone, for in nearly all the states of the Union railway commissions have been constituted, and in some of the states have exercised authority for many years over railway corporations. They are not all given the same authority, some having bestowed upon them the power to regulate construction, and in such cases the profiles of projected roads, the surveys, the plans and specifications of bridges and tunnels, and indeed most of the details regarding the characteristics of the road are submitted to the commission before operations are commenced. In other states commissions have not the authority to supervise construction, but have the authority to prevent discrimination in shipments and to adopt a general tariff of rates for both passenger and freight traffic.

Why Pennsylvania should stand almost alone on a question of so much importance is a matter of considerable conjecture, for the railway interests in this state are much greater than those of any other state in the Union, especially as to capitalization. Here the wonderful products of agriculture, mines, forests and manufactures, all dependent upon rail-

way shipment, far surpass similar interests in most of the other states. Perhaps the most reasonable answer that can be given for the conditions that exist in Pennsylvania is that our railways generally are in such an advanced state of perfection that they do not require the supervision necessary in most of the other states. The superb equipment, the excellent management, the adoption of every improvement in the way of comfort and safety for the traveling public, characterize, in a marked degree, the great majority of the railways in Pennsylvania; and it may be said that whatever is of interest for the safety, convenience and comfort of the public in the way of transportation of both passengers and freight is also of paramount interest to the railways themselves. Hence it may be claimed that where such conditions exist railway supervision is not a necessity and that a commission in such a state would have no beneficial result. There would be some grounds, perhaps, for assuming this position, if all the railways were in that high grade of perfection, both as to the characteristics of road and management, as are our best roads. A close observer on the lines of the Pennsylvania railroad, starting from Philadelphia in either direction, will detect but little that can be done in the way of improvement on that splendid line, and it may be accepted as a fact that whatever that company can do, whatever development there may be made in the way of bettering the condition of its line, or that contribute to the safety of passengers and employes, will be done. This corporation has the wealth, the means and the disposition, under its present management, to improve its condition when possible, not only for the advancement of the interests of its owners, but also to render the public the safest and most perfect service. There are lines, however, in the commonwealth, where such favorable conditions do not exist; railways whose interests are represented by stocks which have not paid dividends for years, and whose present condition gives no promise that the stockholders will ever realize in the way of dividends; railways whose whole operations seem to be conducted in the interests of those who fill the several offices or compose the board of directors, and are most concerned in making the roads earn handsome salaries. One cannot travel through the commonwealth without discovering several such lines. The road beds and bridges are often found in an unsafe condition, while in many instances the equipment ought long since to have been condemned and replaced by new and serviceable equipment which can be used with safety. As before indicated, many of these lines seem to be kept in operation, not in the interest of the stockholder, and in some cases not in the interests of the bondholder, but purely in the interests of the temporary management. There is a duty devolving on the state to go to the rescue of the public who have to transact business with such roads, or have to pass over them as passengers or use them for the transportation of commodities. There can be no question that state supervision is a necessity in such cases, and that

these lines should be required to place their tracks, their bridges, their equipment in a safe condition and adopt other means which will conserve the interests of the public; or, if found financially unable to do this, then they be required to discontinue business. For such railways as these, and for the purpose of devising the best methods of protecting life and preventing injuries, as well as to protect shippers against discrimination, it would seem that the legislature would serve the best interest of our citizens, without in the least prejudicing the welfare of railways by the passage of a law, providing for the appointment of a railway commission clothed with reasonable authority to supervise these public corporations in such a manner as that justice may be done to all.

It may be that under our Constitution a commission cannot be formed for the reason that the authority which, of necessity, would have to be given such commission, would conflict with the powers now conferred upon the Secretary of Internal Affairs; but if this be true then additional legislation could be provided more specifically defining the duties of the secretary and enlarging the scope of his authority.

STREET RAILWAY COMPANIES.

Comparative totals from the reports of street railway, canal, telegraph and telephone companies for the years 1891 and 1892:

| | |
|--|-----------------|
| Number of companies reporting, 1892, | 221 |
| Number of companies reporting, 1891, | 207 |
| Increase over 1891, | 14 |
| Increase of 1891 over 1890, | 67 |
| Capital stock paid in, 1892, | \$45,462,262 79 |
| Capital stock paid in, 1891, | 34,622,120 26 |
| Increase over 1891, | \$10,840,142 53 |
| Increase of 1891 over 1890, | 7,956,541 67 |
| Capital in reports not printed, | 1,010,294 38 |
| Funded and floating debt, 1892, | \$22,091,385 05 |
| Funded and floating debt, 1891, | 16,699,488 88 |
| Increase of 1892 over 1891, | \$5,391,896 17 |
| Increase of 1891 over 1890, | 3,828,506 18 |
| Cost of roads and equipment, 1892, | \$41,636,011 20 |
| Cost of roads and equipment, 1891, | 19,945,127 13 |
| Increase of 1892 over 1891, | \$21,690,884 07 |
| Increase of 1891 over 1890, | 2,140,991 52 |
| Cost in reports not printed, | 217,575 27 |

| | |
|---|-----------------|
| Length of roads in miles, 1892, | 819.15 |
| Length of roads in miles, 1891, | 683.32 |
| Increase of 1892 over 1891, | 135.83 |
| Increase of 1891 over 1890, | 96.72 |
| Number of cars in use, 1892, | 3,050 |
| Number of cars in use, 1891, | 2,722 |
| Increase of 1892 over 1891, | 328 |
| Increase of 1891 over 1890, | 148 |
| Number of horses and mules in use, 1891, . . | 11,666 |
| Number of horses and mules in use, 1892, . . | 10,878 |
| Decrease from 1891 to 1892, | 788 |
| Increase of 1891 over 1890, | 954 |
| Number of cars propelled by electricity, 1892, . | 660 |
| Number of cars propelled by electricity, 1891, . | 335 |
| Increase of 1892 over 1891, | 325 |
| Number of cars propelled by cable, 1892, . . . | 324 |
| Number of passengers carried, 1892, | 260,655,224 |
| Number of passengers carried, 1891, | 237,781,172 |
| Increase of 1892 over 1891, | 22,874,052 |
| Increase of 1891 over 1890, | 18,275,556 |
| Total receipts, 1892, | \$14,629,704 93 |
| Total receipts, 1891, | 12,631,433 60 |
| Increase of 1892 over 1891, | \$1,998,271 33 |
| Increase of 1891 over 1890, | 1,174,218 10 |
| Total expenses, 1892, | \$8,188,745 96 |
| Total expenses, 1891, | 7,369,945 42 |
| Increase of 1892 over 1891, | \$818,800 54 |
| Increase of 1891 over 1890, | 820,671 48 |
| Value of real estate owned by companies, 1892, \$2,849,578 77 | |
| Value of real estate owned by companies, 1891, 2,797,702 56 | |
| Increase of 1892 over 1891, | \$51,876 21 |
| Accidents, killed, 1892, | 44 |
| Accidents, killed, 1891, | 22 |
| Increase of 1892 over 1891, | 22 |
| Increase of 1891 over 1890, | 2 |

| | |
|---------------------------------------|----------|
| Accidents, injured, 1892, | 393 |
| Accidents, injured, 1891, | 121 |
| | <hr/> |
| Increase of 1892 over 1891, | 272 |
| Increase of 1891 over 1890, | <u>3</u> |

TELEGRAPH AND TELEPHONE COMPANIES.

| | |
|--|--------------------|
| Number of companies reporting, 1892, . . . | 23 |
| Number of companies reporting, 1891, . . . | <u>23</u> |
| Capital stock paid in, 1892, | \$99, 578, 652 06 |
| Capital stock paid in, 1891, | 94, 556, 652 06 |
| | <hr/> |
| Increase of 1892 over 1891, | \$5, 022, 000 00 |
| Decrease from 1890 to 1891, | <u>32, 170 00</u> |
| Funded and floating debt, 1892, | \$19, 327, 469 25 |
| Funded and floating debt, 1891, | 16, 414, 085 92 |
| | <hr/> |
| Increase of 1892 over 1891, | \$2, 913, 383 33 |
| Increase of 1891 over 1890, | <u>511, 661 43</u> |
| Cost of lines and equipments, 1892, | \$4, 920, 327 56 |
| Cost of lines and equipments, 1891, | 3, 622, 271 59 |
| | <hr/> |
| Increase of 1892 over 1801, | \$1, 298, 055 97 |
| Decrease from 1890 to 1891, | <u>724, 565 81</u> |
| Length of lines in miles, 1892, | 190, 729.75 |
| Length of lines in miles, 1891, | 190, 264.81 |
| | <hr/> |
| Increase of 1892 over 1891, | 464.94 |
| Increase of 1891 over 1890, | <u>4, 261.52</u> |
| Length of lines in Pennsylvania, 1892, | 13, 538.87 |
| Length of lines in Pennsylvania, 1891, | 11, 008.98 |
| | <hr/> |
| Increase of 1892 over 1891, | 2, 529.89 |
| Decrease from 1890 to 1891, | <u>263.29</u> |
| Receipts of entire lines, 1892, | \$28, 129, 239 73 |
| Receipts of entire lines, 1891, | 24, 277, 443 91 |
| | <hr/> |
| Increase of 1892 over 1891, | \$3, 913, 795 82 |
| Increase of 1891 over 1890, | <u>833, 632 52</u> |
| Receipts in Pennsylvania, 1891, | \$1, 531, 638 94 |
| Receipts in Pennsylvania, 1892, | 1, 355, 914 94 |
| | <hr/> |
| Decrease from 1891 to 1892, | \$175, 724 00 |
| Increase of 1891 over 1890, | <u>833, 632 52</u> |

| | |
|---|-------------------|
| Expenses entire line, 1892, | \$20, 101, 355 83 |
| Expenses entire line, 1891, | 17, 337, 011 05 |
| Increase of 1892 over 1891, | \$2, 764, 344 78 |
| Decrease from 1890 to 1891, | 1, 417, 921 46 |
| Expenses in Pennsylvania, 1891, | \$706, 563 13 |
| Expenses in Pennsylvania, 1892, | 424, 143 12 |
| Decrease from 1891 to 1892, | \$282, 420 01 |
| Increase from 1890 to 1891, | 39, 484 09 |

CANAL AND NAVIGATION COMPANIES.

| | |
|--|-------------------|
| Number of companies reporting, 1891, | 9 |
| Number of companies reporting, 1892, | 9 |
| Capital stock paid in, 1892, | \$58, 114, 258 00 |
| Capital stock paid in, 1891, | 58, 063, 058 00 |
| Increase of 1892 over 1891, | \$51, 200 00 |
| Increase of 1891 over 1890, | 5, 518, 100 00 |
| Funded and floating debt, 1891, | \$40, 480, 488 50 |
| Funded and floating debt, 1892, | 39, 851, 005 56 |
| Decrease from 1891 to 1892, | \$629, 482 94 |
| Decrease from 1890 to 1891, | 7, 161, 470 45 |
| Cost of canals and fixtures, 1891, | \$30, 180, 622 21 |
| Cost of canals and fixtures, 1892, | 30, 125, 578 21 |
| Decrease from 1891 to 1892, | \$55, 044 00 |
| Decrease from 1890 to 1891, | 42, 168 50 |
| Gross tonnage, 1892, | \$2, 323, 700 00 |
| Gross tonnage, 1891, | 2, 108, 580 00 |
| Increase of 1892 over 1891, | \$215, 120 00 |
| Decrease from 1890 to 1891, | 4, 313, 523 00 |
| Gross receipts, 1891, | \$2, 808, 005 81 |
| Gross receipts, 1892, | 2, 803, 953 82 |
| Decrease from 1891 to 1892, | \$4, 051 99 |
| Increase of 1891 over 1890, | 58, 472 48 |
| Expenses, 1891, | \$611, 248 38 |
| Expenses, 1892, | 607, 416 00 |
| Decrease from 1891 to 1892, | \$3, 832 38 |
| Decrease from 1890 to 1891, | 189, 604 65 |

ROADS NOT CONSTRUCTED.

List of steam railroad and street railway corporations, whose lines are not constructed, or are now in process of construction, exhibiting the "authorized" and "paid in" capital together with the amount expended on construction; also some companies which failed to make complete report. (Blank spaces in the columns indicate that the information has not been furnished the department.)

STEAM RAILROADS.

| NAME OF ROAD. | Amount authorized by law. | Amount paid in. | Amount expended on construction. |
|--|---------------------------|-----------------|----------------------------------|
| Bloomsburg Belt, | \$10,000 | \$1,000 | \$4,400 00 |
| Bloomfield Junction, | 25,000 | 645 | |
| Buffalo and Susquehanna, | 120,000 | 60,000 | |
| Central Railroad of Pennsylvania, | 1,200,000 | | |
| Cherry Grove, | 50,000 | 10,000 | |
| Chest Creek, | 100,000 | 6,000 | 6,000 00 |
| Clarion, Mahoning and Pittsburg, | 6,000,000 | | |
| Clearfield Creek, | | | |
| Clearfield and Mahoning, | 500,000 | 500,000 | |
| Coal Glen, | 50,000 | 1,000 | |
| Coudersport, Galeton and and Ansonia, | 150,000 | 15,000 | |
| Coudersport and Wellsboro, | 130,000 | 65,000 | |
| Danville and Riverside, | 50,000 | 3,790 | |
| Eagles Mere, | 36,000 | 36,000 | |
| Edgewood, | 15,000 | 15,000 | 19,532 64 |
| Evergreen, | | | |
| Fairchance and State Line, | 60,000 | 2,515 | 702 66 |
| Forest Central, | 90,000 | 3,000 | |
| Greenlick Railway Company, | 50,000 | 45,000 | 37,270 70 |
| Harrisburg and Bedford, | 2,500,000 | 30,000 | 6,948 93 |
| Homer and Susquehanna, | 200,000 | 10,500 | 8,305 00 |
| Johnsonburg and Bradford, | 420,000 | 21,000 | 202,507 22 |
| Kettle Creek, | 350,000 | 2,800 | 2,322 54 |
| Lancaster and Reading Narrow Gauge, | 500,000 | | |
| Lebanon and Reading, | 300,000 | 30,000 | 8,529 52 |
| Lehigh and Western, | 1,000,000 | 87,500 | |
| Lawrence State Line, | 20,000 | 500 | |
| McKeesport and Versailles Belt Line, | 50,000 | | |
| Monongahela and Chartiers, | | 2,800 | |
| Mt. Pleasant and Latrobe, | 130,000 | 13,000 | 8,217 00 |
| Meadville, Conneaut Lake and Linesville, | 200,000 | 200,000 | 383,000 00 |
| New York, Philadelphia and Chicago, | 2,250,000 | 45,000 | 23,000 00 |
| Oil City and Newcastle, | 750,000 | 23,000 | |
| Oil City and Ridgeway, | 300,000 | 86,550 | 71,427 43 |
| Ohio and Northeastern, | 250,000 | 12,500 | |
| Philadelphia and Delaware County, | 1,000,000 | 250,000 | 500,000 00 |
| Philadelphia and Frankford, | 400,000 | 720 | 14,103 97 |
| Philadelphia and Lehigh Valley, | 2,000,000 | 40,000 | 22,184 90 |
| Philadelphia and Newtown Connecting, | 150,000 | 2,500 | 4,679 98 |
| Philadelphia and Northern, | 900,000 | 30,000 | 899 38 |
| Pittsburg, Cowansburg and State Line, | 3,500,000 | 22,000 | |
| Pittsburg and Mansfield, | 50,000 | 2,520 | 2,520 00 |
| Pennsylvania, Lehigh and Eastern, | 10,000,000 | 10,000,000 | 193,776 59 |
| Reading, Lancaster and Baltimore, | 3,000,000 | | |
| Sharon and State Line, | 60,000 | | |

STEAM RAILROADS—Continued.

| NAME OF ROAD. | Amount authorized by law. | Amount paid in. | Amount expended on construction. |
|--|---------------------------|-----------------|----------------------------------|
| South Pennsylvania, | \$20,000,000 | \$500,000 | |
| Strausburg, | 100,000 | | |
| Saltsburg and West Lebanon, | 200,000 | 24,000 | |
| Sherrick Run, | 500,000 | | |
| Southern Central, | | 50,000 | \$5,277 86 |
| State Line, | 20,000 | 2,000 | 3,088 40 |
| Uniontown and Lick Run, | 50,000 | 5,000 | 13,430 84 |
| Wilkesbarre and Eastern, | 3,000,000 | 50,000 | 69,471 63 |
| Wilkesbarre and Williamsport, | 1,600,000 | 800 | 7,200 00 |
| West Chester and Phoenixville, | 600,000 | 25,000 | 18,521 93 |
| Williams Valley, | 120,000 | 87,000 | |
| York and Black Mount, | 4,000 | 525 | |
| York and Schuylkill, | 650,000 | 32,500 | |
| Youghiogheny and Elizabeth, | 50,000 | 5,000 | |
| Youghiogheny and Southern, | 200,000 | | |
| Youghiogheny Connecting, | 50,000 | 1,000 | 738 87 |

STREET RAILWAYS.

| NAME OF ROAD. | Capital authorized. | Capital paid in. | Paid for construction. |
|---|---------------------|------------------|------------------------|
| Allegheny and Millvale, | \$24,000 00 | \$2,400 00 | |
| Altoona and Hollidaysburg Street Electric, | 50,000 00 | 5,000 00 | |
| Athens, Sayer and Waverly Electric Street, | 30,000 00 | 1,000 00 | |
| Beaver Falls C. and M. Electric Street, | 150,000 00 | 1,000 10 | |
| Beaver and Vanport, | 15,000 00 | 5,250 00 | |
| Bear Valley and Shamokin Street, | 15,000 00 | 520 00 | |
| Bellefonte Electric, | 18,000 00 | | |
| Bloomfield and Shady Side, | 30,000 00 | 300 00 | |
| Boyd Street, | 3,000 00 | 3,000 00 | 2,400 00 |
| Brady Branch and Shamokin Street, | 15,000 00 | 520 00 | |
| Braddock Street, | 30,000 00 | 30,000 00 | |
| Braddock and Brinton Electric, | 6,000 00 | 600 00 | |
| Braddock and McKeesport Electric, | 100,000 00 | 800 00 | |
| Carbondale Traction, | 150,000 00 | 37,500 00 | 22,889 88 |
| Chambersburg Street, | 50,000 00 | | |
| Chartiers and Neville Island, | 60,000 00 | | |
| Chartier Valley Street, | 30,000 00 | 1,000 00 | |
| Citizens' (Mt. Pleasant and Tarrs), | 18,000 00 | 600 00 | |
| Citizens' Street Railway, Scottdale, | 50,000 00 | 600 00 | 18 0 |
| City Line, Pittsburg, | 18,000 00 | 1,800 00 | |
| Cambria and Somerset Street (Philadelphia), | 50,000 00 | 5,000 00 | |
| Carbon County Electric, | 60,000 00 | 3,500 00 | 5,290 37 |

D-11-92

STREET RAILWAYS—Continued.

| NAME OF ROAD. | Capital authorized. | Capital paid in. | Paid for construction. |
|--|---------------------|------------------|------------------------|
| Centennial Passenger, | \$15,000 00 | \$1,500 00 | |
| Citizens' Street (Beaver Falls), | 18,000 00 | 729 28 | |
| Citizens' North Philadelphia, | 36,000 00 | 3,600 00 | |
| Citizens' South Philadelphia, | 30,000 00 | 3,000 00 | |
| Citizens' Fairmount Park Street, | 48,000 00 | 4,800 00 | |
| Columbia and Ironville Street, | 75,000 00 | 1,250 00 | |
| Connellsville Electric, | 100,000 00 | 15,100 00 | |
| Craig Street (Pittsburg), | 42,000 00 | 42,000 00 | \$41,500 00 |
| Diamond Street (Pittsburg), | 30,000 00 | 3,000 00 | |
| Dravosburg M. and Elizabeth Electric, | 45,000 00 | 1,750 00 | |
| Duquesne Street, | 20,000 00 | 20,000 00 | |
| Erie Transit, | 600,000 00 | | |
| East End Street (Pittsburg), | 20,000 00 | 6,000 00 | 5,500 00 |
| Exchange Street (Pittsburg), | 1,000 00 | 100 00 | |
| Fairhill Passenger (Philadelphia), | 9,000 00 | 900 00 | |
| Fairmount Palace Car Street (Philadelphia), | 48,000 00 | 4,800 00 | |
| Fairmount Park (Philadelphia), | 150,000 00 | | |
| Fifth Avenue, W. E. and Crafton (Pittsburg), | 18,000 00 | | |
| Fountain Street (Pittsburg), | 3,000 00 | 300 00 | |
| Frankstown Avenue (Pittsburg), | 30,000 00 | 6,000 00 | |
| Gettysburg Electric, | 100,000 00 | 10,000 00 | |
| Glenshaw Street (Pittsburg), | 30,000 00 | 1,000 00 | |
| Grandview Avenue (Pittsburg), | 6,000 00 | 600 00 | |
| Grandview Traction, | 15,000 00 | 3,000 00 | |
| Grant Street (Pittsburg), | 3,000 00 | 3,000 00 | 2,874 60 |
| Hazlewood Avenue (Pittsburg), | 7,500 00 | 2,500 00 | |
| Hazlewood, H. and Braddock, | 36,000 00 | | |
| Hyland Street (Pittsburg), | 15,000 00 | 15,000 00 | 14,500 00 |
| Hill Top Traction (Pittsburg), | 8,000 00 | 800 00 | |
| Holmesburg, T. and F. Electric (Philadelphia), | 150,000 00 | | |
| Howe Street (Pittsburg), | 18,000 00 | 18,000 00 | 17,500 00 |
| Huntingdon Street, | 18,000 00 | 600 00 | |
| Knoxville Street (Pittsburg), | 3,000 00 | 200 00 | |
| Larimer Street (Pittsburg), | 15,000 00 | 15,000 00 | 14,500 00 |
| Larimer and Lincoln Street (Pittsburg), | 18,000 00 | 1,800 00 | |
| Lancaster and Columbia, | 100,000 00 | 1,800 00 | |
| Lancaster and Lititz, | 50,000 00 | 1,410 00 | |
| Lancaster and New Holland, | | 1,500 00 | |
| Lancaster and Strasburg, | 125,000 00 | | |
| Latrobe and Derry Street, | 40,000 00 | 615 00 | |
| Lebanon and Myerstown Street, | 100,000 00 | 5,830 00 | |
| Lewistown and Reedsville, | 24,000 00 | 800 00 | |
| Mansfield and Chartiers Street, | 15,000 00 | 1,500 00 | |
| Mansfield Valley, | 35,000 00 | | |
| Market Street (Pittsburg), | 5,000 00 | 5,000 00 | 4,750 00 |
| Meadville Electric Street, | 100,000 00 | 1,200 00 | |
| McKeesport and Duquesne Street, | 15,000 00 | 500 00 | |
| Millvale, Etna and Sharpsburg, | 300,000 00 | 2,400 00 | |
| Midvale Street (Germantown, Pa.), | 30,000 00 | 3,000 00 | |
| Monongahela Street, | 6,000 00 | 600 00 | |
| Montgomery and Berks Street (Philadelphia), | 21,000 00 | 2,100 00 | |
| Mount Pleasant Electric, | 50,000 00 | 1,000 00 | |
| Mt. Washington Street (Pittsburg), | 13,000 00 | 1,200 00 | |
| Nanticoke Street (Wilkesbarre), | 1,200 00 | 200 00 | |

STREET RAILWAYS—Continued

| NAME OF ROAD. | Capital authorized. | Capital paid in. | Paid for construction. |
|---|---------------------|------------------|------------------------|
| Negley Avenue and Roup Street, | \$20,000 00 | \$2,000 00 | |
| Nickel Plate (Scottdale), | 6,000 00 | 415 00 | |
| Northern (Philadelphia), | 30,000 00 | 1,500 00 | |
| North End Passenger (Pittsburg), | 200,000 00 | 500 00 | |
| North End Street (Philadelphia), | 24,000 00 | 2,400 00 | |
| North Philadelphia, | 300,000 00 | 300,000 00 | |
| Oakmont and Verona Traction, | 7,500 00 | 250 00 | |
| Oil City Electric, | 30,000 00 | 2,405 00 | |
| Oil City Street, | 18,000 00 | 15,000 00 | |
| Park Avenue and Carlisle Streets (Philadelphia), | 30,000 00 | | |
| Park Street (Philadelphia), | 24,000 00 | 2,400 00 | |
| People's Street (Pittsburg), | 35,000 00 | 35,000 00 | \$34,658 60 |
| People's Electric Street (Rochester), | 150,000 00 | 150,000 00 | |
| Pittsburg, Glenwood and Homestead, | 20,000 00 | | |
| Pittsburg, | 15,000 00 | 1,500 00 | |
| Pittsburg and Knoxville, | 4,000 00 | 400 00 | |
| Pittsburg Suburban, | 60,000 00 | 2,000 00 | |
| Plymouth Street (Wilkesbarre), | 12,000 00 | 400 00 | |
| Point Breeze (Philadelphia), | 72,000 00 | | |
| Pittston, M. and P. W. Street (Wilkesbarre), | 42,000 00 | 1,400 00 | |
| Pottstown, | 18,000 00 | 600 00 | |
| Punxsutawney Street, | 18,000 00 | 1,800 00 | |
| Rapid Transit (Chester), | 100,000 00 | 14,000 00 | |
| Reading and Temple Electric, | | 3,000 00 | |
| Riverside Street (Pittsburg), | 1,800 00 | 180 00 | |
| Ross Street (Pittsburg), | 1,500 00 | 150 00 | |
| Scottdale, Everson and Broadford Street, | 30,000 00 | 1,000 00 | 22 50 |
| Scranton and Carbondale, | 96,000 00 | 3,200 00 | |
| Shenango Valley Street (Sharon), | 24,000 00 | 800 00 | 250 00 |
| South End Street (Philadelphia), | 36,000 00 | 3,600 00 | |
| Spring Hill Street (Allegheny), | 12,000 00 | 3,750 00 | |
| Swissvale Electric, | 400,000 00 | 2,509 00 | |
| Swissvale and Wilkesburg, | 32,000 00 | | |
| Sylvan Street (Pittsburg), | 24,000 00 | 2,400 00 | |
| Tarentum Traction, | 50,000 00 | 5,000 00 | |
| Tamaqua and Lansford Street, | 50,000 00 | | |
| Tioga and Venango Streets Passenger railway (Philadelphia), | 20,000 00 | | |
| Turtle Creek Valley Electric, | 25,000 00 | 2,500 00 | |
| Union Line Street (Philadelphia), | 12,000 00 | 12,000 00 | |
| Venango Street (Oil City), | 18,000 00 | 420 00 | |
| Verona and Oakmont Traction, | 4,500 00 | 159 00 | |
| Walnut Street Connecting (Philadelphia), | 50,000 00 | 5,000 00 | 648 97 |
| Wilkesburg and East Liberty Street, | 20,000 00 | 14,300 00 | 15,777 84 |
| Wilkesburg Street, | 35,000 00 | 35,000 00 | 34,500 00 |
| Williams Valley Electric, | 120,000 00 | 12,000 00 | |
| West Pittston and Wyoming Street, | 30,000 00 | 1,000 00 | |
| Wissahickon (Philadelphia), | 50,000 00 | 1,000 00 | |
| Total, | \$6,214,800 00 | \$1,010,294 38 | \$217,575 27 |

DELINQUENT CORPORATIONS.

The following named companies failed to make report to this department for the year ending June 30, 1892, the greater portion of them having been recently incorporated and their roads not yet in operation:

- Altoona Short Line Railroad Company.
- Ashbourn, Cheltenham and Philadelphia Railroad Company.
- Beech Creek and Hudson River Railroad Company.
- Bellwood Short Line Railroad Company.
- Harrisburg and Western Railroad Company.
- Kinzua Hemlock Railroad Company.
- Mount Jewett, Kinzua and Riterville Railroad Company.
- Pennsylvania and West Virginia Railroad Company.
- Pennsylvania and Midland Railroad Company.
- Pittsburg, Beech Creek and Eastern Railroad Company.
- Pittsburg, Beech Creek and New York Railroad Company.
- Pottsville, St. Clair and Minersville Railroad Company.
- Titusville, Cambridge and Lake Erie Railroad Company.
- Bellevue and Pittsburg Street Railway Company.
- Braddock and Homestead Street Railway Company.
- Capital City Street Railway Company, Harrisburg, Pa.
- City Traction Company of Pittsburg, Pa.
- Cumberland Street Railway Company, Harrisburg, Pa.
- Forbes Street Passenger Railway Company, Pittsburg, Pa.
- Forbes Street and Shady Avenue Passenger Railway Company, Pittsburg, Pa.
- Highland Park Street Railway Company, Pittsburg, Pa.
- Homewood Avenue Railway Company, Pittsburg, Pa.
- Jackson Street Railway Company, Allegheny, Pa.
- Kittanning Traction Company.
- Knoxville Street Railway Company, Pittsburg, Pa.
- Mannorville Traction Company,
- Market Square Street Railway Company, Pittsburg, Pa.
- Pittsburg and Wilkinsburg Street Railway Company.
- Quaker City Elevated Railroad Company, Newtown, Pa.
- Sewickley Passenger Railway Company.
- Sharpsburg, Etna and Aspinwall Street Railway Company.
- Sharon and Sharpsville Street Railway Company.
- South Bethlehem and Saucon Electric Street Railway Company.
- Trans Allegheny Street Railway Company, Pittsburg, Pa.
- Tremont Street Railway Company, Allegheny, Pa.
- Verner Street Railway Company, Pittsburg, Pa.
- White Electric Traction Company, Pittsburg, Pa.
- Wilkins Avenue Passenger Railway Company, Pittsburg, Pa.

CONSOLIDATIONS AND REORGANIZATIONS.

The following named companies have been reported as merged or sold and reorganized, during the year ending June 30, 1892:

Corning, Cowanesque and Antrim Railway Company, merged into the Fall Brook Railway Company.

Cresson Railroad Company, merged into the Cambria and Clearfield Railroad Company.

Ebensburg and Cresson Railroad Company, sold and reorganized as the Cresson Railroad Company.

Littlestown Railroad Company, merged into the Hanover and York Railroad Company.

Meadville and Linesville Railroad Company, sold and reorganized as the Meadville, Conneaut Lake and Linesville Railroad Company.

Perry County Railroad Extension Company, merged into Perry County Railroad Company.

Philadelphia and Newtown Connecting Railroad Company, merged into the Philadelphia, Newtown and New York Railroad Company.

Allegheny Street Railway Company, merged into the Federal Street and Pleasant Valley Passenger Railway Company.

Boyd Street Railway Company, merged into the Duquesne Street Railway Company.

Craig Street Railway Company, merged into the Duquesne Street Railway Company.

East End Street Railway Company, merged into the Duquesne Street Railway Company.

Grant Street Railway Company, merged into the Duquesne Street Railway Company.

Highland Street Railway Company, merged into the Duquesne Street Railway Company.

Howe Street Railway Company, merged into the Duquesne Street Railway Company.

Larimer Street Railway Company, merged into the Duquesne Street Railway Company.

Market Street Railway Company, merged into the Duquesne Street Railway Company.

People Street Railway Company, merged into the Duquesne Street Railway Company.

Perry Street Railway Company, merged into the Federal Street and Pleasant Valley Passenger Railway Company.

Troy Hill Passenger Railway Company, merged into the Federal Street and Pleasant Valley Passenger Railway Company.

Wilksburg Street Railway Company, merged into the Duquesne Street Railway Company.

Wilksburg and East Liberty Railway Company, merged into the Duquesne Street Railway Company.

ABANDONED ROADS.

The following named roads have been abandoned by decree of court, forfeiture of corporate rights, annulment of charter etc.:

Bellevue and Pittsburg railroad.
Braddock and Pittsburg railroad.
Brockwayville and Punxsutawny railroad.
Coudersport, Hornellsville and Lackawanna railroad.
Coudersport and West Branch railroad.
Erie and Shenango railroad.
Frankford and Delaware River railroad.
Harrisburg and Eastern railroad.
Hornellsville, Coudersport and Westport railroad.
Manayunk and Philadelphia railroad.
Lehigh and Western railroad.
McKeesport railroad.
Montgomery, Philadelphia and Delaware River railroad.
Nevill Island railroad.
Oil Valley railroad.
Philadelphia Midland railroad.
Pittsburg and South Side railroad.
Sharpsburg and Pittsburg railroad.
Shawmut and Brandy Camp railroad.
Ashland and Centralia Electric railway.
Braddock Street railway.
Butler Traction Company.
Charleroi and Bellevernon railway.
Christy Park Street railway.
City Line Street railway.
Diamond Street railway.
Ellsworth Passenger Street railway.
Evans Avenue railway.
Fountain Street railway.
Highland Avenue Street railway.
Larimer and Lincoln Street railway.
Monongahela Street railway.
Negley Avenue and Roup Street railway.
New Brighton Electric railway.
Riverside Street railway.
Ross Street railway.
Riverton Street railway.
South Side Street railway (Bethlehem).
South Eighteenth Street railway.
Union Street railway.

Walnut Street railway (McKeesport).
Williamsport District Telegraph and Messenger Company.
Curwinsville Telephone Company.

NAMES CHANGED.

The names of the companies given below were changed during the year, as follows:

Altoona and Wapsononock Railroad Company, name changed to Altoona, Clearfield and Northern Railroad Company.

Buffalo Run, Bellefonte and Bald Eagle Railroad Company, name changed to Bellefonte Central Railroad Company.

Greenlick Narrow Gauge Railroad Company, name changed to Greenlick Railway Company.

The report of the Mead and Laurel Run Railroad Company, Ridgway, Pa., was received too late to be either tabulated or printed.

CONCLUSION.

The instructions and comparisons made, together with the valuable information contained therein, render the present report more than ordinarily valuable. It has been a great task, and the Secretary of Internal Affairs gratefully acknowledges the valuable work done and the research made by Deputy Secretary Isaac R. Brown. He has been untiring, faithful and efficient.

THOMAS J. STEWART,
Secretary of Internal Affairs.



EXTERIOR VIEW OF THE BALTIMORE AND OHIO RAILROAD PASSENGER STATION, PHILADELPHIA.

INTERIOR VIEW OF THE BALTIMORE AND OHIO RAILROAD PASSENGER STATION, PHILADELPHIA



**REPORTS OF
STEAM RAILROAD COMPANIES.**

1-11-92.



REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization : July 21, 1887.

By what authority incorporated : Chapter 917 of the laws of New York State, and an act of the State of Pennsylvania, March 24, 1866.

If a consolidated company, name the constituent companies : Addison and Pennsylvania Railway Company of the State of New York, and Addison and Pennsylvania Railway Company of the State of Pennsylvania, took possession of said railway and property from Addison, N. Y., to Gaines, Pa., August 1, 1887. Date of charter, July 23, 1887.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | NAME. | POSTOFFICE ADDRESS. |
|----------------------------|----------------------|------------------------------|---------------------|
| T. C. Platt. | New York, N. Y. | Theo. F. Wood. | New York, N. Y. |
| Wm. Brookfield. | New York, N. Y. | Charles L. Pattison. | Elkland, Pa. |
| James E. Jones. | New York, N. Y. | E. G. Davidge. | Westfield, Pa. |
| George R. Sheldon. | New York, N. Y. | W. S. Gurnee. | New York, N. Y. |
| R. W. Clinton. | Newark Valley, N. Y. | Frank M. Baker. | Owego, N. Y. |
| Frank H. Platt. | New York, N. Y. | M. F. Hammond. | Osceola, Pa. |

Date of last meeting of stockholders for election of directors January 11, 1892.

Postoffice address of general office: Addison, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------------|-----------------------------|-------------------------|
| President. | Thomas C. Platt. | 49 Broadway, N. Y. |
| Vice President. | William Brookfield. | 82 Fulton Street, N. Y. |
| Secretary. | J. E. Jones. | New York, N. Y. |
| Treasurer. | F. E. Winne. | 49 Broadway, N. Y. |
| General Superintendent. | Frank M. Baker. | Addison, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|------------------------|-------------------------|------------------------|--|
| | From - | To - | | |
| Addison and Pennsylvania Railway Company. | Addison, N. Y., . . . | Gaines, Pa., | 41 | 30.50 |
| New York and North Pennsylvania Railroad Company. | Gaines, Pa., | Galeton, Pa., | 5 | 5 |
| Total mileage operated. | | | 46 | 35.50 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|--------------------|-------------|------------------------------|
| New York and North Pennsylvania Railroad bonds held as collateral for money loaned that corporation, account of construction, | \$40,000 00 | 6 per cent. | \$2,400 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$1,861,865 71 | Capital stock, | \$590,500 00 |
| Cash and current assets, | 4,155 71 | Funded debt, | 487,949 87 |
| Profit and loss, | 24,193 90 | Current liabilities, | 311,375 95 |
| Total, | \$1,889,715 32 | Total, | \$1,889,715 32 |

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo and Company's Express operate over this line, paying \$90 per month for 45,000 pounds or under. All over that amount twenty cents per hundred pounds. United States mail transported at \$2,839.68 per annum.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers, | 3 | \$3,639 96 | |
| General office clerks, | 3 | 1,240 00 | \$1 34 |
| Station agents, | 10 | 4,173 00 | 1 34 |
| Enginemen, | 6 | 4,980 00 | 2 65 |
| Firemen, | 5 | 2,440 00 | 1 57 |
| Conductors, | 4 | 2,880 00 | 2 30 |
| Other trainmen, | 8 | 3,900 00 | 1 56 |
| Machinists, | 3 | 2,283 85 | 2 38 |
| Carpenters, | 4 | 2,363 15 | 1 87 |
| Other shopmen, | 4 | 1,799 75 | 1 43 |
| Section foremen, | 9 | 4,320 00 | 1 54 |
| Other trackmen, | 65 | 22,379 50 | 1 10 |
| Switchmen, flagmen and watchmen, | 4 | 1,902 55 | 1 45 |
| Telegraph operators and dispatchers, | 3 | 1,500 00 | 1 59 |
| Employees--account floating equipment, | 6 | 2,535 30 | 1 35 |
| Total, | 137 | \$62,229 06 | \$1 45 |
| Distribution of above: | | | |
| General administration, | 19 | \$10,575 96 | \$1 73 |
| Maintenance of way and structures, | 73 | 29,032 65 | 1 19 |
| Maintenance of equipment, | 7 | 4,032 80 | 1 84 |
| Conducting transportation, | 38 | 18,557 85 | 1 79 |
| Total, | 137 | \$62,229 06 | \$1 45 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 101 | \$43,355 65 | \$1 38 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 3 | 2 |
| Trestles: | | |
| Number, | 48 | 42 |
| Aggregate length, | 4,033 | 3,198 |
| Telegraph: | | |
| Miles of line operated by this company, | 50 | 39.50 |
| Miles of wire operated by this company, | 54 | 43.50 |
| Gauge of track, | | <u>3 feet.</u> |

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

ALLEGHENY AND KINZUA RAILROAD COMPANY.

Date of organization: February 26, 1890.

By what authority incorporated: The general laws State of Pennsylvania and State of New York.

If a consolidated company, name the constituent companies: Allegheny and Kinzua railroad of the State of New York, chartered December 8, 1887; Allegheny and Kinzua railroad of the State of Pennsylvania, chartered December 15, 1887, and the Bradford and Corydon railroad of the State of Pennsylvania, chartered May 5, 1886. Consolidated February 26, 1890.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|---------------------------|---------------------|------------------------------|---------------------|
| E. S. Bullis, | Olean, N. Y. | C. G. Freck, | Olean, N. Y. |
| M. W. Barse, | Buffalo, N. Y. | J. R. Drury, | Olean, N. Y. |
| F. L. Stowell, | Olean, N. Y. | W. I. Bartholomay, | Morrisons, Pa. |
| J. C. French, | Olean, N. Y. | C. D. Clark, | Olean, N. Y. |
| C. D. Williams, | Ridgway, Pa. | G. C. Farnsworth, | Olean, N. Y. |
| F. E. Brooks, | Bradford, Pa. | E. V. Dunlevie, | Olean, N. Y. |
| G. C. Palmer, | Olean, N. Y. | | |

Date of last meeting of stockholders for election of directors: March 8, 1892.

Postoffice address of general office: Olean, N. Y.

Postoffice address of operating company: Bradford, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|-------------------------|----------------|
| President | S. S. Bullis | Olean, N. Y. |
| Vice President | M. W. Barse | Buffalo, N. Y. |
| Secretary | J. E. Rooney | Olean, N. Y. |
| Treasurer | F. L. Stowell | Olean, N. Y. |
| Auditor | J. E. Rooney | Olean, N. Y. |
| General Passenger Agent | J. E. Rooney | Olean, N. Y. |
| General Freight Agent | C. V. Merrick | Bradford, Pa. |
| General Superintendent | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|------------------------------------|-----------------------|--------------------------|------------------------|--|
| | From— | To | | |
| The Allegheny and Kinzua | Bradford, Pa. | Red House, N. Y. | 26 | 16 |
| | Gilbert, Pa. | Coffer Run, Pa. | 12 | 12 |
| | | Zeliff, N. Y. | 6 | |
| Total mileage operated | | | 43 | |

GENERAL BALANCE SHEET.

| DEB. | | CR. | |
|---------------------------|--------------|-------------------------------|--------------|
| Cost of road | \$900,642 92 | Capital stock | \$500,000 00 |
| Profit and loss | 10,567 28 | Funded debt | 285,000 00 |
| | | Current liabilities | 35,210 30 |
| Total | \$911,210 20 | Total | \$811,210 30 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers | 8 | \$1,712 50 | |
| General office clerks | 3 | 891 93 | 90 95 |
| Station agents | 2 | 1,001 00 | 1 39 |
| Enginemen | 3 | 3,182 00 | 3 48 |
| Firemen | 3 | 2,160 82 | 3 40 |
| Conductors | 3 | 2,250 00 | 3 50 |
| Other trainmen | 6 | 4,265 13 | 3 35 |
| Machinists | 2 | 1,140 00 | 1 30 |
| Section foremen | 6 | 3,240 00 | 1 72 |
| Other trackmen | 15 | 5,175 00 | 1 25 |
| Switchmen, flagmen and watchmen | 3 | 1,182 50 | 1 64 |
| Total | 54 | \$26,150 86 | |
| Distribution of above : | | | |
| General administration | 11 | \$2,604 43 | |
| Maintenance of way and structures | 21 | 8,415 00 | |
| Maintenance of equipment | 2 | 1,140 00 | |
| Conducting transportation | 20 | 13,991 43 | |
| Total | 54 | \$26,150 86 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania | 18 | | |

ALLEGHENY VALLEY RAILWAY COMPANY.

Date of organization : February 12, 1852 ; reorganized March 1, 1892.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|-------------------------|-----------------------------|
| George B. Roberts, | Philadelphia, | May 1, 1893. |
| John P. Green, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| B. D. Barclay, | Philadelphia, | do. |
| F. A. B. Widener, | Philadelphia, | do. |
| John B. Jackson, | Pittsburg, | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : Pittsburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-------------------------------|---------------|
| President, | W. H. Barnes, | Philadelphia. |
| Secretary, | Stephen W. White, | Philadelphia. |
| Treasurer, | Thomas R. Robinson, | Pittsburg. |
| Chief Engineer, | Frank M. Ashmead, | Pittsburg. |
| General Solicitor, Attorney or Counsel, | Scott & Gordon, | Pittsburg. |
| Auditor, | Theodore F. Brown, | Pittsburg. |
| General Passenger Agent, | James P. Anderson, | Pittsburg. |
| General Freight Agent, | E. P. Bates, | Pittsburg. |
| General Superintendent, | David McCargo, | Pittsburg. |
| Division Superintendent, | C. B. Price, | Pittsburg. |
| Division Superintendent, | S. B. Ramsey, | Pittsburg. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------------|----------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| <i>Main Line.</i> | | | | |
| River Division, | Pittsburg, | Oil City, | 182.50 | 182.50 |
| Low Grade Division, | Red Bank, | Driftwood, | 109.70 | 109.70 |
| <i>Branch Line.</i> | | | | |
| Sligo Branch, | Lawsonham, | Sligo, | 10.20 | 10.20 |
| Plum Creek Branch, | Verona, | Coal Works, | 7.90 | 7.90 |
| Total mileage operated, | | | 260.80 | 260.80 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|------------------|------------|------------------------------|
| Buffalo and Southwestern Railroad Company | \$255,916 67 | 1 per ct.. | \$2,359 17 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|------------------------|---|------------------------|
| Cost of road | \$40,982,987 23 | Capital stock | \$30,183,860 70 |
| Cost of equipment | 1,564,617 00 | Funded debt | 17,123,789 63 |
| Stocks of other companies owned | 23,591 66 | Current liabilities | 684,747 29 |
| Cash and current assets | 1,369,054 03 | Accrued interest on funded debt not yet payable | 198,530 00 |
| Other assets: Sundries | 210,109 35 | | |
| Profit and loss | 115,597 34 | | |
| Total | \$44,165,956 62 | Total | \$44,165,956 62 |

IMPORTANT CHANGES DURING THE YEAR.

The property of the Allegheny Valley Railroad Company was sold under foreclosure sale December 15, 1891, and a new company organized called the Allegheny Valley Railway Company, which took possession of the property on March 1, 1892. The decision of the United States court ordering the sale of the road divests the lien of all the indebtedness of the company excepting the principal of the \$4,000,000.00 first mortgage, River division, due March 1, 1896, the \$10,000,000.00 first mortgage, Low Grade division, due April 1, 1910, and the \$1,700,000.00 second mortgage, Low Grade division, principal due at the rate of \$100,000.00 per annum.

The capital stock of the new company has been fixed at \$30,000,000.00—\$18,000,000.00 preferred, three per cent. cumulative stock, and \$12,000,000.00 common stock. Of this amount there has been issued \$15,635,500.00 of preferred stock and \$10,544,200.00 of common stock. A new general mortgage for the issue of \$20,000,000.00 of four per cent. gold bonds has been executed and bonds to the amount of \$1,365,000.00 have been issued. The remainder of the authorized issue is to be used in taking up the bonds of prior liens as they become due, and for the purpose of improvement and betterment of the property.

CONTRACTS. AGREEMENTS. ETC.

Adams Express Company pays forty per cent. of their gross receipts.

United States Postoffice Department pays a regular specified amount quarterly, subject to change, from time to time, according to weight of mails.

Pullman's Palace Car Company run sleeping and parlor cars, keeping up all repairs, and charge extra for seats and berths.

No special arrangements with freight or transportation companies.

No special arrangements other than through billing of freight and ticketing of passengers and monthly settlements.

Western Union Telegraph Company pays a stated amount per mile, and fifty per cent. of net receipts of local stations.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|--------------|---------------------------------|----------------------------------|
| General officers. | 8 | \$90,468 07 | |
| General office clerks. | 57 | 44,973 51 | \$3 52 |
| Station agents. | 90 | 40,526 75 | 1 34 |
| Other station men. | 161 | 58,395 66 | 1 17 |
| Enginemen. | 74 | 78,455 26 | 8 17 |
| Firemen. | 82 | 38,868 85 | 1 51 |
| Conductors. | 68 | 59,657 23 | 2 80 |
| Other trainmen. | 244 | 119,971 53 | 1 57 |
| Machinists. | 55 | 39,267 98 | 3 28 |
| Carpenters. | 96 | 66,312 67 | 3 23 |
| Other shopmen. | 323 | 150,046 00 | 1 48 |
| Section foremen. | 68 | 31,690 00 | 1 75 |
| Other trackmen. | 567 | 188,711 55 | 1 06 |
| Switchmen, flagmen and watchmen. | 28 | 8,589 53 | 1 23 |
| Telegraph operators and dispatchers. | 43 | 29,060 56 | 1 53 |
| All other employes and laborers. | 98 | 50,843 57 | 1 74 |
| Total. | 2,062 | \$1,031,688 23 | \$1 61 |
| Distribution of above: | | | |
| General administration. | 65 | \$75,446 88 | 3 71 |
| Maintenance of way and structures. | 626 | 230,401 55 | 1 15 |
| Maintenance of equipment. | 473 | 255,628 65 | 1 73 |
| Conducting transportation. | 898 | 480,213 15 | 1 73 |
| Total. | 2,062 | \$1,031,688 23 | \$1 61 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 2,062 | | |

CHARACTERISTICS OF ROAD.

| | |
|--|--------------------|
| Bridges: | |
| Number stone. | 50 |
| Number iron. | 50 |
| Number wooden. | 94 |
| Trestles: | |
| Number. | 20 |
| Aggregate length (feet). | 1,780 |
| Tunnels: | |
| Number. | 5 |
| Maximum length (feet). | 1,936 |
| Minimum length (feet). | 410 |
| Aggregate length of all tunnels (feet). | 4,319 |
| Telegraph: | |
| Miles of line owned by this company. | 252 |
| Miles of wire owned by this company. | 336 |
| Miles of line operated by this company. | 252 |
| Miles of wire operated by this company. | 336 |
| Miles of line operated by Western Union Telegraph Company. | 175 |
| Miles of wire operated by Western Union Telegraph Company. | 175 |
| Gauge of track. | 4 ft. 9 in. |

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The first and second mortgages when due will be paid and general mortgage bonds issued instead.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

ALLENTOWN RAILROAD COMPANY.

Date of organization : April 19, 1853.

By what authority incorporated : Act of April 19, 1853 and amendments.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-------------------------|---------------------------------|
| A. J. Antelo | Philadelphia | Second Monday in January, 1898. |
| Thomas Dolan | Philadelphia | do. do. |
| W. R. Taylor | Philadelphia | do. do. |
| Geo. DeB. Keim | Philadelphia | do. do. |
| Samuel B. Shipley | Philadelphia | do. do. |
| James Boyd | Norristown, Pa. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|--------------------------|---------------|
| President | A. A. McLeod | Philadelphia. |
| Secretary | Howard Hancock | do. |
| Treasurer | John Welch | do. |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------------|-------------------|---------------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Allentown Railroad, | Topton, | Kutztown, | Philadelphia and Reading Railroad Company, | 4.50 | 4.50 |

Operated by the Philadelphia and Reading Railroad Company; which company pays all expenses of operating and a rental to the Allentown Railroad Company equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$1,065,747 94 | Capital stock, | \$1,268,884 47 |
| Cash and current assets, | 17,215 34 | Current liabilities, | 12,745 87 |
| Profit and loss, | 178,666 56 | | |
| Total, | \$1,261,629 84 | Total, | \$1,261,629 84 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|---------|---------------------------------|----------------------------------|
| General officers. | 3 | \$240 00 | \$0 26 |
| Total. | 3 | \$240 00 | \$0 26 |
| Distribution of above : | | | |
| General administration. | 3 | \$240 00 | \$0 26 |
| Total. | 3 | \$240 00 | \$0 26 |
| Employees in Pennsylvania : | | | |
| Total number of employees in Pennsylvania. | 3 | \$240 00 | \$0 26 |

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in.

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

By what authority incorporated: Under act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey, and Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|----------------------------|-----------------------|----------------------------------|
| J. Rogers Maxwell. | New York. | January 9, 1893. |
| George F. Baker. | New York. | do. |
| Edward D. Adams. | New York. | do. |
| F. R. Cope. | Philadelphia. | do. |
| Edward Lewis. | Philadelphia. | do. |
| Thomas McKean. | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors: January 12, 1892.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating companies: Central Railroad Company of New Jersey, 143 Liberty street, New York city; Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------------|-----------------------|---------------|
| President. | G. S. Harris. | Philadelphia. |
| Secretary and Treasurer. | S. Shepherd. | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|-------------------|---|---|----------------|--------------------------------|
| | From— | To— | | | |
| Allentown Terminal Railroad. | Scheibler's Mill. | Connection Lehigh and Susquehanna railroad. | Central Railroad of New Jersey and Philadelphia and Reading Railroad Company. | 3.391 | 3.391 |

The Allentown Terminal Railroad was leased to the Lehigh Coal and Navigation Company and the Philadelphia and Reading Railroad Company July 10, 1889, for the term of 999 years, at an annual rental of \$40,500. The Lehigh Coal and Navigation Company assigned the lease under the same date to the Central Railroad Company of New Jersey, which company operates the road jointly with the Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|---------------------|--|---------------------|
| Cost of road. | \$976,846 05 | Capital stock. | \$450,000 00 |
| Cash and current assets. | 9,453 88 | Funded debt. | 450,000 00 |
| Profit and loss. | 22 47 | Current liabilities. | 77,282 40 |
| | | Accrued interest on funded debt not yet payable. | 9,040 00 |
| Total. | \$986,322 40 | Total. | \$986,322 40 |

EMPLOYES AND SALARIES.

General officers: President, secretary and treasurer; no yearly compensation.

ALTOONA, CLEARFIELD AND NORTHERN RAILROAD COMPANY.

Date of organization: May 27, 1890.

By what authority incorporated: Under the laws of the Commonwealth of Pennsylvania, by act of assembly, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' approved the eighth day of June, one thousand eight hundred and seventy-five."

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|------------------------------------|-----------------------------|
| F. G. Patterson. | Altoona, Blair county, Pa. | Second Monday in January. |
| W. L. Shellenberger. | do. do. | do. do. |
| W. S. Lee. | do. do. | do. do. |
| W. J. Heinsling. | do. do. | do. do. |
| John Louden. | do. do. | do. do. |
| William Louden. | do. do. | do. do. |
| George S. Adams. | do. do. | do. do. |
| John A. Canan. | do. do. | do. do. |
| M. E. Gwin. | do. do. | do. do. |
| W. A. Ambrose. | do. do. | do. do. |
| W. W. Yon. | do. do. | do. do. |
| G. T. Bell. | do. do. | do. do. |
| Andrew Kipple. | do. do. | do. do. |
| W. K. Calvert. | do. do. | do. do. |

Date of last meeting of stockholders: Second Monday of January, 1892.
 Postoffice address of general office: Altoona, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------|--------------|
| President. | F. G. Patterson. | Altoona, Pa. |
| Vice President. | W. L. Shellenberger | do. |
| Second Vice President. | W. S. Lee. | do. |
| Secretary. | H. J. Davis. | do. |
| Treasurer. | S. J. Westley. | do. |
| Chief Engineer. | W. T. Forsythe. | do. |
| General Solicitor, Attorney or Counsel. | T. H. Greeby. | do. |
| Auditor. | S. J. Westley. | do. |
| General Manager. | F. G. Patterson. | do. |
| General Passenger Agent. | T. W. Neff. | do. |
| General Ticket Agent. | | |
| General Freight Agent. | | |
| General Baggage Agent. | | |

PROPERTY OPERATED.

| NAME. | TERMINAS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|--------------------|----------------------|------------------------|--|
| | From-- | To-- | | |
| Altoona, Clearfield and Northern, . . . | Juniata, | Dougherty, | 13 | 13 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$86,015 00 | Capital stock, | \$42,750 00 |
| Cost of equipment, | 14,350 00 | Funded debt, | 22,600 00 |
| | | Current liabilities, | 35,015 00 |
| Total, | \$100,365 00 | Total, | \$100,365 00 |

IMPORTANT CHANGES DURING THE YEAR.

Extension of road from Wopsononock to Doughertys, 5 miles.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|--|---------|----------------------------|
| General officers (F. G. Patterson, general manager), | 1 | \$1,500 00 |
| General office clerks (Katie Schomberg), | 1 | 180 00 |
| Station agents (T. W. Neff) | 1 | 240 00 |
| Enginemen, | 2 | 1,320 00 |
| Firemen, | 2 | 960 00 |
| Conductors, | 2 | 1,300 00 |
| Other trainmen, | 2 | 980 00 |
| Machinists, | 1 | 600 00 |
| Carpenters, | 1 | 600 00 |
| Other shopmen, | 1 | 600 00 |
| Section foremen, | 1 | 600 00 |
| Switchmen, flagmen and watchmen, | 1 | 480 00 |
| All other employes and laborers, | 8 | 2,592 00 |
| Total, | 24 | \$11,532 00 |

CHARACTERISTICS OF ROAD.

Bridges :

| | | |
|---------------------------|----------------|---|
| Number, | 2 | 2 |
| Wooden, | 1 | 1 |
| Gauge of track, | <u>3 feet.</u> | |

QUESTIONS FOR GENERAL INFORMATION.

What station-house, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Ground rental at Juniata. Owned by Pennsylvania Railroad Company.

ARNOT AND PINE CREEK RAILROAD COMPANY.

Date of organization : January 12, 1881.

By what authority incorporated : Under general law of the State of Pennsylvania, passed April 4, 1868.

Operated by the Tioga Railroad Company, to whom it was leased for ninety-seven years from July 1, 1882.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-------------------------------|
| Samuel Hines, | Scranton, Pa. | Second Tuesday in July, 1892. |
| M. F. Elliott, | Wellsboro, Pa., | do. do. |
| A. E. Botchford, | Blossburg, Pa., | do. do. |
| J. Lowber Welsh, | Philadelphia, | do. do. |
| E. B. Thomas, | New York city, | do. do. |
| A. R. Macdonough, | New York city, | do. do. |

Date of last meeting of stockholders for election of directors : Second Tuesday in July, 1891.

Postoffice address of general office : 21 Cortlandt street, New York city.

Postoffice address of operating company : 21 Cortlandt street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|----------------|
| President, | J. Lowber Welsh, | Philadelphia. |
| Secretary, | A. R. Macdonough, | New York city. |
| Treasurer, | Edward White, | New York city. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tioga Railroad Company March 16, 1883, for the period of ninety-seven years, beginning on the first day of July, 1882, at a rental of \$12,750.00 per annum in semi-annual payments, on the first days of January and July, to be paid directly to the stockholders at the rate of five dollars per annum on each share.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|--------------|--------------------------------------|--------------|
| Cost of road, | \$258,350 74 | Capital stock, | \$255,000 00 |
| | | Advances for construction, | 3,350 74 |
| Total, | \$258,350 74 | Total, | \$258,350 74 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|---------------------|
| Bridges: | | |
| Number wooden. | 7 | 7 |
| Trestles: | | |
| Number. | 5 | 5 |
| Aggregate length (feet). | 320 | 320 |
| Telegraph: | | |
| Miles of line operated by Tioga Railroad Company. | 12 | 12 |
| Miles of wire operated by Tioga Railroad Company. | 12 | 12 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

BALD EAGLE VALLEY RAILROAD COMPANY.

Date of organization: March 25, 1861.

By what authority incorporated: Special act, March 25, 1861.

If a consolidated company, name the constituent companies: The Bellefonte and Snow Shoe Railroad Company and the Moshannon Railroad Company were merged into the Bald Eagle Valley Railroad Company March 22, 1881, and the Bellefonte, Nittany and Lemont Railroad Company August 1, 1889.

The Bellefonte and Snow Shoe Railroad was incorporated as the Allegheny and Bald Eagle Railroad, Coal and Iron Company, June 12, 1839 (supplement, May 2, 1855); name changed, March 24, 1859 (supplement, February 16, 1865).

The Moshannon Railroad Company was incorporated April 11, 1863 (supplement, April 14, 1864).

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-----------------------------|
| A. G. Curtin. | Bellefonte, Pa. | April 11, 1893. |
| Daniel Rhoads. | Bellefonte. | do. |
| J. Wesley Gephart. | Bellefonte. | do. |
| Oliver H. Reighard. | Williamsport, Pa. | do. |
| C. A. Mayer. | Lock Haven, Pa. | do. |
| N. P. Shortridge. | Wynnewood, Pa. | do. |
| G. B. Roberts. | Philadelphia, Pa. | do. |
| Jno. P Green. | Philadelphia. | do. |
| Henry D. Welsh. | Philadelphia. | do. |
| Wm. A. Faston. | Philadelphia. | do. |
| Wm. H. Barnes. | Philadelphia. | do. |
| W. L. Elkins. | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors: April 12, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|------------------------|-------------------|
| President. | J. N. DuBarry. | Philadelphia, Pa. |
| Secretary. | Albert Hewson. | Philadelphia, Pa. |
| Treasurer. | Taber Ashton. | Philadelphia, Pa. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-----------------------------|------------|-------------|-------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| East Ridge Valley railroad. | Vail. | Lock Haven. | Pennsylvania Railroad Company | 51.20 | 51.20 |
| Branches. | | | | 30.62 | 30.62 |
| Total mileage. | | | | 81.82 | 81.82 |

Leased to the Pennsylvania Railroad Company, dated December 7, 1864, for ninety-nine years, from July 1, 1864.

Rental, 40 per cent. of gross earnings.

The Nittany Branch is operated by the Pennsylvania Railroad Company for its net earnings.

STOCKS OWNED

| NAME | Total per value. | Rate. | Income or dividend received. |
|-----------------------------|------------------|-----------|------------------------------|
| Vacuume Iron Company. | \$73,550 00 | 3 per ct. | \$2,206 50 |
| Vacuume Iron Company scrip. | 77 30 | | |
| Total. | \$73,557 30 | | \$2,206 50 |

GENERAL BALANCE SHEET

| DR. | | CR. | |
|----------------------------------|----------------|----------------------|----------------|
| Cost of road. | \$1,380,074 50 | Capital stock. | \$1,325,000 00 |
| Stocks of other companies owned. | 25,441 30 | Reserve fund. | 352,000 00 |
| Other permanent investments. | 12,758 30 | Current liabilities. | 944 47 |
| Cash and current assets. | 529,264 30 | Sinking fund. | 61,000 00 |
| | | Profit and loss. | 675,067 02 |
| Total. | \$2,412,537 40 | Total. | \$2,412,611 49 |

EMPLOYES AND SALARIES.

General officers, three; total yearly compensation, \$6000.00.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number iron. | 12 | 6 |
| Number wooden. | 15 | 15 |
| Trestles: | | |
| Number. | 1 | 1 |
| Aggregate length, feet. | 1,621 | 1,621 |
| Telemeter: | | |
| Miles of line owned by this company. | 20 75 | 20 75 |
| Miles of wire owned by this company. | 20 75 | 20 75 |
| Miles of line operated by Pennsylvania Railroad Company lessee. | 20 75 | 20 75 |
| Miles of wire operated by Pennsylvania Railroad Company lessee. | 20 75 | 20 75 |
| Gauge of track. | | 4 ft. 9 in. |

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Sinking fund, \$4,000.00 per annum.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: 1878.

By what authority incorporated: Pennsylvania.

Operated by Western Maryland Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|----------------------------|-----------------------------|
| J. N. Snively, | Waynesboro, Pa., | January, 1898. |
| Jos. Price, | Waynesboro, Pa., | do. |
| Simon Leeron, | Waynesboro, Pa., | do. |
| J. I. Miller, | Waynesboro, Pa., | do. |
| Daniel Hoover, | Waynesboro, Pa., | do. |
| J. M. Hood, | Baltimore, Md., | do. |
| W. A. Boyd, | Baltimore, Md., | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Waynesboro, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|-----------------|
| President, | J. N. Snively, | Waynesboro, Pa. |
| Secretary, | J. I. Miller, | Waynesboro, Pa. |
| Treasurer, | Jos. Price, | Waynesboro, Pa. |
| Auditor and General Ticket Agent, | J. D. Whittington, | Baltimore, Md. |
| General Manager, | J. M. Hood, | Baltimore, Md. |
| General Passenger Agent, | B. H. Griswold, | Baltimore, Md. |
| General Freight Agent, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|------------------|-----------------|------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Baltimore and Cumberland Valley Railroad Company. | State Line, Md., | Waynesboro, Pa. | Western Maryland Railroad Company. | 4.55 | 4.55 |

Leased to the Western Maryland Railroad Company for a period of fifty years (6 per cent. interest on \$72,800 first mortgage bonds), computing from the first day of July, A. D. 1879, fully to be complete and ended, the Western Maryland Railroad Company paying to this company for the same, an annual rental of \$4,368, and that payable in equal semi-annual instalments of \$2,184, each, on the first days of January and July in each year, computing from the first day of July, 1880, over and above all offsets and discounts for taxes and assessments.

ALLENTOWN RAILROAD COMPANY.

Date of organization : April 19, 1853.

By what authority incorporated : Act of April 19, 1853 and amendments.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------------|---------------------------------|
| A. J. Antelo, | Philadelphia, | Second Monday in January, 1898. |
| Thomas Dolan, | Philadelphia, | do. do. |
| W. R. Taylor, | Philadelphia, | do. do. |
| Geo. DeB. Keim, | Philadelphia, | do. do. |
| Samuel R. Shipley, | Philadelphia, | do. do. |
| James Boyd, | Norristown, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | Howard Hancock, | do. |
| Treasurer, | John Welch, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------|---------------|-----------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Allentown Railroad, . . . | Topton, . . . | Kutztown, . . . | Philadelphia and Reading Railroad Company, | 4.50 | 4.50 |

Operated by the Philadelphia and Reading Railroad Company; which company pays all expenses of operating and a rental to the Allentown Railroad Company equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$1,085,747 94 | Capital stock, | \$1,268,884 47 |
| Cash and current assets, | 17,215 84 | Current liabilities, | 12,745 87 |
| Profit and loss, | 178,696 50 | | |
| Total, | \$1,281,629 84 | Total, | \$1,281,629 84 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|---------|---------------------------------|----------------------------------|
| General officers. | 3 | \$340 00 | \$0 26 |
| Total. | 3 | \$340 00 | \$0 26 |
| Distribution of above : | | | |
| General administration. | 3 | \$340 00 | \$0 26 |
| Total. | 3 | \$340 00 | \$0 26 |
| Employees in Pennsylvania : | | | |
| Total number of employees in Pennsylvania. | 3 | \$340 00 | \$0 26 |

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in.

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

By what authority incorporated: Under act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey, and Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|----------------------------|-----------------------|----------------------------------|
| J. Rogers Maxwell. | New York. | January 9, 1893. |
| George F. Baker. | New York. | do. |
| Edward D. Adams. | New York. | do. |
| F. E. Cope. | Philadelphia. | do. |
| Edward Lewis. | Philadelphia. | do. |
| Thomas McKean. | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors: January 12, 1892.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating companies: Central Railroad Company of New Jersey, 143 Liberty street, New York city; Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------------|-----------------------|---------------|
| President. | G. S. Harris. | Philadelphia. |
| Secretary and Treasurer. | S. Shepherd. | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|------------------|---|---|----------------|--------------------------------|
| | From— | To— | | | |
| Allentown Terminal Railroad, | Scheiber's Mill, | Connection Lehigh and Susquehanna railroad. | Central Railroad of New Jersey and Philadelphia and Reading Railroad Company. | 3.391 | 3.391 |

The Allentown Terminal Railroad was leased to the Lehigh Coal and Navigation Company and the Philadelphia and Reading Railroad Company July 10, 1889, for the term of 999 years, at an annual rental of \$40,500. The Lehigh Coal and Navigation Company assigned the lease under the same date to the Central Railroad Company of New Jersey, which company operates the road jointly with the Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--|---------------------|
| Cost of road, | \$976,846 05 | Capital stock, | \$450,000 00 |
| Cash and current assets, | 9,453 88 | Funded debt, | 450,000 00 |
| Profit and loss, | 22 47 | Current liabilities, | 77,282 40 |
| | | Accrued interest on funded debt not yet payable, | 9,040 00 |
| Total, | \$986,322 40 | Total, | \$986,322 40 |

EMPLOYES AND SALARIES.

General officers: President, secretary and treasurer; no yearly compensation.

ALTOONA, CLEARFIELD AND NORTHERN RAILROAD COMPANY.

Date of organization : May 27, 1890.

By what authority incorporated : Under the laws of the Commonwealth of Pennsylvania, by act of assembly, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' approved the eighth day of June, one thousand eight hundred and seventy-five."

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|------------------------------------|-----------------------------|
| F. G. Patterson, | Altoona, Blair county, Pa. | Second Monday in January. |
| W. L. Shellenberger, | do. do. | do. do. |
| W. S. Lee, | do. do. | do. do. |
| W. J. Heinsling, | do. do. | do. do. |
| John Louden, | do. do. | do. do. |
| William Louden, | do. do. | do. do. |
| George S. Adams, | do. do. | do. do. |
| John A. Canan, | do. do. | do. do. |
| M. S. Gwin, | do. do. | do. do. |
| W. A. Ambrose, | do. do. | do. do. |
| W. W. Yon, | do. do. | do. do. |
| G. T. Bell, | do. do. | do. do. |
| Andrew Kipple, | do. do. | do. do. |
| W. K. Calvert, | do. do. | do. do. |

Date of last meeting of stockholders: Second Monday of January, 1892.
 Postoffice address of general office: Altoona, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------|--------------|
| President. | F. G. Patterson. | Altoona, Pa. |
| Vice President. | W. L. Shellenberger | do. |
| Second Vice President. | W. S. Lee. | do. |
| Secretary. | H. J. Davis. | do. |
| Treasurer. | S. J. Westley. | do. |
| Chief Engineer. | W. T. Forsythe. | do. |
| General Solicitor, Attorney or Counsel. | T. H. Greeby. | do. |
| Auditor. | S. J. Westley. | do. |
| General Manager. | F. G. Patterson. | do. |
| General Passenger Agent. | T. W. Neff. | do. |
| General Ticket Agent. | | |
| General Freight Agent. | | |
| General Baggage Agent. | T. W. Neff. | do. |

PROPERTY OPERATED.

| NAME. | TERMINAS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|--------------------|----------------------|------------------------|--|
| | From— | To— | | |
| Altoona, Clearfield and Northern, . . . | Juniata, | Dougherty, | 18 | 18 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$86,015 00 | Capital stock, | \$12,750 00 |
| Cost of equipment, | 14,350 00 | Funded debt, | 22,000 00 |
| | | Current liabilities, | 35,015 00 |
| Total, | \$100,365 00 | Total, | \$100,365 00 |

IMPORTANT CHANGES DURING THE YEAR.

Extension of road from Wopsonnock to Doughertys, 5 miles.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|--|-----------|----------------------------|
| General officers (F. G. Patterson, general manager), | 1 | \$1,500 00 |
| General office clerks (Katie Schomberg), | 1 | 180 00 |
| Station agents (T. W. Neff) | 1 | 240 00 |
| Enginemen, | 2 | 1,320 00 |
| Firemen, | 2 | 960 00 |
| Conductors, | 2 | 1,200 00 |
| Other trainmen, | 2 | 360 00 |
| Mechanics, | 1 | 600 00 |
| Carpenters, | 1 | 600 00 |
| Other shopmen, | 1 | 800 00 |
| Section foremen, | 1 | 600 00 |
| Switchmen, flagmen and watchmen, | 1 | 480 00 |
| All other employes and laborers, | 8 | 2,592 00 |
| Total, | 24 | \$11,582 00 |

BALTIMORE AND HARRISBURG RAILWAY COMPANY (WESTERN EXTENSION).

Date of organization : April 30, 1888.

By what authority incorporated : By the Commonwealth of Pennsylvania.

Operated by Western Maryland Railroad Company.

OFFICERS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|--------------------------------|-----------------------------|
| A. C. Muselman | Fairfield, Pa. | January 14, 1898. |
| W. F. Benchoff | Blue Ridge Summit, Pa. | do. |
| J. Emory Bair | Gettysburg, Pa. | do. |
| Andw. Marshall | Fairfield, Pa. | do. |
| Jno. A. Livers | Gettysburg, Pa. | do. |
| Chas. H. Buehler | Gettysburg, Pa. | do. |

Date of last meeting of stockholders for election of directors : January 13, 1892.

Postoffice address of general office : Gettysburg, Pa.

Postoffice address of operating company : Hanover, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|--------------------------|-----------------|
| President | David Wills | Gettysburg, Pa. |
| Secretary | W. P. Quimby | Gettysburg, Pa. |
| Treasurer | George H. Baer | Baltimore, Md. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|----------------|---------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Baltimore and Harrisburg Railway Company, Western Extension. | Orrtanna, Pa.. | Highfield, Md | Baltimore and Harrisburg Railway Company. | 15 | 15 |

Leased to Western Maryland Railroad Company for 50 years beginning from the 1st day of June, 1889.

Annual rental \$12,000; 5 per cent. interest on \$240,000 bonds. Interest payable May and November.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|---------------------|
| Bridges: | | |
| Number stone, | 2 | 2 |
| Number iron, | 1 | 1 |
| Number wooden, | 2 | 2 |
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length, | 349 | 349 |
| Tunnels: | | |
| Number, | 1 | 1 |
| Maximum length, | 533 | 533 |
| Minimum length, | 533 | 533 |
| Aggregate length of all tunnels, | 533 | 533 |
| Telegraph: | | |
| Miles of line operated by Western Union Telegraph Company, | 15 | 15 |
| Miles of wire operated by Western Union Telegraph Company, | 15 | 15 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

BALTIMORE AND LEHIGH RAILROAD COMPANY.

Date of organization : April 1, 1891.

If a consolidated company, name the constituent companies : Maryland Central Railway Company, organized December 2, 1888; laws of State of Maryland, 1886, chapter 134.

York and Peach Bottom Railway Company, organized March 1, 1882, act of assembly of Pennsylvania, dated April 8, 1861 (P. L. pages 259 and 260).

Consolidated as to Maryland Central Railway Company, under laws of Maryland, 1886, chapter 134; also, laws of 1890, chapter 563.

Consolidated as to York and Peach Bottom Railway Company, under act of assembly of Pennsylvania, approved March 24, 1865 (P. L. pages 49, 50 and 51).

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|------------------------------|-----------------------------|
| Wm. Gilmor, | Baltimore, Md., | January 16, 1893. |
| Hugh B. Jones, | Baltimore, Md., | do. |
| Winfield J. Taylor, | Baltimore, Md., | do. |
| John Henry Miller, | Baltimore, Md., | do. |
| Charles E. McConkey, | Peach Bottom, Pa., | do. |
| Frank G. Metzger, | York, Pa., | do. |
| Warren F. Walworth, | Cleveland, Ohio, | do. |

Date of last meeting of stockholders for election of directors : April 21, 1891.

Postoffice address of general office : No. 3 East Lexington street, Baltimore, M. D.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|-------------------------------------|
| President, | Wm. Gilmor, | 3 East Lexington street, Baltimore. |
| Vice President, | John Henry Miller, | do. do. |
| Secretary, | John K. Shrine, | do. do. |
| Treasurer, | Fridge Murdock, | do. do. |
| General Solicitor, Attorney or Counsel, | M. H. Houseman, | do. do. |
| Auditor, | John K. Shrine, | do. do. |
| General Manager, | W. R. Crumpton, | do. do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--------------------|------------------------|------------------------|--|
| | From— | To— | | |
| Baltimore and Lehigh Railroad Company. | Baltimore. | York and Peach Bottom, | 84.40 | 40 |

STOCKS OWNED.

York and Peach Bottom Railway Company, preferred, 2,500 shares; common, 4,180 shares (total par value), \$359,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|-----------------------|--|-----------------------|
| Cost of road. | \$4,786,571 85 | Capital stock. | \$3,375,000 00 |
| Stocks of other companies owned. | 359,000 00 | Funded debt. | 1,999,950 00 |
| Advanced on construction. | 300,000 00 | Current liabilities. | 151,769 21 |
| Cash and current assets. | 21,886 15 | Accrued interest on funded debt not yet payable. | 17,000 00 |
| Profit and loss. | 76,261 41 | | |
| Total. | \$5,548,719 21 | Total. | \$5,548,719 21 |

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of earnings.
 United States Postoffice Department.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|------------|----------------------------|-----------------------------|
| General officers. | 4 | \$8,442 43 | \$6 75 |
| General office clerks. | 18 | 4,481 78 | 1 10 |
| Station agents. | 42 | 11,850 55 | 90 |
| Other station men. | 14 | 6,306 76 | 1 41 |
| Enginemen. | 9 | 6,539 54 | 2 42 |
| Firemen. | 9 | 4,135 89 | 1 50 |
| Conductors. | 8 | 5,684 41 | 2 00 |
| Other trainmen. | 15 | 7,860 91 | 1 50 |
| Machinists. | 9 | 6,392 06 | 2 32 |
| Carpenters. | 4 | 2,418 67 | 1 88 |
| Other shopmen. | 9 | 4,452 43 | 1 53 |
| Section foremen. | 16 | 8,820 00 | 1 72 |
| Other trackmen. | 57 | 20,932 97 | 1 27 |
| Switchmen, flagmen and watchmen. | 3 | 969 00 | 96 |
| Telegraph operators and dispatchers. | 1 | 780 00 | 2 46 |
| All other employes and laborers. | 11 | 4,889 45 | 1 22 |
| Total. | 224 | \$105,276 88 | \$1 49 |
| Distribution of above: | | | |
| General administration. | 17 | \$12,924 21 | \$2 43 |
| Maintenance of way and structures. | 78 | 29,752 97 | 1 87 |
| Maintenance of equipment. | 22 | 13,263 19 | 1 91 |
| Conducting transportation. | 112 | 49,336 51 | 1 35 |
| Total. | 224 | \$105,276 88 | \$1 49 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 66 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Telegraph: | | |
| Miles of line owned by this company. | 79.4 | 35 |
| Miles of wire owned by this company. | 79.4 | 35 |
| Gauge of track, | | 3 feet. |

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? All coupons presented for payment have been paid.

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Date of organization : February 17, 1883.

By what authority incorporated : Baltimore and Philadelphia Railway Company was organized under letters patent from State of Pennsylvania, January 31, 1883, under laws of Pennsylvania, dated April 4, 1868 ; supplement June 8, 1874.

If a consolidated company, name the constituent companies : Delaware and Western Railroad Company and Baltimore and Philadelphia Railway Company consolidated February 17, 1883. The Wilmington and Western Railroad Company was reorganized under laws of State of Delaware, February 5, 1867. Amendments March 10, 1869 ; March 24, 1871 ; January 30, 1873 ; March 3, 1873. Laws of Pennsylvania April 17, 1869. Amendments March 9, 1872 ; March 26, 1873 ; April 13, 1870.

This road was sold under a decree of the United States Circuit Court for Delaware, made on March 7, 1877, and the purchasers organized under the title of Delaware Western Railroad Company ; laws of Pennsylvania, March 24, 1865 ; laws of Delaware, February 22, 1877.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|--------------------------|-----------------------------|
| Thomas M. King. | Pittsburg. | December 15, 1892. |
| J. B. Washington. | Pittsburg. | do. do. |
| William M. Canby. | Wilmington, Del. | do. do. |
| J. T. Odell. | Baltimore, Md. | do. do. |
| William Canby. | Wilmington, Del. | do. do. |
| Henry A. Dupont. | Wilmington, Del. | do. do. |
| Geo. DeB. Kelm. | Philadelphia. | do. do. |
| J. Vansant Smith. | Philadelphia. | do. do. |
| Theo. Frothingham. | Philadelphia. | do. do. |

Date of last meeting of stockholders for election of directors : December 9, 1890.

Postoffice address of general office : Wilmington, Del., and Philadelphia, Pa.

Postoffice address of operating company : Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------|----------------|------------------|
| President. | Thos. M. King. | Pittsburg. |
| Vice President. | J. T. Odell. | Baltimore, Md. |
| Secretary. | J. C. Farra. | Wilmington, Del. |
| Treasurer. | W. H. Ijams. | Baltimore, Md. |
| Auditor. | W. T. Theim. | Baltimore, Md. |
| General Manager. | J. T. Odell. | Baltimore, Md. |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|--------------------------------------|---|--------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Baltimore and Philadelphia Railroad Company. | Maryland and Delaware State line. | P. and R. Junction, Philadelphia. | Baltimore and Ohio Railroad Company. | 36.60 | 36.80 |
| Landenberg branch, . . . | West Junction, Delaware. | Landenberg, Pa. | Baltimore and Ohio Railroad Company. | 14.30 | 3.10 |
| Market Street branch, . . . | W. and N. Junction, Del. | Market street station, Wilmington, Del. | Baltimore and Ohio Railroad Company. | 3.80 | |
| South Side extension, . . . | West Yard Junction, Wilmington, Del. | Atlantic Refining Company, Wilmington, Del. | Baltimore and Ohio Railroad Company. | 2.90 | |
| Crum Creek branch, | Avondale, . . | Leipers and Lewis quarry. | Baltimore and Ohio Railroad Company. | 2.40 | 2.40 |
| Total mileage, | | | | 59.70 | 43.30 |

Operated by the Baltimore and Ohio Railroad Company, who handle the receipts, and after deducting expenses apply the net earnings to the payment of interest on bonds, and any balance arising is to be paid to the stockholders.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|-----------------|---|-----------------|
| Cost of road, | \$9,840,000 00 | Capital stock, | \$4,996,850 00 |
| Cost of equipment, | 20,953 53 | Delaware and Western stock to be retired, | 3,150 00 |
| Profit and loss, | 2,094,439 90 | Funded debt, | 4,840,000 00 |
| Total, | \$11,955,433 73 | Current liabilities, | 2,115,433 73 |
| | | Total, | \$11,955,433 73 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--------------------------------------|------------|---------------------------------|----------------------------------|
| General officers. | 5 | \$1,375 00 | |
| General office clerks. | 4 | 2,400 00 | \$1 91 |
| Station agents. | 19 | 7,356 00 | 1 06 |
| Other station men. | 12 | 6,240 05 | 1 42 |
| Enginemen. | 35 | 45,990 00 | 3 60 |
| Firemen. | 35 | 23,454 00 | 1 84 |
| Conductors. | 32 | 40,380 00 | 3 50 |
| Other trainmen. | 79 | 49,019 50 | 1 70 |
| Machinists. | 7 | 5,245 00 | 2 28 |
| Carpenters. | 23 | 13,491 00 | 2 33 |
| Other shopmen. | 158 | 73,473 60 | 1 43 |
| Section foremen. | 17 | 10,501 90 | 1 98 |
| Other trackmen. | 230 | 5,834 60 | 1 23 |
| Switchmen, flagmen, and watchmen. | 32 | 26,280 00 | 2 25 |
| Telegraph operators and dispatchers. | 26 | 16,620 00 | 1 75 |
| Employes—account floating equipment. | 1 | 732 00 | 2 00 |
| All other employes and laborers. | 73 | 18,099 00 | 2 15 |
| Total. | 772 | \$346,991 60 | |

CHARACTERISTICS OF ROAD.

| | | |
|---|--|------------------------|
| Bridges : | | |
| Number stone, | | 26 |
| Number combination, | | 14 |
| Total, | | 40 |
| Trestles : | | |
| Number, | | 3 |
| Aggregate length (feet), | | 1,261 |
| Tunnels : | | |
| Number, | | 1 |
| Aggregate length of all tunnels (feet), | | 625 |
| Gauge of track, | | 5 ft. 8 1/2 in. |

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.

By what authority incorporated: Under general railway laws of Pennsylvania, 1868, and its various supplements.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------|---------------------|------------------------------|
| John I. Blair. | Blairstown, N. J. | Second Tuesday in May, 1898. |
| C. Miller. | Bangor, Pa. | do. do. |
| D. C. Blair. | Belvidere, N. J. | do. do. |
| Geo. W. Mackey. | Bangor, Pa. | do. do. |
| Jacob E. Long. | Bangor, Pa. | do. do. |
| John Bussard. | Bangor, Pa. | do. do. |
| J. Moore. | Portland, Pa. | do. do. |
| John I. Miller. | Portland, Pa. | do. do. |
| Wm. Bray. | East Bangor, Pa. | do. do. |

Date of last meeting of stockholders for election of directors: Second Tuesday in May, 1892.

Postoffice address of general office: Bangor, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-------------------------|------------------|
| President. | C. Miller. | Bangor, Pa. |
| Vice President, | D. C. Blair. | Belvidere, N. J. |
| Secretary, | Geo. W. Mackey. | Bangor, Pa. |
| Treasurer, | John I. Miller. | Bangor, Pa. |
| General Solicitor, Attorney or Counsel, | Geo. W. Mackey. | Bangor, Pa. |
| Auditor, | Wm. M. Bennett. | Bangor, Pa. |
| General Manager, | C. Miller, | Bangor, Pa. |
| General Passenger Agent, | Chas. N. Miller. | Bangor, Pa. |
| General Ticket Agent, | | |
| General Freight Agent, | | |
| Superintendent Transportation, . . . . . |  |  | Jos. J. Heintzelman, . . . . . |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------------|------------------------------|----------------------------------|------------------------|--|
| | From— | To— | | |
| Bangor and Portland, | Portland, Pa., | Nazareth, Pa., | 27.97 | 32.51 |
| Easton and Northern, | Nazareth Junction, | Martin's Creek, N. J., | 4.54 | 8 |
| | Belfast, Pa., | Easton, Pa., | 8 | 8 |
| Total mileage operated, | | | 40.51 | 40.51 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|----------------------------|--------------|
| Cost of road, | \$388,023 99 | Capital stock, | \$121,100 00 |
| Cost of equipment, | 107,975 00 | Funded debt, | 320,000 00 |
| Cash and current assets, | 282 58 | Profit and loss, | 55,181 57 |
| Total, | \$496,281 57 | Total, | \$496,281 57 |

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company; we receive one-third of earnings over Delaware, Lackawanna and Western railroad and branches, and Bangor and Portland railway.

Contract with Adams Express Company for operating over the Easton and Northern, similar to the one with the United States Express Company.

Contract with the United States government, for carrying of mails over Bangor and Portland railway and Easton and Northern railroad; we receive about \$200.00 per month.

Contract with Delaware, Lackawanna and Western, Pennsylvania, Pennsylvania, Poughkeepsie and Boston and Central railroad of New Jersey; we receive an arbitrary on freight to and from points not on the above named railroads, and a *pro rata* on local business.

Contract with Pennsylvania Telephone Company for use of all 'phones on Bangor and Portland railway and Easton and Northern railroad.

Trackage agreement with Easton and Northern Railroad Company; we to pay them forty-two and one-half per cent. of net earnings, from freight and passenger traffic, for use of tracks and stations between Belfast, Pa., and Easton, Pa.

EMPLOYES AND SALARIES.
(Based upon pay-roll for June, 1892.)

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|------------|---------------------------------|----------------------------------|
| General officers, | 4 | \$4,061 00 | \$8 24½ |
| General office clerks, | 2 | 900 00 | 1 44 |
| Station agents, | 19 | 5,094 00 | 86 |
| Other station men, | 10 | 1,752 00 | 56 |
| Enginemen, | 4 | 3,120 00 | 2 49 |
| Firemen, | 4 | 1,890 00 | 1 58 |
| Conductors, | 4 | 2,840 00 | 2 11 |
| Other trainmen, | 8 | 3,648 00 | 1 46 |
| Machinists, | 2 | 1,440 00 | 2 30 |
| Carpenters, | 3 | 1,476 00 | 1 59 |
| Other shopmen, | 3 | 1,104 00 | 1 19 |
| Section foremen, | 7 | 3,120 00 | 1 43 |
| Other trackmen, | 28 | 8,004 00 | 1 10 |
| Switchmen, flagmen and watchmen, | 2 | 720 00 | 1 00 |
| All other employes and laborers, | 10 | 1,470 16 | 1 10 |
| Total, | 110 | \$40,469 16 | \$1 06 |
| Distribution of above: | | | |
| General administration, | 4 | \$4,061 00 | \$8 24½ |
| Maintenance of way and structures, | 45 | 12,594 16 | 1 02½ |
| Maintenance of equipment, | 8 | 4,020 00 | 1 60½ |
| Conducting transportation, | 58 | 19,794 00 | 1 20 |
| Total, | 110 | \$40,469 16 | \$1 06 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 109 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|-------------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number, | 6 | 6 |
| Number combination, | 15 | 16 |
| Trestles: | | |
| Number, | 1 | 1 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays rental? Name the party to whom such property belongs: Easton and Northern Railroad Company.

Name all associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States

Name all companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Empire Line, Great Southern Despatch, Great Eastern Line, Lackawanna Line, etc.

BARCLAY RAILROAD COMPANY.

Date of organization : June, 1862, as Barclay Coal Company; changed to Barclay Railroad Company, September 24, 1891.

By what authority incorporated : Pennsylvania ; act concerning railroads, approved April 8, 1861, and supplements thereto.

Operated by Towanda Coal Company to January 1, 1891. Barclay Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|---------------------------------------|-----------------------------|
| Andrew Wheeler. | 400 Chestnut street, Philadelphia. | February 9, 1893. |
| Henry C. Davis. | 120 Broadway, New York. | do. do. |
| H. H. Wilson. | 237 South Third street, Philadelphia. | do. do. |
| Anthony Taylor. | 201 Walnut Place, Philadelphia. | do. do. |
| Lawrence Johnson. | 109 Walnut street, Philadelphia. | do. do. |
| Clarence R. Claghorn. | 204 Walnut Place, Philadelphia. | do. do. |
| J. Raymond Claghorn. | 204 Walnut Place, Philadelphia. | do. do. |

Date of last meeting of stockholders for election of directors : February 8, 1892.
Postoffice address of general office : 204 Walnut Place, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|----------------------|---------------------------------|
| President. | J. Raymond Claghorn. | 204 Walnut Place, Philadelphia. |
| Secretary. | Anthony Taylor. | 201 Walnut Place, Philadelphia. |
| Treasurer. | E. O. Macfarlane. | Towanda, Pa. |
| General Superintendent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---------------------------|------------|----------------|------------------------|--|
| | From— | To— | | |
| Barclay Railroad Company. | Towanda. | Foot of Plane. | 14.02 | 14.02 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---------------------------|--------------------|-------------|------------------------------|
| Barclay Railroad Company. | \$8,000 00 | 5 per cent. | \$300 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$450,000 00 | Capital stock, | \$1,000,000 00 |
| Cost of equipment, | 38,204 14 | Funded debt, | 78,000 00 |
| Other permanent investments, | 237,334 80 | Current liabilities, | 5,000 00 |
| Lands owned, | 373,000 00 | Profit and loss, | 82,574 39 |
| Cash and current assets, | 30,196 00 | | |
| Total, | \$1,118,638 94 | Total, | \$1,118,574 39 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|----------------------------------|-----------|---------------------------------|----------------------------------|
| General officers, | | \$2,425 00 | |
| General office clerks, | | 360 00 | |
| Station agents, | 5 | 1,800 00 | 85 70 |
| Other station men, | 1 | 343 20 | 1 10 |
| Enginemen, | 2 | 1,174 00 | 3 25 |
| Firemen, | 2 | 990 00 | 1 91 |
| Conductors, | 2 | 1,440 00 | 2 52 |
| Other trainmen, | 6 | 2,520 00 | 1 60 |
| Section foremen, | 2 | 990 00 | |
| Total, | 20 | \$11,982 20 | |

CHARACTERISTICS OF ROAD.

Bridges:

| | |
|--------------------------|---|
| Number iron, | 1 |
| Number wooden, | 4 |

Gauge of track, 4 ft. 8½ in.

BEAVER AND ELLWOOD RAILROAD COMPANY.

Date of organization: May 20, 1890.

By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPI- RATION OF TERM. |
|------------------------------|------------------------------|----------------------------------|
| W. L. Standish, | Pittsburg, Pa., | January 11, 1898. |
| George I. Whitney, | Pittsburg, Pa., | do. |
| I. L. Stephenson, | Pittsburg, Pa., | do. |
| I. D. Gause, | Chicago, Ills., | do. |
| S. A. Roslofs, | Ellwood City, Pa., | do. |
| H. W. Hartman, | Ellwood City, Pa., | do. |

Date of last meeting of stockholders for election of directors : January 12, 1892.
 Postoffice address of general office : Ellwood City, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------------|-------------------|
| President. | H. W. Hartman. | Ellwood City, Pa. |
| Secretary. | S. A. Roalofs. | Ellwood City, Pa. |
| Treasurer. | E. Wolford. | Ellwood City, Pa. |
| Chief Engineer. | Lyon, McKee & Sanderson. | Pittsburg, Pa. |
| General Solicitor, Attorney or Counsel. | S. A. Roalofs. | Ellwood City, Pa. |
| Auditor. | Merritt Greene. | Ellwood City, Pa. |
| General Manager. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--------------------------------------|-------------------|--------------------|------------------------|--|
| | From— | To— | | |
| Beaver and Ellwood Railroad Company. | Ellwood Junction, | Ellwood City, Pa., | 3 | 3 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|---------------------|----------------------|---------------------|
| Cost of road. | \$104,561 35 | Capital stock. | \$50,000 00 |
| Cost of equipment. | 7,038 57 | Funded debt. | 50,000 00 |
| Cash and current assets. | 5,746 09 | Current liabilities. | 23,315 64 |
| Profit and loss. | 5,959 63 | | |
| Total. | \$123,315 64 | Total. | \$123,315 64 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|--|-----------|----------------------------|
| General officers. | 3 | |
| Station agents. | 1 | 620 00 |
| Enginemen. | 1 | 1,020 00 |
| Firemen. | 1 | 480 00 |
| Conductors. | 1 | 600 00 |
| Other trainmen. | 1 | 450 00 |
| Section foremen. | 1 | 520 00 |
| Other trackmen. | 6 | 2,180 00 |
| Total. | 15 | |
| Employees in Pennsylvania: | | |
| Total number of employees in Pennsylvania. | 15 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|-----------------------------------|--------------------------|------------------|
| Trestles: | | |
| Number | 2 | 2 |
| Aggregate length (feet) | 70 | 70 |
| Gauge of track, | Standard. | |

BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Date of organization : April 29, 1891; certificate of organization filed May 5, 1891.
 By what authority incorporated : General law of April 8, 1861.
 Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|-----------------------------|
| John P. Green | Philadelphia, | May 1, 1896. |
| John M. Harding | do. | do. |
| George Kuzler | do. | do. |
| Lewis Neilson | do. | do. |
| P. B. Prince | do. | do. |
| Stephen W. White | do. | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.
 Postoffice address of general office : No. 233 South Fourth street, Philadelphia.
 Postoffice address of operating company : No. 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|-------------------------|---------------|
| President | R. D. Barclay | Philadelphia. |
| Secretary | Albert Hewson | do. |
| Treasurer | Taber Ashton | do. |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------|----------------|----------------|--------------------------------|----------------|--------------------------------|
| | From. | To— | | | |
| Bedford and Bridgeport railway. | Mt. Dallas . . | State Line . . | Pennsylvania Railroad Company. | 28.70 | 28.70 |
| Branches | | | | 10.47 | 10.47 |
| Total mileage | | | | 49.17 | 49.17 |

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies, adopted April 29 and May 27, 1891. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$2,806,202 18 | Capital stock, | \$600,000 00 |
| Cash and current assets, | 32,213 55 | Funded debt, | 1,700,000 00 |
| | | Current liabilities, | 2,834 68 |
| | | Profit and loss, | 32,581 00 |
| Total, | \$2,835,415 68 | Total, | \$2,835,415 68 |

EMPLOYES AND SALARIES.

General officers, 3

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 8 | 8 |
| Number wooden, | 11 | 11 |
| Trestles: | | |
| Number, | 14 | 14 |
| Aggregate length (feet), | 1,151 | 1,151 |
| Telegraph: | | |
| Miles of line owned by this company, | 38.7 | 38.7 |
| Miles of wire owned by this company, | 77.4 | 77.4 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 38.7 | 38.7 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 77.4 | 77.4 |

Gauge of track, 4 ft. 9 in.

BEECH CREEK RAILROAD COMPANY.

Date of organization : June 29, 1886.

By what authority incorporated : Two acts of general assembly of Pennsylvania, passed May 25, 1878.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--|----------------------------|-----------------------------|
| Cornelius Vanderbilt, | New York, N. Y., | May 5, 1898. |
| William K. Vanderbilt, | New York, N. Y., | do. |
| George J. Magee, | Watkins, N. Y., | do. |
| Joseph M. Gazzam, | Philadelphia, | do. |
| George F. Baer, | Reading, Pa., | do. |
| William W. Betts, | Clearfield, Pa., | do. |
| Marlin E. Olmsted (<i>ex-officio</i>), | Harrisburg, Pa., | do. |

Date of last meeting of stockholders for election of directors : May 6, 1892.

Postoffice address of general office : Jersey Shore, Pa.

Postoffice address of operating company : New York Central and Hudson River Railroad Company, New York, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|-----------------------|-------------------|
| President | Marlin E. Olmsted. | Harrisburg, Pa. |
| Vice President | Cornelius Vanderbilt. | New York, N. Y. |
| Secretary | Allyn Cox. | New York, N. Y. |
| Treasurer | E. V. W. Rossiter. | New York, N. Y. |
| Chief Engineer | J. B. McIntyre. | Jersey Shore, Pa. |
| General Solicitor | Marlin E. Olmsted. | Harrisburg, Pa. |
| Comptroller | John Carstensen. | New York, N. Y. |
| General Manager | J. D. Layng. | New York, N. Y. |
| General Passenger Agent | F. E. Herriman. | Philadelphia. |
| General Ticket Agent | | |
| General Freight Agent | | |
| Superintendent | A. G. Palmer. | Jersey Shore, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-------------------------------------|------------------------------|------------------------------|------------------------|--|
| | From— | To— | | |
| Beech Creek | Jersey Shore. Watts Mill. | Gazam. Friendship Tunnel. | 104.37 .89 | 105.16 |
| Peale Branch | Viaduct. | Moravian. | 8.03 | |
| Wells Run Branch | East of Munson's. | Mines. | 1.04 | |
| Philpeburg Branch | Munson's. | Stiner's. | 7.59 | |
| Hawk Run Branch | Hawk Run. | Mines. | 2.23 | |
| Decatur Branch | West of Hawk Run. | Mines. | 1.64 | |
| Derby Branch | East of Phillipsburg. | Mines. | .87 | |
| Fardee Branch No. 2 | West of Hawk Run. | Mines. | 1.04 | |
| Woodland Branch | East of Woodland. | Mines. | 1.24 | |
| Clearfield Branch | Clearfield Junction. | Clearfield. | 3.94 | |
| O'Shanter Branch | Mitchell's. | O'Shanter. | 1.66 | |
| Dunlap Branch | West of Mitchell's. | Mines. | 1.31 | |
| Watts Branch | East of Kerrmoor. | Watts Mill. | .68 | |
| Thurston Branch | East of Gazam. | Mines. | 1.29 | |
| Total mileage owned. | | | | |
| Pine Creek railway.* | Jersey Shore. | Newberry Junction. | 12.30 | 15.80 |
| Philadelphia and Reading railroad.* | Newberry Junction. | Williamsport. | 3.50 | |
| Total. | | | | 163.42 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Beech Creek railroad was leased, December 15, 1890, to the New York Central and Hudson River Railroad Company, for the term of 999 years, from October 1, 1890, but is operated as an independent organization.

The terms of the rental are four per cent. per annum guaranteed interest on first mortgage bonds not exceeding \$5,000,000.00, and an annual guaranteed dividend of four per cent. on capital stock amounting to \$5,000,000.00.

STOCKS OWNED.

| | |
|--|--------------|
| Pennsylvania and Western Railroad Company, | \$100,000 00 |
| Chest Creek Railroad Company, | 20,000 00 |

* Operated under trackage rights.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|------------------------|--|------------------------|
| Cost of road and equipment, | \$10,000,000 00 | Capital stock, | \$5,000,000 00 |
| Stocks of other companies owned, | 15,983 61 | Funded debt, | 5,000,000 00 |
| Other permanent investments, | 612,448 18 | Current liabilities, | 887,560 84 |
| Cash and current assets, | 454,600 25 | Accrued rental of equipment, | 18,391 06 |
| | | Profit and loss, | 177,780 04 |
| Total, | \$11,084,032 04 | Total, | \$11,084,032 04 |

IMPORTANT CHANGES DURING THE YEAR.

Kerrmoor extension, Watt's Mill to Friendship Tunnel, .89 miles.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Consideration, forty per cent. of gross revenue, with minimum guarantee of \$1,200.00 per annum.

United States Government—Based on average daily weight carried.

Pennsylvania railroad, for use of Derby Branch.

Western Union Telegraph Company—Consideration, limited free transmission of railroad messages.

Central Pennsylvania Telephone and Supply Company—For use of railroad wires, at an annual rental of \$4.00 per wire, per mile.

W. E. Smith and others—For transportation of timber.

City of Lock Haven—For transportation of limestone.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|------------|----------------------------|-----------------------------|
| General officers, | 9 | \$34,280 00 | 92 24 |
| General office clerks, | 26 | 18,320 38 | 1 64 |
| Station agents, | 25 | 12,586 77 | 1 59 |
| Other station men, | 19 | 11,254 10 | 3 25 |
| Enginemen, | 41 | 41,739 45 | 1 98 |
| Firemen, | 38 | 23,527 08 | 2 53 |
| Conductors, | 28 | 22,256 08 | 1 74 |
| Other trainmen, | 39 | 48,679 01 | 1 64 |
| Machinists, | 33 | 42,590 63 | 1 57 |
| Carpenters, | 46 | 22,639 41 | 1 63 |
| Other shopmen, | 39 | 19,482 57 | 1 87 |
| Section foremen, | 26 | 15,232 57 | 1 24 |
| Other trackmen, | 197 | 79,484 30 | 1 43 |
| Switchmen, flagmen and watchmen, | 4 | 1,783 13 | 1 05 |
| Telegraph operators and dispatchers, | 21 | 10,345 45 | 1 89 |
| All other employes and laborers, | 44 | 25,252 51 | 58 24 |
| Total, | 735 | \$417,864 39 | \$1 81 |
| Distribution of above: | | | |
| General administration, | 35 | \$42,600 38 | |
| Maintenance of way and structures, | 271 | 118,751 51 | |
| Maintenance of equipment, | 169 | 85,171 61 | |
| Conducting transportation, | 261 | 151,340 89 | |
| Total, | 735 | \$417,864 39 | \$1 81 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 716 | \$398,824 39 | \$1 83 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 2 | 2 |
| Number iron, | 59 | 59 |
| Trestles: | | |
| Number, | 3 | 3 |
| Aggregate length, | 324 | 324 |
| Tunnels: | | |
| Number, | 2 | 2 |
| Maximum length, | 1,247 | 1,247 |
| Minimum length, | 346 | 346 |
| Aggregate length of all tunnels, | 1,593 | 1,593 |
| Telegraph: | | |
| Miles of line owned by this company, | 115 | 115 |
| Miles of wire owned by this company, | 255.8 | 255.8 |
| Miles of line operated by this company and W. U. Telegraph Company, | 115 | 115 |
| Miles of wire operated by this company and W. U. Telegraph Company, | 255.8 | 255.8 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The company has no sinking fund.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Jersey Shore station, rented from Fall Brook Coal Company.

BELLEFONTE CENTRAL RAILROAD COMPANY.

Date of organization: January 12, 1892.

By what authority incorporated: Act of April 8, 1861, supplements of May 25, 1878, and May 31, 1887.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|---|-----------------------------|
| H. K. Sibley, | 160 Broadway, N. Y. | May 1, 1893. |
| Henry Whelen, | 309 Walnut street, Philadelphia, | do. |
| Francis F. Milne, | 309 Walnut street, Philadelphia, | do. |
| R. Dale Benson, | 510 Walnut street, Philadelphia, | do. |
| Eyerly Hart, | 228 South Third street, Philadelphia, | do. |
| William H. Collison, | Germantown, Philadelphia, | do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 209 South Third street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------------|------------------------------|------------------------------------|
| President. | Robert Fraser. | 209 S. Third street, Philadelphia. |
| Secretary. | George H. Wolbert. | 209 S. Third street, Philadelphia. |
| Treasurer. | Thomas A. Shoemaker. | Bellefonte, Pa. |
| General Superintendent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--|---|------------------------|--|
| | FROM— | TO— | | |
| Bellefonte Central Railroad Company. | Bellefonte. Mattern Junction. | State College. Red Bank. | 20 7.50 | 20 7.50 |
| Total mileage operated. | | | 27.50 | 27.50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|--------------|--------------------------|--------------|
| Cost of road. | \$511,456 50 | Capital stock. | \$500,000 00 |
| Cost of equipment. | 6,850 00 | Profit and loss. | 18,306 59 |
| Total. | \$518,306 59 | Total. | \$518,306 59 |

IMPORTANT CHANGES DURING THE YEAR.

- Extension to State College, one mile.
- Reorganization effected January 12, 1892.
- Five hundred thousand issued for reorganization.
- General improvement to road.

CONTRACTS, AGREEMENTS, ETC.

- Contract with Adams Express Company for five years from April 4, 1892. We get 40 per cent. of gross receipts of the road.
- Contract with government between Bellefonte, Fillmore, Waddles, Stormstown, Buffalo Run and State College. Compensation not fixed.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| General officers: | | | |
| President, | 1 | | |
| Secretary and Treasurer, | 1 | | |
| General Superintendent, | 1 | \$1,200 00 | |
| General office clerks, | 1 | 300 00 | \$3 00 |
| Station agents, | 3 | 900 00 | 1 00 |
| Other station men, | 1 | 730 00 | 2 49 |
| Enginemen, | 2 | 1,890 00 | 3 15 |
| Firemen, | 2 | 1,020 00 | 1 70 |
| Conductors, | 2 | 1,500 00 | 2 50 |
| Other trainmen, | 4 | 1,980 00 | 1 65 |
| Carpenters, | 2 | 1,140 00 | 1 90 |
| Section foremen, | 2 | 1,500 00 | 2 50 |
| Other trackmen, | 10 | 3,800 00 | 1 10 |
| Switchmen, flagmen and watchmen, | 6 | 2,376 00 | 1 32 |
| Total, | 38 | \$18,426 00 | \$22 22 |
| Distribution of above: | | | |
| General administration, | | \$2,100 00 | |
| Maintenance of ways and structures, | | 4,900 00 | |
| Maintenance of equipment, | | 1,140 00 | |
| Conducting transportation, | | 10,286 00 | |
| Total, | | \$18,426 00 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Telegraph: | | |
| Miles of line owned by this company, | 30 | 30 |
| Miles of wire owned by this company, | 30 | 30 |
| Miles of line operated by this company, | 30 | 30 |
| Miles of wire operated by this company, | 30 | 30 |
| Gauge of track, | | 4 ft. 9 in. |

BERLIN RAILROAD COMPANY.

Date of organization : July 7, 1879.

By what authority incorporated : Buffalo Valley Railroad Company, State of Pennsylvania. Acts of February 19, 1849, April 1, 1868, and March 14, 1871. Re-organized as Berlin Railroad Company July 7, 1879.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|----------------------------|--------------------------------|
| W. H. Koonts, | Somerset, Pa., | First Monday in May, 1893. |
| S. Philson, | Berlin, Pa., | do. |
| S. A. Philson, | Berlin, Pa., | do. |
| A. M. Ross, | Confluence, Pa., | do. |
| J. Reed Torrance, | Pittsburg, Pa., | do. |
| S. C. Hartley, | Meyersdale, | do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.
 Postoffice address of general office: Pittsburg, Pa.
 Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|----------------|
| President, | J. B. Washington, | Pittsburg, Pa. |
| Secretary, | A. W. Black, | Pittsburg, Pa. |
| Treasurer, | W. H. Hams, | Baltimore, Md. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|---------------|-------------|--------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Berlin Railroad Company, . . | Garrett, Pa., | Berlin, Pa. | Baltimore and Ohio Railroad Company. | 8 | 8 |

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburg and Connellsville Railroad Company, which is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$50,425 09 | Capital stock, | \$50,000 00 |
| Profit and loss, | 67,159 79 | Current liabilities, | 67,584 88 |
| Total, | \$117,584 88 | Total, | \$117,584 88 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Average daily compensation. |
|---|---------|-----------------------------|
| Station agents, | 1 | \$1 78 |
| Enginemen, | 1 | 2 75 |
| Firemen, | 1 | 1 65 |
| Conductors, | 1 | 2 08 |
| Other trainmen, | 1 | 1 65 |
| Shopmen, | 1 | 1 15 |
| Section foremen, | 1 | 1 33 |
| Other trackmen, | 5 | 1 10 |
| All other employes and laborers, | 1 | 28 |
| Total, | 13 | ..... |
| Distribution of above: | | |
| Maintenance of way and structure, | 6 | ..... |
| Maintenance of equipment, | 1 | ..... |
| Conducting transportation, | 6 | ..... |
| Total, | 13 | ..... |
| Employes in Pennsylvania: | | |
| Total number of employes in Pennsylvania, | 13 | |

CHARACTERISTIC OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Trestles: | | |
| Number, | 9 | 9 |
| Aggregate length (feet), | 1,180 | 1,180 |
| Gauge of track, | 4 ft. 8½ in. | |

BERLIN BRANCH RAILROAD COMPANY.

Date of organization : March 26, 1876.

By what authority incorporated : Under the free railroad act, 1868, and its supplements.

Operated under contract with Western Maryland Railroad Company ; said company furnishes power and equipment.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|-------------------------------|---------------------|-------------------------------|---------------------|
| A. W. Eichelberger, | Hanover, Pa. | Stephen Keefer, | Hanover, Pa. |
| Jacob Reaser, | East Berlin, Pa. | R. N. Meisenhelder, | Hanover, Pa. |
| Daniel Eberly, | Abbotstown, Pa. | W. S. Hildebrand, | East Berlin, Pa. |
| Joseph Wolf, | Abbotstown, Pa. | Wm G. Leas, | East Berlin, Pa. |
| Henry A. Young, | Hanover, Pa. | Michael Rebert, | East Berlin, Pa. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Hanover, York county, Pa.

Postoffice address of operating company : Western Maryland Railroad Company, Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-------------------------------|------------------|
| President, | A. W. Eichelberger, | Hanover, Pa. |
| Secretary, | Michael Rebert, | East Berlin, Pa. |
| Treasurer, | Jacob Reaser, | East Berlin, Pa. |
| General Solicitor, Attorney or Counsel, | David Willis, | Gettysburg, Pa. |
| Auditor, | R. M. Wirt, | Hanover, Pa. |
| General Manager, | Jos. Leib, | Hanover, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road in Pennsylvania. |
|-----------------------------------|----------------------------|-----------------------------|--|
| | From— | To— | |
| Berlin Branch railroad, | Berlin Junction, | East Berlin, Pa., | 7 m. 40 ft. |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|--------------|-------------------------------|--------------|
| Cost of road | \$77,326 19 | Capital stock | \$45,195 19 |
| Cash and current assets | 898 13 | Funded debt | 42,900 00 |
| Profit and loss | 29,029 88 | Current liabilities | 21,164 01 |
| Total | \$107,249 20 | Total | \$107,249 20 |

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, usual rates.

Mails—One trip per day; \$77.59 per quarter.

The contract between this company and the Western Maryland Railroad Company is as follows:

The Western Maryland Railroad Company furnishes the motive power, cars and working crews at forty cents per running mile, charging for seven miles or fourteen miles per trip, that is five dollars and sixty cents per trip of fourteen miles, the contract can be terminated at the option of either party upon due notice being given.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers: | | | |
| Treasurer | 1 | \$50 00 | |
| Secretary | 1 | 15 00 | |
| Station agents (one at \$60.00; one at \$210.00) | 2 | 270 00 | 80 90 |
| Section foremen (\$30.00 per month) | 1 | 360 00 | 1 15 |
| Other trackmen (paid \$1.00 per day) | 2 | 454 85 | 1 00 |
| Total | | \$1,149 85 | |
| Distribution of above: | | | |
| General administration | | \$65 00 | |
| Maintenance of way and structures | | 814 85 | |
| Conducting transportation | | 270 00 | |
| Total | | \$1,149 85 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania | 7 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden | 2 | 2 |
| Gauge of track | | 4 ft. 8 in. |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? The rents for stations is included in the salaries of the station agents.

BLOOMSBURG AND SULLIVAN RAILROAD COMPANY.

Date of organization : December 21, 1883, date of articles of association.

By what authority incorporated : General railroad law; letters patent, dated December 27, 1888.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|--|----------------------------------|
| C. E. Buckalew, Sr. | Bloomsburg. | Second Tuesday in January, 1893. |
| Morton McMichael. | First National Bank, Philadelphia. | do. do. |
| E. W. Clark, Jr. | E. W. Clark & Co., Philadelphia. | do. do. |
| J. H. Kershow. | Fifth and Chestnut street, Philadelphia. | do. do. |
| Chas. Evans. | Atlantic City, N. J. | do. do. |
| Samuel Wigfall | Bloomsburg, Pa., | do. do. |
| H. J. Conner. | Orangeville, Pa., | do. do. |
| L. E. Waller. | Bloomsburg, Pa., | do. do. |
| J. K. Gratz. | Bloomsburg, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : January 12, 1892.

Postoffice address of general office : Bloomsburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|-------------------------|------------------|
| President. | C. E. Buckalew. | Bloomsburg, Pa. |
| Vice President. | S. Wigfall. | Bloomsburg, Pa. |
| Secretary. | H. J. Conner. | Orangeville, Pa. |
| Treasurer. | S. Wigfall. | Bloomsburg, Pa. |
| Chief Engineer. | F. M. Leaders. | Bloomsburg, Pa. |
| General Solicitor, Attorney, or Counsel. | C. E. Buckalew. | Bloomsburg, Pa. |
| Auditor. | F. M. Leaders. | Bloomsburg, Pa. |
| General Manager. | | |
| General Passenger Agent. | | |
| General Ticket Agent. | | |
| General Freight Agent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|---------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Bloomsburg and Sullivan railroad. | Bloomsburg. | Jamison City. | 30 | 30 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|-----------------------|------------------------|-----------------------|
| Bonds of other companies owned, | \$1,197,650 00 | Capital stock. | \$597,650 00 |
| | | Funded debt. | 600,000 00 |
| Total. | \$1,197,650 00 | Total. | \$1,197,650 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------------|------------------|
| Bridges : | | |
| Number of wooden | 2 | 2 |
| Telegraph : | | |
| Miles of line owned by this company | 30 | 30 |
| Miles of wire owned by this company | 30 | 30 |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Bloomsburg, Delaware, Lackawanna and Western railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

BRADFORD, BORDELL AND KINZUA RAILROAD COMPANY.

[For nine months ending March 31, 1892.]

Date of organization : March 3, 1880.

By what authority incorporated : Under the general law of the State of Pennsylvania, act of June, 1874, and amendments.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-------------------------|-----------------------------|
| Jno. J. Carter | Titusville, Pa. | January, 1893. |
| Jno. E. Ransom | Buffalo, N. Y. | do. |
| A. S. Murray, Jr. | New York | do. |
| John C. Havemayer | New York | do. |
| Aug. Stein | New York | do. |
| M. L. Hinman | Dunkirk, N. Y. | do. |
| W. W. Brown | Bradford, Pa. | do. |
| A. I. Wilcox | Bradford, Pa. | do. |
| Geo. L. Roberts | Bradford, Pa. | do. |
| Geo. A. Eckbert | Bradford, Pa. | do. |
| Jno. C. McKenna | Bradford, Pa. | do. |

Date of last meeting of stockholders for election of directors : January 12, 1892

Postoffice address of general office : Bradford, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|-----------------------------|----------------|
| Receiver | Geo. L. Roberts | Bradford, Pa. |
| President | Jno. J. Carter | Bradford, Pa. |
| Vice President | W. W. Brown | Bradford, Pa. |
| Secretary | Jno. E. Ransom | Buffalo, N. Y. |
| Treasurer | W. R. Dieffenback | Bradford, Pa. |
| General Solicitor, Attorney or Counsel | Geo. L. Roberts | Bradford, Pa. |
| Auditor | W. R. Dieffenback | Bradford, Pa. |
| General Manager | Jno. J. Carter | Bradford, Pa. |
| General Passenger Agent | Jno. C. McKenna | Bradford, Pa. |
| General Freight Agent | | |
| General Superintendent | | |
| Superintendent of Telegraph | W. R. Dieffenback | Bradford, Pa. |
| General Baggage Agent | Jno. C. McKenna | Bradford, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|--------------------------|----------------------|------------------------|--|
| | From— | To— | | |
| Bradford, Bordell and Kinzua Railroad Company | Bradford, | Simpson, | 15 | 16.98 |
| Rew City and Eldred Railroad Company. | Kinzua Junction. | Rew City, | 1.93 | |
| Bradford, Bordell and Smethport Railroad Company, | Rew City, | Eldred, | 12.16 | 12.16 |
| | Simpson, | Smethport, | 10.23 | 10.23 |
| Total mileage operated, | | | 39.32 | 39.32 |

STOCKS OWNED.

Rew City and Eldred Railroad Company (total par value), \$111,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|----------------|---|----------------|
| Cost of road, | \$522,747 59 | Capital stock, | \$500,000 00 |
| Cost of equipment, | 91,062 73 | Funded debt, | 436,000 00 |
| Stocks of other companies owned, | 111,000 00 | Current liabilities, | 162,404 70 |
| Other permanent investments: | | Certificates of indebtedness, | 24,100 00 |
| B. E. & S. R. R. Co., | 17,036 13 | N. Y. L. E. & W. R. R. Co., | 210,618 67 |
| R. C. & E. R. R. Co., | 2,067 40 | Receiver's certificates, | 49,847 63 |
| F. V. & C. R. R. Co. loans, | 54,852 49 | | |
| Increase capital stock, | 250,000 00 | | |
| N. Y. L. E. & W. R. R. Co., | 194,422 40 | | |
| Profit and loss, | 201,772 26 | | |
| Total, | \$1,444,971 00 | Total, | \$1,444,971 00 |

IMPORTANT CHANGES DURING THE YEAR.

By virtue of a sheriff's sale, under a judgment obtained in the court of common pleas of McKean county, the company was sold to the Bradford, Bordell and Kinzua Railway Company under said decree, and possession was delivered the purchasers April 1, 1892.

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s Express.—Paying first-class freight rates on through freight and one and one-half times first-class freight rates on local freight.

United States Postoffice Department pays \$60.72 per mile per year for mail transportation.

Western Union Telegraph Company own and maintain the line.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers. | 3 | \$3,260 00 | |
| General office clerks. | 1 | 630 00 | \$2 29 |
| Station agents. | 9 | 3,089 97 | 1 27 |
| Other station men. | 9 | 2,166 23 | 1 42 |
| Enginemen. | 7 | 3,414 96 | 2 35 |
| Firemen. | 7 | 1,654 52 | 1 40 |
| Conductors. | 5 | 2,595 30 | 2 39 |
| Other trainmen. | 9 | 3,214 92 | 1 48 |
| Mechanics. | 2 | 317 15 | 2 25 |
| Carpenters. | 2 | 1,159 09 | 2 14 |
| Other shopmen. | 10 | 4,989 89 | 1 95 |
| Section foremen. | 8 | 1,215 00 | 1 48 |
| Other trackmen. | 16 | 5,407 56 | 1 20 |
| Telegraph operators and dispatchers: Included in general officers and station agents. | | | |
| All other employes and laborers. | 2 | 386 95 | 84 |
| Total. | 84 | \$33,311 52 | \$1 63 |
| Distribution of above: | | | |
| General administration. | | \$21,646 37 | |
| Maintenance of way and structures. | | 6,896 89 | |
| Maintenance of equipment. | | 2,611 81 | |
| Conducting transportation. | | 2,156 45 | |
| Total. | | \$33,311 52 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 84 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Trestles: | | |
| Number. | 5 | 5 |
| Aggregate length. | 601 | 601 |
| Telegraph: | | |
| Miles of line operated by this company. | 39.32 | 39.32 |
| Miles of wire operated by this company. | 39.32 | 39.32 |

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States; Western New York Car Service Association.

BRADFORD, BORDELL AND KINZUA RAILWAY COMPANY.

[For three months ending June 30, 1892.]

Date of organization : April 1, 1892.

By what authority incorporated : Under the general law of the State of Pennsylvania.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|----------------------------|-----------------------------|
| H. K. Pomroy, | New York city, | January, 1893. |
| J. B. McGeorge, | New York city, | do. |
| J. R. Cowing, | New York city, | do. |
| Chas. Dana, | New York city, | do. |
| Jno. J. Carter, | Titusville, Pa., | do. |
| D. H. Jack, | Bradford, Pa., | do. |
| G. L. Roberts, | Bradford, Pa., | do. |

Post-office address of general office : Bradford, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|----------------|
| President, | Geo. L. Roberts, | Bradford, Pa. |
| Vice President, | H. K. Pomroy, | New York city. |
| Secretary, | J. B. McGeorge, | New York city. |
| Treasurer, | W. R. Dieffenback, | Bradford, Pa. |
| General Solicitor, Attorney or Counsel, | Geo. L. Roberts, | Bradford, Pa. |
| Auditor, | W. R. Dieffenback, | Bradford, Pa. |
| General Manager, | Jno. C. McKenna, | Bradford, Pa. |
| General Passenger Agent, | Jno. C. McKenna, | Bradford, Pa. |
| General Freight Agent, | W. R. Dieffenback, | Bradford, Pa. |
| Superintendent of Telegraph, | Jno. C. McKenna, | Bradford, Pa. |
| General Baggage Agent, | Jno. C. McKenna, | Bradford, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|----------------------------|----------------------|------------------------|--|
| | From— | To— | | |
| Bradford, Bordell and Kinzua Railway Company. | Bradford, | Smethport, | 25.23 | 27.16 |
| | Kinzua Junction, | Rew City, | 1.93 | |
| Rew City and Eldred Railroad Company, | Rew City, | Eldred, | 12.16 | 12.16 |
| Total mileage operated, | | | 39.32 | 39.32 |

STOCKS OWNED.

Rew City and Eldred Railroad Company (total par value), \$111,000 00

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|------------------------------------|------------|----------------------------|------------|
| Cost of road, | \$123 24 | Profit and loss, | \$2,220 76 |
| Cash and current assets, | 2,097 52 | | |
| Total, | \$2,220 76 | Total, | \$2,220 76 |

IMPORTANT CHANGES DURING THE YEAR.

The present company, Bradford, Bordell and Kinzua Railway Company, was formed under general law of the State of Pennsylvania, and took possession of the railroad of the Bradford, Bordell and Kinzua Railroad Company on April 1, 1892. The purchasers of the property of the Bradford, Bordell and Kinzua Railroad Company acquired title to the same in pursuance of a judgment sale made under a decree of the court of common pleas of McKean county.

On acquiring title the purchasers organized the new company and put it in possession of the road April 1, 1892.

By the terms of the organization the capital stock of the new company is \$250,000, and the bonds authorized to be issued are \$300,000.

The capital stock and bonds have not yet been issued. They will, however, soon be issued in accordance with the plan of reorganization.

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s express operate the line, paying one and one-half first-class freight rates on local freight, and first-class freight rates on through freight.

United States Postoffice Department pays \$60.72 per mile per year for mail transportation.

Western Union Telegraph Company own and maintain the line, except that the railway company maintain the poles.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers. | 2 | \$900 00 | |
| General office clerks. | 1 | 210 00 | \$3 20 |
| Station agents. | 9 | 1,044 99 | 1 27 |
| Other station men. | 7 | 728 65 | 1 42 |
| Enginemen. | 6 | 1,083 95 | 2 25 |
| Firemen. | 7 | 551 20 | 1 48 |
| Conductors. | 5 | 555 18 | 2 20 |
| Other trainmen. | 9 | 863 29 | 1 45 |
| Machinists. | 1 | 188 98 | 2 25 |
| Carpenters. | 2 | 288 07 | 2 14 |
| Other shopmen. | 3 | 330 54 | 1 95 |
| Section foremen. | 3 | 405 00 | 1 45 |
| Other trackmen. | 18 | 1,449 30 | 1 20 |
| Telegraph operators and dispatchers : Included in general officers and station agents. | | | |
| All other employes and laborers. | 8 | 455 39 | 84 |
| Total. | 80 | \$9,347 42 | |
| Distribution of above: | | | |
| General administration. | | \$985 00 | |
| Maintenance of way and structures. | | 2,012 19 | |
| Maintenance of equipment. | | 606 34 | |
| Conducting transportation. | | 5,841 89 | |
| Total. | | \$9,347 42 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 80 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number wooden, | 1 | 1 |
| Trestles: | | |
| Number, | 11 | 11 |
| Aggregate length, | 1,481 | 1,481 |
| Telegraph: | | |
| Miles of line operated by this company, | 89.32 | 89.32 |
| Miles of wire operated by this company, | 89.32 | 89.32 |

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States; Western New York Car Service Association.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: Bradford, Bordell and Smethport Railroad Company.

BRADFORD RAILWAY COMPANY.

Date of organization : January 7, 1881.

By what authority incorporated : Under the act of general assembly of Pennsylvania, approved April 4, 1868 (P. L. 82), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by the Western New York and Pennsylvania Railroad Company.

DIRECTORS.

| NAMES | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|--------------------------------|--|----------------------------------|
| Samuel G. DeCoursey, | No. 242 S. Third street, Philadelphia, | January 9, 1893. |
| Calvin H. Allen, | Mills Building, New York city, | do. |
| Edward L. Owen, | No. 71 Wall street, New York city, | do. |
| John D. Probst, | No. 52 Exchange Place, New York city, | do. |
| George E. Bartol, | No. 139 S. Front street, Philadelphia, | do. |
| William T. Tiers, | No. 11 S. Front street, Philadelphia, | do. |
| E. W. Clark, Jr., | Bullitt Building, Philadelphia, | do. |

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: Buffalo, N. Y., No. 84 Exchange street.

Postoffice address of operating companies: Western New York and Pennsylvania Railroad Company.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|------------------------------|----------------|
| President. | Calvin H. Allen. | New York city. |
| Vice President. | Samuel G. DeCoursey. | Philadelphia. |
| Secretary. | Joseph R. Trimble. | Philadelphia. |
| Treasurer. | Franklin S. Buell. | Buffalo, N. Y. |
| Auditor. | John F. Reynolds. | Buffalo, N. Y. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------|------------|------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Bradford railway. | Bradford. | Kinzua Junction. | Western New York and Pennsylvania Railroad Company. | 14.75 | 14.75 |

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railroad Company of all and singular the railway of the Bradford Railway Company of Pennsylvania. Recorded in McKean county, Pennsylvania, February 16, 1882, in Mortgage Book, Vol. "M," page 270; also July 21, 1882, in Deed Book, Vol. 16, page 112, nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

BRADFORD, BORDELL AND SMETHPORT RAILROAD COMPANY.

Date of organization : September, 1880.

By what authority incorporated : Under general law of the State of Pennsylvania, act of June, 1874, and amendments.

Operated by the Bradford, Bordell and Kinzua Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|----------------------------|-----------------------------|
| Jno. J. Carter. | Titusville, Pa., | January, 1886. |
| Jno. E. Ransom. | Buffalo, N. Y. | do. |
| Aug. Stein. | New York. | do. |
| M. L. Hinman. | Dunkirk, N. Y. | do. |
| W. W. Brown. | Bradford, Pa. | do. |
| A. I. Wilcox. | Bradford, Pa. | do. |
| G. J. Roberts. | Bradford, Pa. | do. |
| Jno. C. McKenna. | Bradford, Pa. | do. |
| L. J. Bocker. | Boston, Mass. | do. |

Date of last meeting of stockholders for election of directors: January 12, 1891.
 Postoffice address of general office: Bradford, Pa.
 Postoffice address of operating company: Bradford, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------|----------------|
| President. | Jno. J. Carter. | Bradford, Pa. |
| Vice President. | A. I. Wilcox. | Bradford, Pa. |
| Secretary. | Jno. E. Hanson. | Buffalo, N. Y. |
| Treasurer. | W. R. Dieffenback. | Bradford, Pa. |
| General Solicitor, Attorney or Counsel. | Geo. L. Roberts. | Bradford, Pa. |
| Auditor. | W. R. Dieffenback. | Bradford, Pa. |
| General Manager. | Jno. J. Carter. | Bradford, Pa. |
| General Passenger Agent. | | |
| General Freight Agent. | John C. McKenna. | Bradford, Pa. |
| General Superintendent. | | |
| Superintendent of Telegraph. | W. R. Dieffenback. | Bradford, Pa. |
| General Baggage Agent. | Jno. C. McKenna. | Bradford, Pa. |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|--------------|----------------|---|----------------|--------------------------------|
| | From-- | To-- | | | |
| Bradford, Bordell and Smethport railroad. | Simpson, . . | Smethport, . . | Bradford, Bordell and Kin- zua railroad. | 10.23 | 10.23 |

The Bradford, Bordell and Smethport Railroad Company leased to the Bradford, Bordell and Kinzua Railroad Company for the term of its charter by lease dated January 1, 1891.

The Bradford, Bordell and Kinzua Railroad Company to pay \$24,000 rental for the first two years, after that two-sevenths of the net earnings if any. The Bradford, Bordell and Kinzua Railroad Company to maintain the road.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------|---------------------|----------------------|---------------------|
| Cost of road. | \$106,250 64 | Capital stock. | \$100,000 00 |
| Cost of equipment. | 11,776 49 | Current liabilities. | 17,086 18 |
| Total, | \$117,086 18 | Total, | \$117,086 18 |

IMPORTANT CHANGES DURING THE YEAR.

This company was merged in the Bradford, Bordell and Kinzua Railroad Company by virtue of a sheriff's sale under a judgment obtained against it in the court of common pleas of McKean county, and was sold to the same parties under the same decree of said court as the Bradford, Bordell and Kinzua Railroad Company.

The purchasers at that sale transferred the title of the property of this company to the Bradford, Bordell and Kinzua Railway Company April 1, 1892, and at the same time delivered to it possession of the same.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|----------------------------------|--------------------------------|------------------|
| Bridges: | | |
| Number wooden. | 1 | 1 |
| Trestles: | | |
| Number. | 6 | 6 |
| Aggregate length. | 890 | 890 |
| Gauge of track, | | <u>3 feet.</u> |

QUESTIONS FOR GENERAL INFORMATION.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: Merged in the Bradford, Bordell and Kinzua Railway Company April 1, 1892.

BRADFORD, ELDRED AND CUBA RAILROAD COMPANY.

Date of organization : May 11, 1881.

By what authority incorporated : General railroad act, State of New York.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|--------------------------|------------------------------|
| Charles C. Attenburg. | New York, N. Y. | When successors are elected. |
| Frank M. Baker. | Owego, N. Y. | do. do. |
| E. F. Baillinger. | Elisabeth, N. J. | do. do. |
| Ed. M. Dickerson. | New York, N. Y. | do. do. |
| W. E. Mantius. | New York, N. Y. | do. do. |
| Herman S. Lersy. | New York, N. Y. | do. do. |
| Thomas C. Platt. | New York, N. Y. | do. do. |
| August Stein. | New York, N. Y. | do. do. |
| E. W. Spencer. | New York, N. Y. | do. do. |
| W. C. Sheldon. | New York, N. Y. | do. do. |
| Theo. F. Wood. | New York, N. Y. | do. do. |
| Frank H. Platt. | New York, N. Y. | do. do. |

Date of last meeting of stockholders for election of directors : May 28, 1888.

Postoffice address of general office : Addison, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|--------------------------|-------------------|
| Receiver. | Thomas C. Platt. | New York, N. Y. |
| Receiver's Agent. | Frank M. Baker. | Addison, N. Y. |
| President. | Frank H. Platt. | New York, N. Y. |
| Secretary. | Theo. F. Wood. | New York, N. Y. |
| Treasurer. | E. W. Spencer. | New York, N. Y. |
| Superintendent. | W. W. Atwood. | Wellsville, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-----------------------------|----------------------------|------------------------|--|
| | From— | To— | | |
| Bradford, Eldred and Cuba railroad. | Little Genesee, N. Y. . . . | State Line at Ceres, N. Y | 4.81 | ..... |
| Wellsville, Bolivar and Eldred railroad. | Wellsville, N. Y. | Little Genesee, N. Y., . . | 20.02 | ..... |
| Bradford, Richburg and Cuba railroad. | Ceres, N. Y., | Eldred, Pa., | 9.86 | 5.74 |
| Total mileage operated, . . . | ..... | ..... | 34.29 | 5.74 |

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|---|----------------|------------------------------|----------------|
| Cost of road. | \$552,426 50 | Capital stock. | \$480,000 00 |
| Other permanent investments: | | Funded debt. | 594,546 25 |
| Wellsville, Bolivar and Eldred railroad. | 405,410 00 | Current liabilities. | 420,921 72 |
| Bradford, Richburg and Cuba railroad. | 155,369 50 | | |
| Cash and current assets, | 78,001 79 | | |
| Profit and loss, | 306,260 18 | | |
| Total, | \$1,495,467 97 | Total, | \$1,495,467 97 |

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s express operate under special agreement, paying same per month as previous year.

Contract with United States government for mail service, \$1,984.00 per annum over total line operated.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers. | 2 | \$1,260 00 | ..... |
| General office clerks. | 1 | 180 00 | 80 57 |
| Station agents. | 6 | 2,136 00 | 1 14 |
| Enginemen. | 2 | 1,500 00 | 2 49 |
| Firemen. | 2 | 900 00 | 1 53 |
| Conductors. | 2 | 1,500 00 | 2 40 |
| Other trainmen. | 3 | 1,440 00 | 1 53 |
| Carpenters. | 2 | 939 00 | 1 50 |
| Other shopmen. | 1 | 547 78 | 1 75 |
| Section foremen. | 4 | 1,920 00 | 1 33 |
| Other trackmen. | 11 | 3,959 45 | 1 15 |
| Switchmen, flagmen and watchmen. | 1 | 480 00 | 1 53 |
| Telegraph operators and dispatchers. | 1 | 180 00 | 57 |
| Total. | 38 | \$17,062 20 | ..... |
| Distribution of above: | | | |
| General administration. | 10 | \$3,756 00 | \$1 20 |
| Maintenance of way and structures. | 16 | 6,348 95 | 1 27 |
| Maintenance of equipment. | 2 | 1,017 25 | 1 63 |
| Conducting transportation. | 10 | 5,940 00 | 1 90 |
| Total. | 38 | \$17,062 20 | \$1 43 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 6 | \$2,839 85 | \$1 24 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges : | | |
| Number wooden | 3 | 1 |
| Trestles : | | |
| Number | 33 | 2 |
| Aggregate length | 5.280 | 200 |
| Telegraph : | | |
| Miles of line operated by this company | 32.73 | 5.74 |
| Miles of wire operated by this company | 33.73 | 5.74 |

Gauge of track, 3 feet

BRADFORD, RICHBURG AND CUBA RAILROAD COMPANY.

ORGANIZATION, ETC.

Date of organization : March, 1881.

By what authority incorporated : General laws, State of Pennsylvania.

Operated by the Bradford, Eldred and Cuba railroad.

Postoffice address of general office : Addison, N. Y.

Postoffice address of operating company : Wellsville, N. Y.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Penn- sylvania. |
|------------------------------------|----------------------|------------------------|---------------------------|--|
| | From— | To— | | |
| Bradford, Richburg and Cuba, . . . | Ceres, N. Y. | Eldred, Pa., | 9.36 | 5.74 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Telegraph : | | |
| Miles of line operated by the Bradford, Eldred and Cuba Railroad Company | 9.36 | 5.74 |
| Miles of wire operated by the Bradford, Eldred and Cuba Railroad Company | 9.36 | 5.74 |

Gauge of track, 3 feet

BRADFORD AND WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 27, 1891.

By what authority incorporated: Under a supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations," approved the 8th day of June, 1874, and also the act approved April 4, 1868, and the several supplements thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-----------------------------|
| C. S. Whitney, | Belmont, N. Y., | January 11, 1898. |
| F. L. Richardson, | Bradford, Pa., | do. |
| E. Breese, | Lewis Run, Pa., | do. |
| H. P. Whitney, | Bradford, Pa., | do. |
| G. L. Roberts, | Bradford, Pa., | do. |
| H. L. McMullan, | Bradford, Pa., | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|-----------------------------|----------------|
| President, | C. S. Whitney, | Belmont, N. Y. |
| Vice President, | H. L. McMullan, | Bradford, Pa. |
| Secretary, | F. L. Richardson, | Bradford, Pa. |
| Treasurer, | F. W. Dalrymple, | Bradford, Pa. |
| Chief Engineer, | H. L. McMullan, | Bradford, Pa. |
| Auditor, | H. P. Whitney, | Bradford, Pa. |
| General Manager, | F. L. Richardson, | Bradford, Pa. |
| General Freight Agent, | E. Breese, | Lewis Run, Pa. |
| General Superintendent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|----------------------|---------------------------|---|------------------------|--|
| | From— | To— | | |
| Main Line, | Lewis Run, Pa., | Completed to Taylor's, Pa.; chartered to Marshburg, Pa. | 4.15 | 4.15 |

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|------------------------------------|--------------------|----------------------------|--------------------|
| Cost of road, | \$26,170 78 | Capital stock, | \$31,000 00 |
| Cost of equipment, | 5,118 21 | Profit and loss, | 563 09 |
| Cash and current assets, | 279 62 | | |
| Total, | \$31,568 69 | Total, | \$31,568 09 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|---------|---------------------------------|----------------------------------|
| General officers. | 6 | \$600 00 | .. . . . |
| Station agents (junction clerk), | 1 | 60 00 | 30 30 |
| Enginemen, | 1 | 600 00 | 2 00 |
| Firemen, | 1 | 450 00 | 1 50 |
| Section foremen,* | 1 | .. . . . | 2 31 |
| Other trackmen,* | 4 | .. . . . | 1 50 |
| Total, | 14 | \$1,710 00 | .. . . . |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 8 | .. . . . | .. . . . |

CHARACTERISTICS OF ROAD.

| | |
|---------------------------|---------------|
| Bridges: | |
| Number wooden, | 9 |
| Gauge of track, | Narrow gauge. |

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Date of organization: Certificate filed July 31, 1886.

By what authority incorporated: General railroad act of Pennsylvania of April 4, 1868.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|--------------------------|--------------------------------|
| James K. P. Hall, | St. Marys, Pa. | Second Monday in June, 1893. |
| C. H. McCauley, | Ridgway, Pa., | do. do. |
| D. H. Jack, | Bradford, Pa., | do. do. |
| A. R. Macdonough, | New York city, | do. do. |

Date of last meeting of stockholders for election of directors: Second Monday in June, 1892.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|-------------------------------------|
| President, | James K. P. Hall, | St. Marys, Pa. |
| Secretary, | A. R. Macdonough, | 21 Cortlandt street, New York city. |
| Treasurer, | Edward White, | 21 Cortlandt street, New York city. |

*Do not work all the time on road; cannot estimate yearly compensation.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The capital stock of this company is owned by the New York, Lake Erie and Western Railroad Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|--------------------|--------------------------|--------------------|
| Cost of road, | \$31,196 26 | Capital stock, | \$22,500 00 |
| Open accounts, | 1,804 74 | | |
| Total, | \$22,500 00 | Total, | \$22,500 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|----------------------------------|--------------------------|------------------|
| Trestles: | | |
| Number, | 3 | 3 |
| Aggregate (feet), | 144 | 144 |
| Gauge of track, | 4 ft. 8½ in. | |

BROWNSTONE AND MIDDLETOWN RAILROAD COMPANY.

Date of organization : February 8, 1892.
 By what authority incorporated : Act of 1868.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-----------------------------|-----------------------------|
| Allen K. Walton, | Waltonville, Pa., | February, 1898. |
| Robert J. Walton, | Waltonville, Pa., | do. |
| E. A. Fenney, | Waltonville, Pa., | do. |
| H. O. Deshong, | Philadelphia, | do. |
| Morris Ebert, | Philadelphia, | do. |
| John J. Nisley, | Hummelstown, | do. |

Date of last meeting of stockholders for election of directors : February 8, 1892.
 Postoffice address of general office : Waltonville, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|------------------|
| President, | Allen Walton, | Waltonville, Pa. |
| Secretary, | E. A. Fenney, | Waltonville, Pa. |
| Treasurer, | Allen K. Walton, | Waltonville, Pa. |
| Chief Engineer, | Geo. W. Hayes, | Lebanon, Pa. |
| General Solicitor, Attorney or Counsel, | Weiss & Gilbert, | Harrisburg, Pa. |
| Auditor, | Chas. M. Hartwick, | Waltonville, Pa. |
| General Manager, | Allen K. Walton, | Waltonville, Pa. |
| General Superintendent, | Robert J. Walton, | Waltonville, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road in Pennsylvania. |
|---|----------------------|-----------------------|--|
| | From— | To— | |
| Brownstone and Middletown Railroad Company. | Brownstone, Pa., . . | Waltonville, Pa., . . | 2½ |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-------------|--------------------------------|-------------|
| Cost of road, | \$20,000 00 | Capital stock, | \$25,000 00 |
| Cost of equipment, | 5,000 00 | Current liabilities, | 1,567 18 |
| Cash and current assets, | 2,041 58 | Profit and loss, | 444 40 |
| Total, | \$27,041 58 | Total, | \$27,041 58 |

CONTRACTS, AGREEMENTS, ETC.

A traffic contract for freight handed to and received from the Philadelphia and Reading Railroad Company.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total compensation for five months. | Average daily compensation. |
|--|---------|-------------------------------------|-----------------------------|
| General office clerks, | 1 | \$125 00 | \$1 00 |
| Enginemen, | 2 | 651 00 | 2 62½ |
| Conductors, | 2 | 434 00 | 1 75 |
| Other trainmen, | 3 | 800 00 | 1 66½ |
| Machinists, | 1 | 372 00 | 3 00 |
| Carpenters, | 1 | 217 00 | 1 75 |
| Section foreman, | 1 | 248 00 | 2 00 |
| Other trackmen, | 9 | 1,377 00 | 1 27½ |
| Switchmen, flagmen and watchmen, | 1 | 155 00 | 1 25 |
| Total, | 21 | \$4,179 00 | ..... |
| Distribution of above: | | | |
| General administration, | | \$125 00 | ..... |
| Maintenance of way and structures, | | 1,625 00 | ..... |
| Maintenance of equipment, | | 569 00 | ..... |
| Conducting transportation, | | 2,840 00 | ..... |
| Total, | | \$4,179 00 | ..... |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 21 | ..... | ..... |

BUFFALO, BRADFORD AND PITTSBURG RAILROAD COMPANY.

Date of organization: March 4, 1859.

By what authority incorporated: Buffalo and Bradford, incorporated by special act of State of Pennsylvania, March 14, 1856.

Buffalo and Pittsburg, incorporated under general railroad act of New York of 1850.

If a consolidated company, name the constituent companies: Buffalo and Bradford Railroad Company, organized in Pennsylvania March 14, 1856.

Buffalo and Pittsburg Railroad Company, organized in New York October 15, 1852.

Certificate of consolidation filed in Pennsylvania February 26, 1859, and in New York March 4, 1859.

Operated by the Lake Erie and Western Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|--------------------------|------------------------------|
| J. Lowber Welsh, | Philadelphia, | Second Monday in June, 1898. |
| W. A. May, | Beranton, Pa., | do. |
| David H. Jack, | Bradford, Pa., | do. |
| Abram K. Johnson, | Bradford, Pa., | do. |
| John King, | New York city, | do. |
| E. B. Thomas, | New York city, | do. |
| A. R. Maedonough, | New York city, | do. |

Date of last meeting of stockholders for election of directors: Second Monday in June, 1892.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|-------------------------------------|
| President, | J. Lowber Welsh, | Philadelphia. |
| Secretary, | A. R. Maedonough, | 21 Cortlandt street, New York city. |
| Treasurer, | Edward White, | 21 Cortlandt street, New York city. |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|-----------------------|--------------------------|-----------------------|
| Cost of road, | \$3,109,943 61 | Capital stock, | \$3,286,400 00 |
| | | Funded debt, | 580,000 00 |
| | | Advances: | |
| | | Erie Railway Com- | |
| | | pany, | \$108,564 40 |
| | | New York, Lake Erie | |
| | | and Western Rail- | |
| | | road Company, | 139,979 21 |
| | | | 248,543 61 |
| Total, | \$3,109,943 61 | Total, | \$3,109,943 61 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL VANIA. |
|---|--------------------------------|----------------------|
| Bridges: | | |
| Number stone. | 1 | 4 |
| Number iron. | 4 | 4 |
| Trestles: | | |
| Number. | 23 | 10 |
| Aggregate length. | 2,140.37 | 353.37 |
| Telegraph: | | |
| Miles of line owned by this company. | 25 | 17 |
| Miles of wire owned by this company. | 25 | 17 |
| Miles of line operated by this company. | 25 | 17 |
| Miles of wire operated by this company. | 25 | 17 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

BUFFALO, ROCHESTER AND PITTSBURG RAILWAY COMPANY.

Date of organization : March 11, 1887.

By what authority incorporated : State of New York, laws of 1869, chapter 917, as amended by the laws of 1881, chapter 685.

Commonwealth of Pennsylvania, statute approved March 24, 1865.

If a consolidated company, name the constituent companies : The Buffalo, Rochester and Pittsburg Railway Company was formed March 11, 1887, by the consolidation of the following companies :

The Buffalo, Rochester and Pittsburg Railroad Company, organized under the laws of the State of New York on October 24, 1885, and the Pittsburg and State Line Railway Company, organized on the same date, under the statute of the Commonwealth of Pennsylvania. Articles of merger were entered into with the former on December 14, 1885, and with the latter on March 9, 1887.

The consolidation became effective on March 11, 1887.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|--|--------------------------------|
| Frederick A. Bell. | Buffalo, N. Y. | November 21, 1892. |
| Wilson S. Bissell. | Buffalo, N. Y. | do. |
| George H. Lewis. | Buffalo, N. Y. | do. |
| Frederick A. Brown. | No. 20 Nassau street, New York, N. Y., | do. |
| Walston H. Brown. | No. 20 Nassau street, New York, N. Y., | do. |
| Edward N. Gibbs. | Norwich, Conn. | do. |
| R. M. Gummers. | South Bethlehem, Pa. | do. |
| Warren A. Wilbur. | South Bethlehem, Pa. | do. |
| Adrian Iselin, Jr. | No. 36 Wall street, New York, N. Y., | do. |
| W. Emlen Roosevelt. | No. 33 Wall street, New York, N. Y., | do. |
| J. Kennedy Tod. | No. 45 Wall street, New York, N. Y., | do. |
| Wheeler H. Peckham. | No. 80 Broadway, N. Y., | do. |
| Arthur G. Yates. | Rochester, N. Y., | do. |

Date of last meeting of stockholders for election of directors : November 16, 1891.

Postoffice address of general office : No. 36 Wall street, New York, N. Y., post-office box No. 910, and Rochester, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|----------------------|---------------------------------|
| President. | Arthur G. Yates. | Rochester, N. Y. |
| Assistant to the President. | George E. Merchant. | Rochester, N. Y. |
| Secretary and Assistant Treasurer. | John H. Hocart. | 39 Wall street, New York, N. Y. |
| Treasurer and Auditor. | John F. Dinkey. | Rochester, N. Y. |
| Chief Engineer. | William E. Hoyt. | Rochester, N. Y. |
| General Solicitor, Attorney or Counsel: | | |
| New York State. | Henry G. Danforth. | Rochester, N. Y. |
| Pennsylvania. | Charles H. McCauley. | Ridgway, Pa. |
| General Passenger Agent. | Edward C. Lapey. | Rochester, N. Y. |
| General Freight Agent. | Robert W. Davis. | Rochester, N. Y. |
| General Superintendent. | George W. Bartlett. | Bradford, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|--------------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Buffalo, Rochester and Pittsburg Railway Company. | Rochester, N. Y. | Howard Junction, Pa. | 129.50 | 8.57 |
| | Clarion Junction, Pa. | Walston, Pa. | 65.90 | 65.90 |
| | Buffalo Creek, N. Y. | Ashford, N. Y. | 45.25 | 45.25 |
| Beechtree Mine Line. | Beechtree Junction, Pa. | Beechtree, Pa. | 4.04 | 4.04 |
| Eleanora Mine Line. | Big Run, Pa. | Eleanora, Pa. | 4.94 | 4.94 |
| Andrian Mine Line. | Elk Run Junction, Pa. | Adrian, Pa. | 2.58 | 2.58 |
| Lincoln Park and Charlotte railroad. | Lincoln Park, N. Y. | Charlotte, N. Y. | 10.89 | 10.89 |
| Perry Railroad. | Silver Lake Junc., N. Y. | Silver Springs, N. Y. | 1.08 | 1.08 |
| East Buffalo Terminal railway. | Buffalo, N. Y. | Buffalo, N. Y. | 10 | 10 |
| Buffalo Creek railroad. | Buffalo Creek, N. Y. | Buffalo, N. Y. | 4.00 | 4.00 |
| New York, Lake Erie and Western Railroad Company. | Howard Junction, Pa. | Clarion Junction, Pa. | 36.23 | 36.23 |
| Total mileage operated. | | | 304.46 | 123.26 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|-----------------|--|-----------------|
| Cost of road. | \$16,751,237 45 | Capital stock. | \$12,000,000 00 |
| Cost of equipment. | 3,378,399 73 | Funded debt. | 9,400,500 00 |
| Stocks of other companies owned. | 1,008,670 50 | Current liabilities. | 479,981 39 |
| Cash and current assets. | 977,139 67 | Accrued interest on funded debt not yet payable. | 108,855 32 |
| Total. | \$22,125,447 85 | Profit and loss. | 138,111 84 |
| | | Total. | \$22,125,447 85 |

IMPORTANT CHANGES DURING THE YEAR.

The Brockwayville & Punxsutawney Railroad Company, located in Pennsylvania, twenty-five miles in length, conveyed all their estate, real and personal, to the Buffalo, Rochester and Pittsburg Railroad Company, who owned its entire capital stock, and was dissolved by the order of the court, November 16, 1891, per certificate of dissolution filed in Harrisburg, Pa., November 24, 1891.

\$117,000.00 car trusts, series No. 8, \$135,000.00 car trusts, series No. 9, were issued during the year; \$19,000.00 car trusts came due and were paid; \$8,000.00 was paid on real estate mortgages; \$550,000.00 general mortgage bonds, Buffalo, Rochester and Pittsburg Railway Company, bearing five per cent. interest, were sold.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company runs over all lines operated by us, paying one and one-half first-class rates, excepting agreed special rates, and guarantee a fixed minimum for the year.

The United States Government pays a specified rate per mile per annum, based on the average weight of mails carried, to-wit: Route No. 6102, 109.19 miles, \$82.06 per mile per annum; route No. 6127, 121.96 miles, \$62.42 per mile per annum; route No. 6130, 49.25 miles, \$64.98 per mile per annum; route No. 6097, 1.12 miles, \$51.30 per mile per annum; route No. 8178, 3.03 miles, \$42.75, per mile per annum.

Allgheuy Valley railroad passenger and freight traffic pro rated when over 40 miles, on actual mileage, when below 40 miles on agreed arbitrarica. New York, Lake Erie and Western railroad for use of 36.23 miles of track by paying interest on half cost of the said track, and proportion of expense of maintenance and operating on a wheelage basis. New York Central and Hudson River railroad for use of passenger terminals, Buffalo, N. Y., at agreed rate per coach, proportion of expenses selling tickets, and rent of storage sidings; Reynoldsville and Falls Creek railroad Company, Bell, Lewis and Yates Coal Mining Company, passenger and freight traffic pro rated on actual mileage, after allowing short line 16 miles minimum. Mining Company agreed to ship 500,000 tons coal per annum; Rochester and Pittsburgh Coal and Iron Company agrees to ship all its tonnage over the road; Mahoning Valley Railway Company for use of our tracks to Falls Creek, 8.07 miles, at fixed rental per annum. Passenger and freight traffic pro rated on actual mileage after allowing short line 16 miles minimum.

The Western Union Telegraph Company pays us one-fourth of total cash receipts, less cable tolls and amounts paid to connecting lines, of the offices maintained by the railway company. The telegraph company furnishes all supplies, and the railway company the necessary labor.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|--------------|----------------------------|-----------------------------|
| General officers. | 5 | \$28,800 00 | .. . . . |
| General office clerks. | 87 | 81,680 17 | \$3 00 |
| Station agents. | 60 | 37,275 00 | 1 98 |
| Other station men. | 81 | 36,688 67 | 1 45 |
| Enginemen. | 94 | 140,568 79 | 4 78 |
| Firemen. | 94 | 54,153 57 | 2 01 |
| Conductors. | 65 | 68,706 88 | 3 38 |
| Other trainmen. | 208 | 134,646 88 | 2 07 |
| Machinists. | 130 | 79,812 77 | 1 96 |
| Carpenters. | 104 | 76,155 12 | 2 34 |
| Other shopmen. | 438 | 213,130 96 | 1 56 |
| Section foremen. | 46 | 25,790 00 | 1 79 |
| Other trackmen. | 253 | 90,173 58 | 1 14 |
| Switchmen, flagmen and watchmen. | 119 | 78,543 40 | 2 11 |
| Telegraph operators and dispatchers. | 61 | 41,243 33 | 2 16 |
| All other employes and laborers. | 109 | 50,697 26 | 1 49 |
| Total. | 1,964 | \$1,242,820 83 | \$2 08 |
| Distribution of above: | | | |
| General administration. | 92 | \$110,280 17 | \$3 83 |
| Maintenance of way and structures. | 406 | 185,630 79 | 1 80 |
| Maintenance of equipment. | 672 | 389,106 85 | 1 75 |
| Conducting transportation. | 782 | 598,801 02 | 2 44 |
| Total. | 1,964 | \$1,242,820 83 | \$2 08 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 770 | \$496,335 87 | \$2 06 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 64 | 82 |
| Number wooden, | 1 | 1 |
| Trestles: | | |
| Number, | 122 | 20 |
| Aggregate length, feet, | 28,245 | 5,682 |
| Telegraph: | | |
| Miles of line owned by this company, | 258.10 | 75.72 |
| Miles of wire owned by this company, | 56.23 | 36.23 |
| Miles of line operated by this company, | 258.10 | 75.72 |
| Miles of wire operated by this company, | 644.20 | 284.32 |
| Miles of line operated by Western Union Telegraph Company, | 258.10 | 75.72 |
| Miles of wire operated by Western Union Telegraph Company, | 644.20 | 284.32 |
| Gauge of track, | | 4 ft. 8½ in. |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger depot, Buffalo, N. Y., belonging to New York Central and Hudson River railroad; Belt road, Buffalo, N. Y., belonging to Buffalo Creek railroad; Passenger depot, Salamanca, N. Y., belonging to New York, Lake Erie and Western railroad; station-house, Carmon Interchange, Pa., belonging to Pennsylvania railroad; Station-house, Falls Creek, Pa., belonging to Allegheny Valley railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Association of General Passenger Agents; United States; Middle States Traffic Association; Buffalo Freight Committee.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: Brockwayville and Punxsutawney Railroad Company.

BUSTLETON RAILROAD COMPANY.

Date of organization: December 27, 1890; certificate of organization filed January 7, 1891.

By what authority incorporated: General law of April 8, 1861.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-----------------------------|
| W. H. Barnes, | Philadelphia, | May 1, 1898. |
| John F. Green, | Philadelphia, | do. |
| H. H. Houston, | Philadelphia, | do. |
| Wm. A. Patton, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Pa., | do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company: No. 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|-------------------------|---------------|
| President | J. N. DuBarry | Philadelphia. |
| Secretary | Albert Hewson | do. |
| Treasurer | Taber Ashton | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|----------------------|---------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Bustleton railroad | Holmesburg Junction. | Bustleton | Pennsylvania Railroad Company. | 4.16 | 4.16 |

Operated by Pennsylvania Railroad Company under resolutions of boards of directors of both companies, dated December 27, 1890, and January 14, 1891.

Rental, net earnings.

This arrangement from January 1, 1891, is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|---------------------------|--------------|-------------------------------|--------------|
| Cost of road | \$100,000 00 | Capital stock | \$100,000 00 |
| Profit and loss | 12,332 50 | Current liabilities | 12,332 50 |
| Total | \$112,332 50 | Total | \$112,332 50 |

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number iron | 2 | 2 |
| Number wooden | 2 | 2 |
| Trestles: | | |
| Number | 3 | 3 |
| Aggregate length (feet) | 1,296 | 1,296 |
| Telegraph: | | |
| Miles of line owned by this company | 4.16 | 4.16 |
| Miles of wire owned by this company | 8.32 | 8.32 |
| Miles of line operated by Pennsylvania Railroad Company, lessee | 4.16 | 4.16 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee | 8.32 | 8.32 |
| Gauge of track | | 4 ft. 9 in. |

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Date of organization : January 13, 1887.

By what authority incorporated : General law, April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|------------------------|-----------------------------|
| W. H. Barnes. | Philadelphia. | April 18, 1898. |
| John P. Green. | Philadelphia. | do. |
| Wm. A. Patton. | Philadelphia. | do. |
| Henry D. Welsh. | Philadelphia. | do. |
| George Wood. | Philadelphia. | do. |
| N. P. Shortridge. | Wynnewood, Pa. | do. |

Date of last meeting of stockholders for election of directors : April 19, 1892.

Postoffice address of general office : No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company : No. 233 S. Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|------------------------|---------------|
| President. | J. N. DuBarry. | Philadelphia. |
| Secretary. | Albert Hewson. | do. |
| Treasurer. | Taber Ashton. | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|--------------|--------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Cambria and Clearfield Railroad Company. | La Jose. . . | Brubaker Junction. | Pennsylvania Railroad Company. | 9.45 | 9.45 |
| Branches. | | | | 51.50 | 51.50 |
| Total mileage. | | | | 60.95 | 60.95 |

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies. Rental, net earnings. This arrangement went into effect September 24, 1888, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|----------------|------------------------------|----------------|
| Cost of road. | \$1,864,155 84 | Capital stock. | \$750,000 00 |
| Cash and current assets. | 50,616 12 | Funded debt. | 608,000 00 |
| | | Current liabilities. | 521,597 51 |
| | | Profit and loss. | 85,174 45 |
| Total. | \$1,914,771 96 | Total. | \$1,914,771 96 |

IMPORTANT CHANGES DURING THE YEAR,

Consolidation with the Cresson Railroad Company August 6, 1891.

| | |
|-----------------------------|--------------|
| New stock issued, | \$150,000 00 |
| New bonds issued, | 408,000 00 |

EMPLOYES AND SALARIES.

General officers, 3 ; no compensation.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 1 | 1 |
| Number wooden, | 18 | 18 |
| Trestles: | | |
| Number, | 3 | 3 |
| Aggregate length, feet, | 340 | 340 |
| Telegraph: | | |
| Miles of line owned by this company, | 54.77 | 54.77 |
| Miles of wire owned by this company, | 66.77 | 66.77 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 54.77 | 54.77 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 66.77 | 66.77 |
| Gauge of track, | | 4 ft. 9 in. |

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization : April 5, 1853.

By what authority incorporated : Commonwealth of Pennsylvania.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-----------------------------|---------------------------------|
| A. H. O'Brien, | Philadelphia, | First Monday in November, 1892. |
| Charles Stewart, | Philadelphia, | do. do. |
| D. Jones, | Philadelphia, | do. do. |
| John Thomas, | Hokendauqua, Pa., | do. do. |
| B. G. Clarke, | New York, N. Y., | do. do. |
| John Walker, Jr., | Philadelphia, | do. do. |
| John T. Knight, | Easton, Pa., | do. do. |
| George F. Barnes, | Philadelphia, | do. do. |
| Samuel Thomas, | Catasauqua, Pa., | do. do. |
| W. S. Pilling, | Philadelphia, | do. do. |

Date of last meeting of stockholders for election of directors : November 2, 1891.

Postoffice address of general office : 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|---------------------------|-----------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | W. R. Taylor, | Philadelphia. |
| Treasurer, | W. A. Church, | Philadelphia. |
| Comptroller, | D. Jones, | Philadelphia. |
| General Manager, | I. A. Sweigard, | Philadelphia. |
| General Passenger Agent, | C. G. Hancock, | Philadelphia. |
| General Freight Agent, | B. F. Ball, | Philadelphia. |
| Division Superintendent, | C. W. Chapman, | Catasauqua, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------------|-----------------------|-----------------------------|------------------------|--|
| | From— | To— | | |
| Catasauqus and Fogelsville, . . . | Catasauqus, Pa. . . . | Rittenhouse Gap, Pa., . . . | 27.80 | 27.80 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$576,664 37 | Capital stock, | \$426,900 00 |
| Cost of equipment, | 135,150 00 | Funded debt, | 125,000 00 |
| Cash and current assets, | 99,018 79 | Current liabilities, | 29,284 18 |
| | | Profit and loss, | 219,643 98 |
| Total, | \$810,828 16 | Total, | \$810,828 16 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General officers, | 4 | \$2,500 00 | |
| Station agents, | 7 | 1,573 00 | 80 72 |
| Enginemen, | 3 | 3,840 00 | 2 50 |
| Firemen, | 3 | 1,778 40 | 1 90 |
| Conductors, | 3 | 1,840 80 | 1 97 |
| Other trainmen, | 7 | 3,525 00 | 1 61 |
| Machinists, | 1 | 336 00 | 3 09 |
| Carpenters, | 1 | 624 00 | 2 00 |
| Other shopmen, | 1 | 580 40 | 1 70 |
| Section foremen, | 7 | 3,416 40 | 1 56 |
| Other trackmen, | 16 | 5,990 40 | 1 20 |
| Switchmen, flagmen and watchmen, | 1 | 374 00 | 1 20 |
| All other employes and laborers, | 4 | 1,648 40 | 1 32 |
| Total, | 58 | \$27,076 80 | \$1 49 |
| Distribution of above: | | | |
| General administration, | 4 | \$2,500 00 | \$2 00 |
| Maintenance of way and structures, | 23 | 9,460 80 | 1 31 |
| Maintenance of equipment, | 3 | 1,466 40 | 2 34 |
| Conducting transportation, | 29 | 13,708 60 | 1 51 |
| Total, | 58 | \$27,076 80 | \$1 49 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 58 | \$27,076 80 | \$1 49 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 8 | } 18 |
| Number iron, | 8 | |
| Number wooden, | 3 | |
| Number combination, | 1 | |
| Telegraph: | | |
| Miles of line operated by Phila. Reading and Pottsville Telegraph Co, | 15 | |
| Miles of wire operated by Phila. Reading and Pottsville Telegraph Co, | 15 | |

CHAMBERSBURG AND GETTYSBURG RAILROAD COMPANY.

Date of organization : September 29, 1890.

By what authority incorporated : General railroad act, April 1, 1868, and supplements thereto.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|------------------------------|-----------------------------|
| Wm. H. Male, | New York. | January 18, 1898. |
| C. D. Wood, | New York. | do. |
| W. B. Parsons. | New York. | do. |
| J. J. Morehouse. | New York. | do. |
| J. B. White, | Greenwood, Pa., | do. |
| J. P. Ranney, | Graeffenburg, Pa., | do. |
| H. L. Greenawalt, | Fayetteville, Pa., | do. |
| Milton Crawford, | Fayetteville, Pa., | do. |

Date of last meeting of stockholders for election of directors : January 13, 1892.

Postoffice address of general office : Graeffenburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|----------------------------|-------------------|
| President. | Wm. B. Parsons. | New York. |
| Secretary. | Vacant. | |
| Treasurer. | Jos. P. Ranney. | Graeffenburg, Pa. |
| General Manager. | J. J. Morehouse, | New York. |
| General Passenger Agent, | } Jos. P. Ranney. | Graeffenburg, Pa. |
| General Ticket Agent, | | |
| General Freight Agent, | | |
| General Superintendent, . . . . . |  |  | J. S. Armstrong, . . . . . | Graeffenburg, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|-------------------------|----------------------|------------------------|--|
| | From— | To— | | |
| Chambersburg and Gettysburg Railroad Company. | Conococheague Junction, | Wolf Hill, | 10 | 10 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|--------------|------------------------------|--------------|
| Cost of road. | \$200,000 00 | Capital stock. | \$200,000 00 |
| Cost of equipment. | 4,240 00 | Current liabilities. | 5,089 72 |
| Cash and current assets. | 864 73 | Profit and loss, | 15 01 |
| Total, | \$205,104 73 | Total, | \$205,104 73 |

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.

United States Mail.

EMPLOYES AND SALARIES.*

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers, | 4 | \$2,800 00 | |
| Station agents, | 1 | 86 00 | \$0 25 |
| Enginemen, | 1 | 782 50 | 2 50 |
| Firemen, | 1 | 420 00 | 1 35 |
| Conductors, | 1 | 628 00 | 2 00 |
| Section foremen, | 1 | 480 00 | 1 53 |
| Switchmen, flagmen and watchman, | 1 | 365 00 | 1 00 |
| All other employes and laborers, | 10 | 3,180 00 | 1 00 |
| Total, | 20 | \$8,139 50 | \$9 68 |
| Distribution of above: | | | |
| General administration, | | \$2,800 00 | |
| Maintenance of way and structures, | | 3,610 00 | |
| Conducting transportation, | | 2,229 50 | |
| Total, | | \$8,139 50 | \$9 68 |

CHARACTERISTICS OF ROAD.

Bridges:

Number stone, iron, wooden and combination, 15

Gauge of track, Penna. standard.

CATAWISSA RAILROAD COMPANY.

Date of organization : March 21, 1860.

By what authority incorporated : Incorporated as Little Schuylkill and Susquehanna Railroad Company by act of assembly March 30, 1831; name changed to Catawissa, Williamsport and Erie Railroad Company, by act of assembly, March 20, 1849; re-organized by foreclosure of first mortgage, by act of assembly, March 21, 1860, as Catawissa Railroad Company.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPI- RATION OF TERM. |
|-------------------------------|-------------------------|----------------------------------|
| Emmor Weaver, | Philadelphia, | May, 1893. |
| George C. Carson, | do. | do. |
| Edward S. Buckley, | do. | do. |
| E. Dale Benson, | do. | do. |
| John S. Graham, | do. | do. |
| Francis K. Shipper, | do. | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : Philadelphia.

Postoffice address of operating company : Philadelphia.

*Operated only since November, 1891: figures denote what would be the yearly total.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|---------------|
| President, | M. P. Hutchinson, | Philadelphia. |
| Secretary, | R. M. Elliott, | do. |
| Treasurer, | M. P. Hutchinson, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|---------------------|-------------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Catawissa Railroad, including sidings and laterals. | Tamanend, | Williamsport. . . | Philadelphia and Reading Railroad Company. | 145.02 | 145.02 |

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for 999 years, at thirty per cent. of the gross receipts, the minimum sum to be not less than \$226,000.00 and maintenance of organization.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|-----------------------------|---------|----------------------------|
| General officers, | 3 | \$6,700 00 |

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Assumed by lessees.

CHARTERS RAILWAY COMPANY.

Date of organization : January 2, 1867.

By what authority incorporated: Act of April 8, 1861.

Operated by the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|---------------------------|-----------------------------|
| W. H. Barnes, | Philadelphia, | May 2, 1898. |
| J. N. DuBarry, | Philadelphia, | do. |
| John P. Green, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| N. Parker Shortridge, | Wynnewood, Pa., | do. |
| J. T. Brooks, | Salem, Ohio, | do. |

Date of last meeting of stockholders for election of directors: May 3, 1892.
 Postoffice address of general office: No. 233 South Fourth street, Philadelphia.
 Postoffice address of operating company: Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|---------------|
| President, | G. B. Roberts, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|----------------------------|-----------------|-----------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| The Chartiers railway, . . | Mansfield, Pa.. | Washington, Pa. | Pittsburg, Cincinnati, Chicago and St. Louis Railway Company. | 22.76 | 22.76 |

Lease to the Pittsburg, Cincinnati and St. Louis Railway Company, dated December 8, 1871, for ninety-nine years from January 1, 1872. Lessee to maintain and operate the road and pay net earnings to lessor.

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|--------------------|-------------|------------------------------|
| Waynesburg and Washington Railroad Company, | \$98,900 00 | 7 per cent. | *\$13,846 00 |

STOCKS OWNED.

| | |
|---|--------------------|
| Waynesburg and Washington Railroad Company (total par value), . . | \$74,150 00 |
| Chartiers Connecting Railway Company (total par value), | 21,600 00 |
| Total, | \$95,750 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------------------|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$1,121,762 17 | Capital stock, | \$645,300 00 |
| Bonds of other companies owned, . . | 98,133 00 | Funded debt, | 500,000 00 |
| Stocks of other companies owned, . . | 2,251 00 | Current liabilities, | 5,618 25 |
| Cash and current assets, | 128,140 06 | Profit and loss, | 202,626 90 |
| Other assets: | | | |
| Sundries (Tunnel No. 18), | 5,268 92 | | |
| Total, | \$1,853,545 15 | Total, | \$1,353,545 15 |

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

*Arrears.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone. | 2 | 2 |
| Number iron. | 27 | 27 |
| Number wooden. | 1 | 1 |
| Tunnels: | | |
| Number. | 2 | 2 |
| Maximum length (feet). | 515 | 515 |
| Minimum length (feet). | 286 | 286 |
| Aggregate length of all tunnels (feet). | 801 | 801 |
| Telegraph: | | |
| Miles of pole-line owned jointly by this company and Western Union Telegraph Company. | 22.80 | 22.80 |
| Miles of wire operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company and Western Union Telegraph Company jointly. | 22.80 | 22.80 |
| Gauge of track, | 4 ft. 9 in' | |

CHARTIERS RAILWAY COMPANY—PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY, LESSEE.

See report of Pittsburg, Cincinnati, Chicago and St. Louis Railway Company for organization of lessee company.

See report of Charters Railway Company for organization of lessor company.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|---------------------------------------|-----------------------------------|------------------------|--|
| | From— | To— | | |
| Charters railway. | Mansfield, Pa. | Washington, Pa. | 22.76 | 22.76 |
| Charters Connecting railway in Washington, Pa. | Terminus of Charters railway. | Terminus of W. & W. R. R. | .72 | .72 |
| Total mileage operated. | | | 23.48 | 23.48 |

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadriennial period.

Freight or transportation companies or lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies—Rental is received under contract for use of tracks.
 Telegraph companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges.
 Other contracts—The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|------------|---------------------------------|----------------------------------|
| General officers. | 2 | \$791 16 | |
| General office clerks. | 2 | 1,175 40 | \$1 87 |
| Station agents. | 18 | 8,022 99 | 1 80 |
| Other station men. | 8 | 4,686 90 | 1 64 |
| Enginemen. | 8 | 10,362 75 | 3 99 |
| Firemen. | 8 | 5,186 25 | 2 00 |
| Conductors. | 8 | 8,847 00 | 3 23 |
| Other trainmen. | 27 | 17,589 90 | 2 06 |
| Mechanics. | 1 | 804 25 | 2 20 |
| Carpenters. | 2 | 1,399 50 | 2 25 |
| Section foremen. | 5 | 2,700 00 | 1 85 |
| Other trackmen. | 42 | 15,971 53 | 1 22 |
| Switchmen, flagmen and watchmen. | 14 | 5,945 87 | 1 17 |
| Telegraph operators and dispatchers. | 7 | 4,265 90 | 1 83 |
| All other employes and laborers. | 11 | 6,407 70 | 1 25 |
| Total. | 158 | \$93,605 70 | \$1 85 |
| Distribution of above: | | | |
| General administration. | 4 | \$1,998 56 | \$1 57 |
| Maintenance of way and structures. | 47 | 18,671 53 | 1 29 |
| Maintenance of equipment. | 8 | 2,203 86 | 2 23 |
| Conducting transportation. | 104 | 70,768 76 | 2 06 |
| Total. | 158 | \$93,605 70 | \$1 85 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 158 | \$93,605 70 | \$1 85 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone. | 3 | 3 |
| Number iron. | 27 | 27 |
| Number wooden. | 1 | 1 |
| Tunnels: | | |
| Number. | 2 | 2 |
| Maximum length. | 515 | 515 |
| Minimum length. | 286 | 286 |
| Aggregate length of all tunnels. | 801 | 801 |
| Telegraph: | | |
| Miles of line operated by this company jointly with Western Union Telegraph Company (Charters Railway Company owner). | 22.8 | 22.8 |
| Miles of wire operated by this company jointly with Western Union Telegraph Company (Charters Railway Company owner). | 22.8 | 22.8 |
| Miles of line operated by Western Union Telegraph Company jointly with this company. | 22.8 | 22.8 |
| Miles of wire operated by Western Union Telegraph Company jointly with this company. | 263.2 | 263.2 |
| Gauge of track. | | 4 ft. 9 in. |

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road : Star Union Line.

CHESTER CREEK RAILROAD COMPANY.

Date of organization : Chartered April 16, 1866.

By what authority incorporated : Special acts, April 16, 1866, April 17, 1867.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent for the Philadelphia and Baltimore Central Railroad Company, lessee.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|--|-----------------------------|
| Eben F. Barker, | Philadelphia, 208 South Fourth street, | January 9, 1896. |
| J. N. DuBarry, | Philadelphia, 233 South Fourth street, | do. |
| Richard Peters, | Thrlow, Pa., | do. |
| George K. Croser, | Upland, Pa., | do. |
| Henry D. Welsh, | Chestnut Hill, Pa., | do. |
| George Wood, | Philadelphia, 626 Chestnut street. . . | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|----------------------------|--|
| President, | Eben F. Barker, | Philadelphia, 208 South Fourth street. |
| Secretary, | William Ward, | Chester, Pa. |
| Treasurer, | Robert W. Smith, | Philadelphia, 223 South Fourth street. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-----------------------------|------------|------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Chester Creek Railroad, . . | Lamokin, . | Lenni, . . | Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee. | 6.69 | 6.69 |

The Chester Creek railroad is leased for a term of 999 years to the Philadelphia and Baltimore Central Railroad Company, at an annual rental equal to six per cent. upon \$185,000 of the capital stock, and \$185,000 of the bonds of Chester Creek Railroad Company ; lessee to pay all taxes.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|---------------------|-------------------------------|---------------------|
| Cost of road | \$457,100 00 | Capital stock | \$272,100 00 |
| Cash and current assets | 11,168 00 | Funded debt | 185,000 00 |
| | | Current liabilities | 11,168 00 |
| Total | \$468,268 00 | Total | \$468,268 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges : | | |
| Number of iron | 6 | 6 |
| Number of wooden | 3 | 3 |
| Trestles : | | |
| Number | 1 | 1 |
| Aggregate length (feet) | 140 | 140 |
| Telegraph : | | |
| Miles of line operated by P., W. & B. R. R. Co., | 6.69 | 6.69 |
| Miles of wire operated by P., W. & B. R. R. Co., | 6.69 | 6.69 |
| Gauge of track, | <u>4 ft. 9 in.</u> | |

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization : October 9, 1871.

By what authority incorporated : State of Pennsylvania.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. | |
|-----------------------------------|-------------------------|---------------------------------|-----|
| Geo. de B. Keim | Philadelphia | Second Monday in January, 1892. | |
| A. J. Antelo | Philadelphia | do. | do. |
| H. C. Gibson (deceased) | Philadelphia | do. | do. |
| Thos. Dolan | Philadelphia | do. | do. |
| James Boyd | Norristown, Pa. | do. | do. |
| Geo. F. Baer | Reading, Pa. | do. | do. |

Date of last meeting of stockholders for election of directors : January 12, 1892.

Postoffice address of general office : Philadelphia.

Postoffice address of operating company : Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|--------------------------|---------------|
| President | A. A. McLeod | Philadelphia. |
| Secretary | Howard Hancock | do. |
| Treasurer | John Welch | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|----------------------|------------------------|------------------------|--|
| | From— | To— | | |
| Chester and Delaware River Railroad Company. | Eddystone, | Marcus Hook, | 5.70 | 5.70 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$310,117 58 | Capital stock, | \$40,000 00 |
| Profit and loss, | 7,668 03 | Funded debt, | 22,300 00 |
| | | Current liabilities, | 255,485 56 |
| Total, | \$317,785 56 | Total, | \$317,785 56 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers, | 3 | | |
| Station agents, | 2 | \$1,200 00 | \$1 92 |
| Other station men, | 4 | 1,620 00 | 1 80 |
| Enginemen, | 3 | 3,240 00 | 3 45 |
| Firemen, | 3 | 2,050 00 | 2 19 |
| Conductors, | 3 | 2,650 00 | 2 83 |
| Other trainmen, | 6 | 3,600 00 | 1 92 |
| Section foremen, | 2 | 1,035 84 | 1 66 |
| Other trackmen, | 4 | 1,560 00 | 1 25 |
| Switchmen, flagmen and watchmen, | 3 | 957 12 | 1 02 |
| Telegraph operators and dispatchers, | 1 | 490 00 | 1 54 |
| All other employes and laborers, | 2 | 840 00 | 1 34 |
| Total, | 36 | \$19,232 96 | \$1 71 |
| Distribution of above: | | | |
| General administration, | 3 | | |
| Maintenance of way and structures, | 9 | \$9,485 84 | \$1 88 |
| Conducting transportation, | 25 | 15,797 12 | 2 03 |
| Total, | 36 | \$19,232 96 | \$1 71 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 1 | 1 |
| Number wooden, | 3 | 3 |
| Trestles: | | |
| Number, | 3 | 3 |
| Aggregate length (feet), | 284 | 284 |

Gauge of track, 4 ft. 8½ in.

CHESTNUT HILL RAILROAD COMPANY.

Date of organization : Charter approved April 10, 1848.

By what authority incorporated : State of Pennsylvania (special act.)

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---|---------------------------------|
| Wm. W. Colket. | 202 Walnut Place, Philadelphia. | Second Monday in January, 1893, |
| C. Stuart Patterson. | 600 Girard building, Philadelphia. | do. do. |
| E. H. Well. | S. W. cor. Fourth and Chestnut sts., Phila. | do. do. |
| W. S. Wilson. | 132 South Third street, Philadelphia. | do. do. |
| Lewis Elkin. | 1119 Walnut street, Philadelphia. | do. do. |
| C. Howard Colket. | 1834 Walnut street, Philadelphia. | do. do. |
| J. Sergeant Price. | 709 Walnut street, Philadelphia. | do. do. |
| Eli Kirk Price. | 709 Walnut street, Philadelphia. | do. do. |
| Samuel Y. Heebner. | Summit avenue, Chestnut Hill, Phila. | do. do. |
| Charles C. Slifer. | Flourtown, Montgomery county, Pa. | do. do. |
| Charles Schaffer. | 1309 Arch street, Philadelphia. | do. do. |
| Thomas McKean. | 183 Dock street, Philadelphia. | do. do. |

Date of last meeting of stockholders for election of directors : Second Monday in January 1892.

Postoffice address of general office : 132 South Third street, Philadelphia.

Postoffice address of operating company : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|--------------------------|---------------------------------------|
| President. | Wm. W. Colket. | 202 Walnut Place, Philadelphia. |
| Secretary. | Wm. W. Stephens. | 132 South Third street, Philadelphia. |
| Treasurer. | | |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------|---------------------|--------------------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Chestnut Hill railroad. | Germantown. | Chestnut Hill, | Philadelphia and Reading Railroad Company. | 4 | 4 |

The Chestnut Hill railroad was leased to the Philadelphia and Reading Railroad Company on December 2, 1870, for a term of 999 years at an annual rental of \$14,478, being 12 per cent. on 2,413 shares, at a par value of \$60 per share, together with an annual payment of \$2,000 for the purpose of maintaining the corporate organization of the company. All questions not answered in this report should be returned by the lessee.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------------------|---------------------|------------------------------|---------------------|
| Lands owned (old accounts) | \$15,505 98 | Capital stock. | \$120,650 00 |
| Road owned (old accounts) | 105,144 02 | Current liabilities. | 499 50 |
| Cash and current assets. | 499 50 | | |
| Total. | \$121,149 50 | Total. | \$121,149 50 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. |
|-----------------------------|---------|---------------------------------|
| General officers, | 2 | \$2,000 00 |

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in.

CLARION RIVER RAILWAY COMPANY.

Date of organization : December 17, 1888.
 By what authority incorporated : General railroad law.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|---------------------------------|
| W. H. Hyde, | Ridgway, Pa. | Second Monday in January, 1898. |
| J. K. Gardner, | Ridgway, Pa. | do. do. |
| W. H. Osterhout, | Ridgway, Pa. | do. do. |
| J. K. P. Hall, | Ridgway, Pa. | do. do. |
| Andrew Kaul, | St. Marys, Pa. | do. do. |
| H. A. Hall, | St. Marys, Pa. | do. do. |
| Wilson Kistler, | Lock Haven, Pa. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.
 Postoffice address of general office : Ridgway Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-----------------------------|----------------|
| President, | W. H. Hyde, | Ridgway, Pa. |
| Vice President, | J. K. Gardner, | Ridgway, Pa. |
| Secretary, | J. K. P. Hall, | Ridgway, Pa. |
| Treasurer, | B. E. Wellendorf, | Ridgway, Pa. |
| Chief Engineer, | H. A. Hall, | St. Marys, Pa. |
| General Solicitor, Attorney or Counsel, | B. E. Wellendorf, | Ridgway, Pa. |
| General Manager, | | |
| General Superintendent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--------------------------------|--|---|------------------------|--|
| | From— | To— | | |
| Clarion River Railway Company. | Carman Station, Elk co., Pa., on B. R. & P. R'y and Ridgway and Clearfield railroad, | Halton, Elk co., Pa., near mouth of Spring creek. | .12 | .12 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$104,427 78 | Capital stock, | \$91,100 00 |
| Cost of equipment, | 8,520 06 | Current liabilities, | 17,280 51 |
| Total, | \$112,947 83 | Profit and loss, | 4,517 82 |
| | | Total, | \$112,947 83 |

IMPORTANT CHANGES DURING THE YEAR.

We have put in operation 5 miles of road from Arroyo to Halton.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers, superintendent, | 1 | \$1,200 00 | |
| Enginemen, | 1 | 780 00 | \$2 50 |
| Firemen, | 1 | 548 00 | 1 75 |
| Conductors, | 1 | 600 00 | 1 92 |
| Other trainmen, | 2 | 850 20 | 1 42 |
| Section foremen, | 1 | 548 00 | 1 75 |
| Other trackmen, | 8 | 3,040 00 | 1 25 |
| Total, | 15 | \$7,601 20 | |
| Distribution of above: | | | |
| Maintenance of way and structures, | | \$4,786 00 | |
| Conducting transportation, | | 2,815 20 | |
| Total, | 15 | \$7,601 20 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 15 | | |

CHARACTERISTIC OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 1 | 1 |
| Trestles: | | |
| Number, | 4 | 4 |
| Aggregate length (feet), | 800 | 800 |

Gauge of track, Standard.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 2 | 2 |
| Number iron, | 27 | 27 |
| Number wooden, | 1 | 1 |
| Tunnels: | | |
| Number, | 2 | 2 |
| Maximum length (feet), | 515 | 515 |
| Minimum length (feet), | 286 | 286 |
| Aggregate length of all tunnels (feet), | 801 | 801 |
| Telegraph: | | |
| Miles of pole-line owned jointly by this company and Western Union Telegraph Company, | 22.80 | 22.80 |
| Miles of wire operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company and Western Union Telegraph Company jointly, | 22.80 | 22.80 |
| Gauge of track, | | 4 ft. 9 in* |

CHARTIERS RAILWAY COMPANY—PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY, LESSEE.

See report of Pittsburg, Cincinnati, Chicago and St. Louis Railway Company for organization of lessee company.

See report of Charters Railway Company for organization of lessor company.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-------------------------------|----------------------------|------------------------|--|
| | From— | To— | | |
| Charters railway, | Mansfield, Pa., | Washington, Pa., | 22.76 | 22.76 |
| Charters Connecting railway in Washington, Pa. | Terminus of Charters railway. | Terminus of W. & W. R. R. | .72 | .72 |
| Total mileage operated, | | | 23.48 | 23.48 |

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadriennial period.

Freight or transportation companies or lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies—Rental is received under contract for use of tracks.
 Telegraph companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges.
 Other contracts—The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|------------|---------------------------------|----------------------------------|
| General officers, | 2 | \$791 16 | |
| General office clerks, | 2 | 1,175 40 | \$1 87 |
| Station agents, | 18 | 8,022 69 | 1 80 |
| Other station men, | 8 | 4,685 90 | 1 64 |
| Enginemen, | 8 | 10,362 75 | 3 99 |
| Firemen, | 8 | 5,183 25 | 2 00 |
| Conductors, | 8 | 8,847 00 | 3 22 |
| Other trainmen, | 27 | 17,589 90 | 2 06 |
| Machinists, | 1 | 804 35 | 2 30 |
| Carpenters, | 2 | 1,899 60 | 2 25 |
| Section foremen, | 5 | 2,700 00 | 1 95 |
| Other trackmen, | 42 | 15,971 53 | 1 22 |
| Switchmen, flagmen and watchmen, | 14 | 5,945 67 | 1 17 |
| Telegraph operators and dispatchers, | 7 | 4,265 90 | 1 83 |
| All other employes and laborers, | 11 | 6,407 70 | 1 25 |
| Total, | 158 | \$98,605 70 | \$1 85 |
| Distribution of above: | | | |
| General administration, | 4 | \$1,996 56 | \$1 57 |
| Maintenance of way and structures, | 47 | 18,671 53 | 1 29 |
| Maintenance of equipment, | 8 | 2,293 85 | 2 28 |
| Conducting transportation, | 104 | 70,763 76 | 2 06 |
| Total, | 158 | \$98,605 70 | \$1 85 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 158 | \$98,605 70 | \$1 85 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|--------------------|
| Bridges: | | |
| Number stone, | 8 | 3 |
| Number iron, | 27 | 27 |
| Number wooden, | 1 | 1 |
| Tunnels: | | |
| Number, | 2 | 2 |
| Maximum length, | 515 | 515 |
| Minimum length, | 286 | 286 |
| Aggregate length of all tunnels, | 801 | 801 |
| Telegraph: | | |
| Miles of line operated by this company jointly with Western Union Telegraph Company (Chartiers Railway Company owner), | 22.8 | 22.8 |
| Miles of wire operated by this company jointly with Western Union Telegraph Company (Chartiers Railway Company owner), | 22.8 | 22.8 |
| Miles of line operated by Western Union Telegraph Company jointly with this company, | 22.8 | 22.8 |
| Miles of wire operated by Western Union Telegraph Company jointly with this company, | 263.2 | 263.2 |
| Gauge of track, | | 4 ft. 9 in. |

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road : Star Union Line.

CONTRACTS, AGREEMENTS, ETC.

Express.—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic, and seventy per cent. of gross receipts from oyster traffic.

Mails.—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor or Dining Car Companies.—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to \$2.50 each for single seat or berth according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines.—The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which the line operates, in proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies.—This company receives and pays rental for use of its tracks, etc., under contract with other companies.

Telegraph Companies.—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other Contracts.—The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|--------------|----------------------------|-----------------------------|
| General officers. | 13 | \$33,102 31 | 1 07 |
| General office clerks. | 96 | 80,248 43 | 82 67 |
| Station agents. | 71 | 40,328 82 | 1 88 |
| Other station men. | 183 | 104,276 75 | 1 69 |
| Enginemen. | 103 | 118,887 17 | 3 56 |
| Firemen. | 107 | 67,916 77 | 2 03 |
| Conductors. | 91 | 94,829 93 | 3 35 |
| Other trainmen. | 256 | 185,631 62 | 2 06 |
| Machinists. | 60 | 46,245 89 | 2 51 |
| Carpenters. | 176 | 106,482 07 | 1 96 |
| Other shopmen. | 211 | 105,553 40 | 1 51 |
| Section foremen. | 52 | 28,846 10 | 1 77 |
| Other trackmen. | 430 | 158,049 70 | 1 17 |
| Switchmen, flagmen and watchmen. | 72 | 42,270 26 | 1 45 |
| Telegraph operators and dispatches. | 96 | 55,026 05 | 1 99 |
| All other employes and laborers. | 133 | 76,154 07 | 1 67 |
| Total. | 2,138 | \$1,344,538 34 | \$1 93 |
| Distribution of above: | | | |
| General administration. | 109 | \$113,350 74 | \$3 32 |
| Maintenance of way and structures. | 432 | 136,995 80 | 1 34 |
| Maintenance of equipment. | 447 | 258,220 36 | 1 81 |
| Conducting transportation. | 1,160 | 785,311 44 | 2 12 |
| Total. | 2,138 | \$1,344,538 34 | \$1 93 |
| Employes in Pennsylvania | | | |
| Total number of employes in Pennsylvania. | 87 | \$62,714 06 | \$3 25 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 39 | 4 |
| Number iron, | 78 | 6 |
| Number wooden, | 17 | |
| Trestles: | | |
| Number, | 1 | |
| Aggregate length, | 27 | |
| Tunnels: | | |
| Number, | 1 | |
| Maximum length(feet), | 9944 | |
| Telegraph: | | |
| Miles of line operated by this company, jointly with Western Union Telegraph Company, | 191.4 | 15 |
| Miles of wire operated by this company, | 521.7 | 45 |
| Miles of line operated by Western Union Telegraph Company, | 7.9 | |
| Miles of line operated by Western Union Telegraph Company, jointly with this company, | 191.4 | 15 |
| Miles of wire operated by Western Union Telegraph Company, | 720 | 60 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line; Green Line (for oil traffic).

COLEBROOKEDALE RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Act of March 23, 1865.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------------|--------------------------------|
| A. A. McLeod, | Philadelphia, | Third Monday in January, 1898. |
| D. B. Boyer, | Boyertown, Pa., | do. do. |
| James Boyd, | Norristown, Pa., | do. do. |
| Samuel R. Shipley, | Philadelphia, | do. do. |
| A. J. Antelo, | Philadelphia, | do. do. |
| Geo. de B. Keim, | Philadelphia, | do. do. |

Date of last meeting of stockholders for election of directors: January 18, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|-----------------|----------------------|
| President. | Jos. L. Bailey. | Pine Iron Works, Pa. |
| Secretary. | Howard Hancock. | Philadelphia. |
| Treasurer. | John Welch. | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------|------------|------------|------------------------------------|----------------|--------------------------------|
| | From | To | | | |
| C. Lehighdale railroad | Pittston. | Barto, Pa. | Philadelphia and Reading railroad. | 12.80 | 12.80 |

Leased to the Philadelphia and Reading Railroad Company, January 17, 1870, for twenty years from January 1, 1870.

Lessee pays all expenses of operating, and to this company as rental a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET

| DR. | | CR. | |
|-------------------------|-----------------------|---|-----------------------|
| Cost of road | \$72,547 95 | Capital stock | \$27,215 00 |
| Cash and current assets | 47 45 | Reserve fund | 604,000 00 |
| Prepaid taxes | 500,557 25 | Current liabilities | 512,725 67 |
| | | Accrued interest on funded debt not yet payable | 1,000 00 |
| Total. | \$1,273,552 65 | Total. | \$1,273,940 67 |

EMPLOYEES AND SALARIES

| | Number | Total yearly compensation | Total daily compensation |
|---------------------|--------|---------------------------|--------------------------|
| General officers | 3 | \$24,000 | \$80 00 |
| Divisional managers | 3 | \$24,000 | \$80 00 |
| Employees | 3 | \$24,000 | \$80 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|----------------------------------|--------------------------------|---------------------|
| Bridges: | | |
| Number iron. | 1 | 1 |
| Number wooden. | 11 | 11 |
| Trestles: | | |
| Number. | 10 | 10 |
| Aggregate length (feet). | 1,781 | 1,781 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Date of organization : July 17, 1890.

By what authority incorporated: Washington and Maryland Line Railroad Company, organized May 19, 1857, under the authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 12, 1856.

Name changed to Columbia and Maryland Line Railroad Company, under authority of a supplement to the above act, approved March 29, 1860; and of a further supplement to said act approved April 1, 1863.

Name again changed to Columbia and Port Deposit Railroad Company, under authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1864.

Columbia and Port Deposit Railroad Company (of State of Maryland), incorporated by act of General Assembly of the State of Maryland, February 20, 1858, chapter 103.

Supplementary act of General Assembly of State of Maryland enacted at January session, 1864, chapter 31.

Consolidation of the railroads in Pennsylvania and Maryland, effected June 1, 1864, under the name of Columbia and Port Deposit Railroad Company, by authority of act of General Assembly of Commonwealth of Pennsylvania, April 4, 1864, and act of General Assembly of State of Maryland, February 20, 1858, chapter 103.

Columbia and Port Deposit railroad sold under foreclosure of mortgage March 4, 1890, and purchased by George Kugler, who organized two companies, as follows:

May 21, 1890, the Columbia and Port Deposit Railway Company, for the portion of the road in the State of Pennsylvania, under authority of the acts of the General Assembly of the Commonwealth of Pennsylvania, approved May 25, 1878, and May 31, 1887.

May 23, 1890, the Port Deposit Railroad Company, for the portion of the road in the State of Maryland, under the provisions of the code of public general laws of the State of Maryland.

The two railroad companies aforesaid, namely, the Columbia and Port Deposit Railway Company of Pennsylvania, and the Port Deposit Railroad Company of Maryland, were consolidated May 29, 1890, under the name, style and title of the Columbia and Port Deposit Railway Company, under the laws of the Commonwealth of Pennsylvania and the State of Maryland.

The agreement of consolidation and merger being filed in the office of the Secretary of State of Maryland June 21, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania July 17, 1890.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------|---------------------|-----------------------------|
| W. H. Barnes. | Philadelphia. | May 1, 1893. |
| John P. Green. | Philadelphia. | do. |
| Jacob Tome. | Port Deposit, Md. | do. |
| Henry D. Welsh. | Philadelphia. | do. |
| William A. Patton. | Philadelphia. | do. |
| J. N. DuBarry. | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company: No. 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|-------------------|---------------|
| President. | W. H. Wilson. | Philadelphia. |
| Secretary. | James R. McClure. | do. |
| Treasurer. | James R. McClure. | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|---------------|---------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Columbia and Port Deposit railway. | Columbia. | Port Deposit. | Pennsylvania Railroad Company. | 39.83 | 22.97 |
| Philadelphia, Wilmington and Baltimore railroad. | Port Deposit. | Perryville. | Pennsylvania Railroad Company. | 3.70 | ..... |
| Total mileage. | | | | 43.53 | 23.97 |

Agreement dated July 1, 1890.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

Lease from the Philadelphia, Wilmington and Baltimore Railroad Company, dated July 23, 1890, of the railroad now constructed and in use, extending from its point of connection with the Columbia and Port Deposit railway at Port Deposit, to its connection with the main line of the Philadelphia, Wilmington and Baltimore railroad, in the borough of Perryville, Maryland. To have and to hold the said road with its

appurtenances unto this company, with full power to use, manage, and operate the same, for the term of one year from and after July 1, 1890, and from year to year thereafter, with the understanding that either party may annul this lease on giving six months' notice to the other in writing of their desire to do so. This company to pay all taxes that may be assessed by law, all operating expenses, and all claims and liabilities arising out of the operations during the continuance of this lease, together with an annual rental of \$13,000 to the Philadelphia, Wilmington and Baltimore Railroad Company, to be included in operating expenses.

Trackage contract with the Philadelphia and Baltimore Central Railroad Company, allowing that company the use of the railroad tracks owned by the Columbia and Port Deposit Railway Company, from Octorara Junction to Port Deposit, a distance of about four miles, and the tracks from Port Deposit to Perryville, leased from the Philadelphia, Wilmington and Baltimore Railroad Company, three and seven-tenths miles, for the term of one year from July 1, 1890, and from year to year thereafter, at the option of either party, upon six months' notice in writing by either party of its desire to terminate the same, at a rental of \$4,000 per annum, which is to be included in gross earnings.

The portion of railroad from Octorara Junction to Perryville is operated jointly by the Philadelphia and Baltimore Central Railroad Company and the Pennsylvania Railroad Company, agent of the Columbia and Port Deposit Railway Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|-----------------------|-------------------------------|-----------------------|
| Cost of road | \$2,406,786 78 | Capital stock | \$600,000 00 |
| Cash and current assets | 216,284 06 | Funded debt | 1,800,000 00 |
| | | Current liabilities | 5,029 73 |
| | | Profit and loss | 218,041 11 |
| Total, | \$2,623,070 84 | Total, | \$2,623,070 84 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------------|------------------|
| Bridges: | | |
| Number stone | 15 | 14 |
| Number iron | 6 | 3 |
| Number wooden | 7 | 5 |
| Telegraph: | | |
| Miles of line owned by this company | 89.83 | 28.97 |
| Miles of wire owned by this company | 73.66 | 57.94 |
| Miles of line operated by Pennsylvania Railroad Company | 44.53 | 25.97 |
| Miles of wire operated by Pennsylvania Railroad Company | 89.06 | 57.94 |

Gauge of track, 4 ft. 9 in.

CONNECTING RAILWAY COMPANY.

Date of organization : April 4, 1863.

By what authority incorporated : Act of April 4, 1863, May 7, 1864, March 14, 1865, April 6, 1867, March 26, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---------------------------|-----------------------------|
| John P. Green, | Philadelphia, | June 8, 1868. |
| G. B. Roberts, | Philadelphia, | do. |
| W. H. Barnes, | Philadelphia, | do. |
| William A. Patton, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| N. F. Shortridge, | Wynnewood, Pa., | do. |

Date of last meeting of stockholders for election of directors : June 7, 1862.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-----------------------------|---------------------|---------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| The Connecting Railway, . . | Frankford Junction, | Mantua, . . . | Pennsylvania Railroad Company. | 6.75 | 6.75 |

Lease to the Philadelphia and Trenton Railroad Company (which is leased to the Pennsylvania Railroad Company), dated January 1, 1868, for 999 years from February 18, 1863. Rental is equivalent to six per cent. dividend per annum on capital stock, six per cent. interest on outstanding bonds and taxes.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$3,327,690 36 | Capital stock, | \$1,276,800 00 |
| Cash and current assets, | 3,657 46 | Funded debt, | 391,000 00 |
| | | Current liabilities, | 1,063,047 61 |
| Total, | \$3,331,347 81 | Total, | \$3,331,347 61 |

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 7 | 7 |
| Number iron, | 12 | 12 |
| Telegraph: | | |
| Miles of line owned by this company, | 6.75 | 6.75 |
| Miles of wire owned by this company, | 77.86 | 77.86 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 12.75 | 12.75 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 77.86 | 77.86 |

Gauge of track, 4ft. 9 in.

CORNING, COWANESQUE AND ANTRIM RAILWAY COMPANY.

Formed by consolidation of Blossburg and Corning Railroad Company (reorganized March 19, 1854, under the general railroad laws of New York) with the Wellsboro and Lawrenceville Railroad Company.

Operated by the Fall Brook Coal Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|---------------------------|-----------------------------|
| George J. Magee, | Watkins, N. Y., | November 14, 1890. |
| Daniel Beach, | Watkins, N. Y., | do. |
| John Lang, | Watkins, N. Y., | do. |
| Daniel C. Howell, | Bath, N. Y., | do. |
| Henry Sherwood, | Wellsboro, Pa., | do. |
| John Magee, | Watkins, N. Y., | do. |
| Duncan S. Ellsworth, | Watkins, N. Y., | do. |

Date of last meeting of stockholders for election of directors : November 14, 1888.

Postoffice address of general office : Watkins, N. Y.

Postoffice address of operating company : Corning, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|----------------------------|----------------|
| President, | George J. Magee, | Corning, N. Y. |
| Vice President, | Daniel Beach, | do. |
| Secretary, | L. B. Robinson, | do. |
| Treasurer, | Daniel Beach, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|---------------------|-----------------|---------------------------|----------------|--------------------------------|
| | From-- | To-- | | | |
| Corning, Cowanesque and Antrim Railroad Company. | Corning, N.Y. | Antrim, Pa., | Fall Brook Coal Company, | 53 | 38 |
| Cowanquesque Valley branch, | Lawrenceville, Pa., | Mills, Pa., . . | Fall Brook Coal Company, | 33.30 | 33.30 |

Contract dated February 13, 1873, subject to termination at any time by the act of both parties, for the possession and operation of the road. Rental, \$150,000 per annum.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|-----------------------|---------------------------|-----------------------|
| Cost of road | \$2,621,261 05 | Capital stock | \$5,000,000 00 |
| Cost of equipment | 2,062,692 28 | Funded debt | 890,000 00 |
| Other permanent investments | 177,564 82 | Open accounts | 1,067 89 |
| Bills receivable | 890,000 00 | Profit and loss | 12,679 76 |
| Materials and supplies | 152,229 50 | | |
| Total | \$5,903,747 65 | Total | \$5,903,747 65 |

IMPORTANT CHANGES DURING THE YEAR.

600,000 shares (\$3,000,000) common stock issued, with avails of which were purchased equipment, car shops, materials and supplies, etc.

CORNING, COWANESQUE AND ANTRIM RAILWAY—FALL BROOK COAL COMPANY LESSEE AND OPERATOR.

Date of organization : May 12, 1859.

By what authority incorporated : Special act, pamphlet laws State of Pennsylvania year 1859, page 745. Supplement, pamphlet laws State of Pennsylvania, year 1865 page 910. Supplement, pamphlet laws State of Pennsylvania, year 1870, page 185.

OFFICERS OF THE FALL BROOK COAL COMPANY—RAILWAY DEPARTMENT.

| TITLE. | NAME. | ADDRESS. |
|--|------------------------------|----------------|
| President | George J. Magee | Corning, N. Y. |
| First Vice President and Treasurer | John Lang | do. |
| Second Vice President and Counsel | Daniel Beach | do. |
| Assistant Treasurer | John H. Lang | do. |
| Secretary | S. T. Hayt, Jr. | do. |
| Chief Engineer | William Nicholson | do. |
| Auditor | E. F. Kershner | do. |
| Traffic Manager | W. H. Northrop | do. |
| Passenger Agent | John D. Lawton | do. |
| Ticket Agent | George R. Brown | do. |
| Local Freight Agent | Robert H. Canfield | do. |
| General Superintendent | J. B. Terbell | do. |
| Assistant Superintendent | John Wallace | do. |
| Car Accountant | | |
| General Baggage Agent | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|----------------------------|-------------------------|------------------------|--|
| | From— | To— | | |
| Fall Brook branch | Bloesburg, Pa. | Fall Brook, Pa. | 7.20 | 7.20 |
| Corning, Cowanesque and Antrim railway | Corning, N. Y. | Antrim, Pa. | 53 | 38 |
| Cowanesque Valley branch | Lawrenceville, Pa. | Mills, Pa. | 33.30 | 33.30 |
| Total mileage operated | | | 93.50 | 78.50 |

CONTRACTS, AGREEMENTS, ETC.

American Express Company pay first-class rates on all merchandise, etc., and mileage proportion on all packages. Cars furnished by railroad and kept in repairs.

Compensation fixed by United States Government, \$3,886.13 per annum on main line; compensation fixed by United States Government, \$2,451.49 per annum on Cowanesque Valley branch; compensation fixed by United States Government, \$331.31 per annum on Fall Brook branch.

The Blue Line, Red Line, White Line, Midland Line, Nickle Plate Line, Merchants' Dispatch, West Shore and Hoosac Tunnel Line, South West Dispatch Line. Each of the lines furnish their own cars at regular mileage rates.

Contract with Tioga railroad for trackage rights over their line from Lawrenceville, Pa., to Blossburg and Morris Run, Pa.; contract with N. Y. C. & H. R. R. Co., for use of track over Geneva and Lyons railroad, Geneva to Lyons.

Western Union Telegraph Company, for use of line, for one-half of gross receipts.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|------------|----------------------------|-----------------------------|
| General officers. | 11 | \$14,000 00 | |
| General office clerks. | 43 | 18,319 87 | \$1 27 |
| Station agents. | 23 | 11,088 00 | 1 00 |
| Other station men. | 38 | 15,386 94 | 1 48 |
| Enginemen. | 80 | 34,020 00 | 8 60 |
| Firemen. | 82 | 19,152 00 | 1 90 |
| Conductors. | 27 | 18,080 00 | 2 12 |
| Other trainmen. | 66 | 31,962 94 | 1 55 |
| Machinists. | 28 | 27,052 20 | 2 26 |
| Carpenters. | 20 | 18,916 11 | 2 18 |
| Other shopmen. | 12 | 6,801 10 | 1 08 |
| Section foremen. | 18 | 9,615 20 | 1 70 |
| Other trackmen. | 140 | 55,125 00 | 1 25 |
| Switchmen, flagmen and watchmen. | 18 | 9,630 00 | 1 70 |
| Telegraph operators and dispatchers. | 12 | 5,500 23 | 1 45 |
| All other employes and laborers. | 11 | 3,811 50 | 1 10 |
| Total. | 542 | \$297,767 79 | 1 74 |
| Distribution of above: | | | |
| General administration. | 47 | \$29,615 18 | |
| Maintenance of way and structures. | 169 | 72,952 20 | |
| Maintenance of equipment. | 90 | 42,241 50 | |
| Conducting transportation. | 236 | 152,958 81 | |
| Total. | 542 | \$297,767 79 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 456 | \$249,997 88 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number iron. | 70 | 51 |
| Number wooden. | 27 | 27 |
| Number combination. | 2 | 2 |
| Trestles: | | |
| Number. | 31 | 31 |
| Aggregate length. | 1,716 | 1,716 |
| Telegraph: | | |
| Miles of line operated by this company. | 53 | |
| Miles of wire operated by this company. | 106 | |
| Miles of telephone line operated by Pennsylvania and New York Telephone and Telegraph Company, on C. V. Branch. | 34 | 34 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Reported by Corning, Cowanesque and Antrim Railway Company.

Name all the companies, commonly called fast freight lines, which operate over the line of this road: The Red Line, Blue Line, White Line, Midland Line, Nickle Plate Line, Merchants' Dispatch, West Shore Hoosac Tunnel Line, South West Dispatch Line.

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850.

By what authority incorporated: General railroad laws of Pennsylvania.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|--------------------------|---------------------------------|
| Wm. C. Freeman, | Cornwall, Pa., | Second Monday in January, 1893. |
| E. C. Freeman, | Cornwall, Pa., | do. do. |
| R. P. Alden, | Cornwall, Pa., | do. do. |
| J. P. Jackson, | Cornwall, Pa., | do. do. |
| D. S. Hammond, | Lebanon, Pa., | do. do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Lebanon, Lebanon county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------------|---------------|
| President, | Wm. C. Freeman, | Cornwall, Pa. |
| Vice President, | R. P. Alden, | Cornwall, Pa. |
| Secretary, | J. P. Jackson, | Cornwall, Pa. |
| Treasurer, | D. S. Hammond, | Lebanon, Pa. |
| General Solicitor, Attorney or Counsel, | H. C. Shirk, | Lebanon, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-------------------------------------|-------------------------|--------------------------|------------------------|--|
| | From— | To— | | |
| Cornwall railroad, | Lebanon, Pa., | Mt. Hope, Pa., | 12.67 | All |
| Second main track, | | | 3 | All |
| Yards, sidings and spurs, | | | 12.71 | All |
| Total mileage operated, | | | 28.38 | |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$377,694 45 | Capital stock, | \$400,000 00 |
| Cost of equipment, | 187,402 51 | Current liabilities, | 34,000 00 |
| Lands owned, | 44,419 10 | Profit and loss, | 522,416 53 |
| Cash and current assets, | 46,900 47 | | |
| Total, | \$956,416 53 | Total, | \$956,416 53 |

CONTRACTS, AGREEMENTS, ETC.

United States Express Company.—The Cornwall Railroad Company is paid 20 cents per 100 pounds for local and 10 cents per 100 pounds for through express matter.

Mails are carried by this company between Lebanon and Cornwall for an annual compensation of \$271.88, payable quarterly.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General officers. | 8 | \$2,250 00 | |
| General office clerks. | 1 | 400 00 | \$1 33 |
| Station agents and operators. | 3 | 1,200 00 | 1 13 |
| Enginemen. | 3 | 2,722 96 | 2 40 |
| Firemen. | 3 | 1,925 96 | 1 55 |
| Conductors. | 3 | 2,084 78 | 2 25 |
| Other trainmen. | 7 | 3,928 44 | 1 91 |
| Machinists. | 2 | 1,185 84 | 2 15 |
| Carpenters. | 2 | 1,210 50 | 2 00 |
| Other shopmen. | 5 | 2,046 84 | 1 80 |
| Section foremen. | 4 | 2,400 00 | 2 00 |
| Other trackmen. | 27 | 8,672 40 | 1 80 |
| Switchmen, flagmen and watchmen. | 6 | 2,304 00 | 1 22 |
| Dispatchers. | 2 | 1,620 00 | 2 70 |
| All other employes and laborers. | 7 | 8,206 08 | 1 60 |
| Total. | 78 | \$37,357 78 | |
| Distribution of above: | | | |
| General administration. | 4 | \$2,650 00 | |
| Maintenance of ways and structures. | 31 | 11,072 40 | |
| Maintenance of equipment. | 11 | 6,324 78 | |
| Conducting transportation. | 32 | 17,310 60 | |
| Total. | 78 | \$37,357 78 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 78 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number stone. | 8 | 8 |
| Number iron. | 13 | 13 |
| Number wooden. | 4 | 4 |
| Telegraph: | | |
| Miles of line owned by this company. | 14 | 14 |
| Miles of wire owned by this company. | 14 | 14 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Lebanon station, property of Philadelphia and Reading Railroad Company.

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization : February 28, 1882.

By what authority incorporated : Laws of Pennsylvania, act of April 4, 1868, and its supplements.

If a consolidated company, name the constituent companies: Colebrook Valley Railroad Company, chartered January, 1881; Cornwall and Lebanon Railroad Company, chartered February 28, 1882; Lebanon Belt Railway Company, chartered March 21, 1889.

1. May 24, 1886, by election and unanimous consent of stockholders of Colebrook Valley and Cornwall and Lebanon Railroad Companies.

2. By election and unanimous consent of the stockholders of Cornwall and Lebanon Railroad Company and Lebanon Belt Railway Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|-----------------------------|
| Grant Weidman, | Lebanon, Pa., | January, 1896. |
| John Melly, | do. | do. |
| C. Ehenk, | do. | do. |
| J. H. Kedsacker, | do. | do. |
| A. Hess, | do. | do. |
| Geo. D. Rise, | do. | do. |
| C. W. Few, | do. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Lebanon, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-----------------------------|--------------|
| President, | Robt. H. Coleman, | Lebanon, Pa. |
| Secretary, | George D. Rise, | do. |
| Treasurer, | Allen D. Hoffer, | do. |
| Chief Engineer, | T. R. Crowell, | do. |
| General Solicitor, Attorney or Counsel, | Grant Weidman, | do. |
| General Passenger Agent, | A. D. Smith, | do. |
| General Freight Agent, | Ned Irish, | do. |
| General Superintendent, | E. W. Ash, | do. |
| Superintendent of Telegraph, | | |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|----------------------------|-----------------------|
| Cost of road, | \$1,361,265 59 | Capital stock, | \$300,000 00 |
| Cost of equipment, | 192,322 24 | Funded debt, | 300,000 00 |
| Lands owned, | 30,250 00 | Profit and loss, | 84,499 47 |
| Cash and current assets, | 100,101 64 | | |
| Total, | \$1,684,499 47 | Total, | \$1,684,499 47 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|------------|---------------------------------|----------------------------------|
| General officers. | 5 | \$8,809 96 | 24 19 |
| General office clerks, | 4 | 2,910 88 | 8 09 |
| Station agents, | 6 | 3,285 93 | 5 47 |
| Other station men, | 19 | 8,168 62 | 4 29 |
| Enginemen, | 8 | 6,471 82 | 18 84 |
| Firemen, | 8 | 4,179 51 | 12 16 |
| Conductors, | 8 | 5,327 87 | 15 44 |
| Other trainmen, | 16 | 7,461 26 | 22 67 |
| Machinists, | 4 | 2,645 28 | 7 60 |
| Carpenters, | 2 | 978 15 | 2 74 |
| Other shopmen, | 22 | 8,369 47 | 24 40 |
| Section foremen, | 7 | 4,504 52 | 13 06 |
| Other trackmen, | 44 | 14,898 94 | 42 95 |
| Switchmen, flagmen and watchmen, | 7 | 2,868 81 | 8 22 |
| Telegraph operators and dispatchers, | 8 | 2,900 19 | 8 34 |
| All other employes and laborers, | 5 | 704 33 | 2 05 |
| Total, | 173 | \$82,929 48 | 480 11 |
| Distribution of above: | | | |
| General administration, | 9 | \$11,220 79 | 31 36 |
| Maintenance of way and structures, | 51 | 17,917 75 | 52 99 |
| Maintenance of equipment, | 28 | 6,427 78 | 19 53 |
| Conducting transportation, | 85 | 47,863 16 | 139 23 |
| Total, | 173 | \$82,929 48 | 480 11 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 178 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------------|------------------|
| Bridges: | | |
| Number stone, | 2 | 2 |
| Number iron, | 23 | 23 |
| Number wooden, | 2 | 2 |
| Trestles: | | |
| Number, | 2 | 2 |
| Aggregate length, | 306 | 306 |
| Telegraph: | | |
| Miles of line owned by this company, | 22 | 22 |
| Miles of wire owned by this company, | 38 | 38 |
| Miles of line operated by this company, | 22 | 22 |
| Miles of wire operated by this company, | 38 | 38 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Empire Line, Anchor Line.

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Date of organization : April 2, 1890.

By what authority incorporated : Organized under the laws of the State of Maryland and Pennsylvania.

If a consolidated company, name the constituent companies : Confluence and State Line Railroad Company, State Line and Oakland Railway Company. Merged April 2, 1890, under the name of Confluence and Oakland Railroad Company.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|------------------------|---------------------------------|
| Thomas M. King | Philadelphia | Second Monday in January, 1893. |
| John K. Cowen | Baltimore, Md. | do do |
| E. J. D. Cross | Baltimore, Md. | do do |
| G. W. Haulenbeek | Baltimore, Md. | do do |
| J. Bayard Henry | Philadelphia | do do |
| Joseph N. Crawford | Philadelphia | do do |
| Edward T. Toland | Philadelphia | do do |

Date of last meeting of stockholders for election of directors : Second Monday in April, 1892.

Postoffice address of general office : Pittsburg, Pa.

Postoffice address of operating company : Pittsburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|----------------------------|----------------|
| President | Thomas M. King | Philadelphia. |
| Secretary | J. B. Washington | Pittsburg, Pa. |
| Treasurer | W. H. Ijams | Baltimore, Md. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|---------------------------------------|------------------|--------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Confluence and Oakland Railroad Company. | Confluence and Oakland Junction, Pa.. | Manor Lands, Pa. | Baltimore and Ohio Railroad Company. | 19.70 | 12.50 |

The Confluence and Oakland railroad was leased to the Baltimore and Ohio Railroad Company by indenture, dated May 1, 1890, for the term of 999 years from November 1, 1889, for the annual rental of \$10,000, payable semi-annually, on the 15th days of April and October.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|---------------------|--------------------------------|---------------------|
| Cost of road | \$231,178 57 | Capital stock | \$200,000 00 |
| Profit and loss, | 200,541 49 | Funded debt, | 200,000 00 |
| | | Current liabilities, | 31,718 06 |
| Total, | \$431,718 06 | Total, | \$431,718 06 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Average daily com- pensation. |
|---|-----------|----------------------------------|
| Station agents, | 2 | \$1 00 |
| Engineers, | 1 | 1 00 |
| Firemen, | 1 | 1 00 |
| Shopmen, | 1 | 1 50 |
| Section foremen, | 2 | 1 33 |
| Other trackmen, | 9 | 1 04 |
| Telegraph operators and dispatchers, | 2 | 1 50 |
| All other employes and laborers, | 1 | 1 00 |
| Total, | 19 | |
| Distribution of above: | | |
| Maintenance of way and structure, | 11 | |
| Maintenance of equipment, | 1 | |
| Conducting transportation, | 7 | |
| Total, | 19 | |
| Employes in Pennsylvania: | | |
| Total number of employes in Pennsylvania, | 10 | |

CHARACTERISTICS OF ROAD.

| | On whole length of road. |
|--|-----------------------------|
| Bridges: | |
| Number wooden, | 6 |
| Trestles: | |
| Number, | 10 |
| Aggregate length (feet), | 1,262 |
| Telegraph: | |
| Miles of line operated by Western Union Telegraph Company, | 20 |
| Miles of wire operated by Western Union Telegraph Company, | 40 |
| Gauge of track, | 4 ft. 8½ in. |

COUDERSPORT AND PINE CREEK RAILROAD COMPANY.

Date of organization : December 20, 1889.
 By what authority incorporated : Common law.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|--------------------------|-----------------------------|
| A. G. Olmsted, | Coudersport, Pa. | January 12, 1892. |
| E. L. Nichols, | Coudersport, Pa. | do. |
| I. Benson, | Coudersport, Pa. | do. |
| B. A. McClure, | Coudersport, Pa. | do. |
| B. D. Hamlin, | Smethport, Pa. | do. |
| C. S. Carey, | Olean, N. Y. | do. |
| F. H. Root, | Buffalo, N. Y. | do. |
| M. E. Olmsted, | Harrisburg, Pa. | do. |

Date of last meeting of stockholders for election of directors : January 12, 1892.
 Postoffice address of general office : Coudersport, Pa.
 Postoffice address of operating company : Coudersport, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|--------------------------|------------------|
| President, | James L. Knox, | Coudersport, Pa. |
| Vice President, | C. S. Carey, | Olean, N. Y. |
| Secretary, | A. B. Mann, | Coudersport, Pa. |
| Treasurer, | W. K. Jones, | Coudersport, Pa. |
| Chief Engineer, | B. A. McClure, | Coudersport, Pa. |
| General Superintendent, | B. A. McClure, | Coudersport, Pa. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Coudersport and Port Allegany Railroad, from Coudersport to Port Allegany.
 Leased to Coudersport and Port Allegany Railroad Company, ten per cent.
 guaranteed on capital stock.

COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

Date of organization : May, 1882.
 By what authority incorporated : Common law.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|--------------------------|-----------------------------|
| A. G. Olmsted. | Coudersport, Pa. | January 12, 1893. |
| R. L. Nichols. | Coudersport, Pa. | do. |
| Isaac Benson. | Coudersport, Pa. | do. |
| M. S. Thompson. | Coudersport, Pa. | do. |
| B. D. Hamlin. | Smethport, Pa. | do. |
| C. S. Cary. | Olean, N. Y. | do. |
| H. C. Blakeslee. | Olean, N. Y. | do. |
| F. H. Root. | Buffalo, N. Y. | do. |

Date of last meeting of stockholders for election of directors : January 12, 1892.
 Postoffice address of general office : Coudersport, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------------|------------------------|------------------|
| President. | J. L. Knox. | Coudersport, Pa. |
| Vice President. | C. S. Cary. | Olean, N. Y. |
| Secretary. | A. B. Mann. | Coudersport, Pa. |
| Treasurer. | W. K. Jones. | Coudersport, Pa. |
| Chief Engineer. | B. A. McClure. | Coudersport, Pa. |
| General Passenger Agent. | | |
| General Freight Agent. | | |
| General Superintendent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|----------------------|------------------------|------------------------|--|
| | From— | To— | | |
| Coudersport and Port Allegany. | Coudersport. | Port Allegany. | 17 | 17 |
| Coudersport and Pine Creek. | Coudersport. | Sweden Valley. | 5 | 5 |
| Total mileage operated. | | | 22 | 22 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | Miles of line. | Miles of line in Pennsylvania. |
|--|----------------------|------------------------|----------------|--------------------------------|
| | From— | To— | | |
| Coudersport and Pine Creek railroad. | Coudersport. | Sweden Valley. | 5 | 5 |

Coudersport and Pine Creek railroad leased at ten per cent. on capital stock guaranteed.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|--------------|----------------------------|--------------|
| Cost of road, | \$202,588 00 | Capital stock, | \$174,000 00 |
| Cost of equipment, | 50,900 00 | Funded debt, | 75,000 00 |
| | | Profit and loss, | 4,488 00 |
| Total, | \$253,488 00 | Total, | \$253,488 00 |

CONTRACTS. AGREEMENTS, ETC.

American Express Company, one and a-half first-class freight rates for carrying express.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers, | 1 | \$2,000 00 | 5 40 |
| Station agents, | 6 | 3,600 00 | 1 00 |
| Other station men, | 3 | 460 00 | 3 00 |
| Enginemen, | 2 | 2,160 00 | 1 80 |
| Firemen, | 2 | 1,800 00 | 3 50 |
| Conductors, | 2 | 1,800 00 | 1 60 |
| Other trainmen, | 1 | 600 00 | 1 80 |
| Machinists, | 3 | 1,800 00 | 1 80 |
| Section foremen, | 12 | 5,040 00 | 1 37 |
| Total, | 38 | \$20,080 00 | |
| Distribution of above: | | | |
| General administration, | 1 | \$2,000 00 | |
| Maintenance of way and structures, | 15 | 6,840 00 | |
| Maintenance of equipment, | 1 | 800 00 | |
| Conducting transportation, | 16 | 10,640 00 | |
| Total, | 33 | \$20,080 00 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 38 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 8 | 3 |
| Trestles: | | |
| Number, | 2 | 2 |
| Aggregate length (feet), | 210 | 210 |
| Telegraph: | | |
| Miles of line owned by this company, | 17 | 17 |
| Miles of wire owned by this company, | 17 | 17 |
| Miles of line operated by this company, | 22 | 22 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Road bonded.

CRESCENT CONNECTING RAILROAD COMPANY.

Date of organization : November 23, 1891.

By what authority incorporated : An act to authorize the formation and regulation of railroad corporations : approved April 4, 1868, A. D. and the acts supplementary thereto.

Used as connecting railroad with the Philadelphia and Reading railroad.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | NAME. | POSTOFFICE ADDRESS. |
|-----------------------------|---------------------|----------------------------|---------------------|
| J. Pemberton Ellis, | Philadelphia. | William Lose, | Philadelphia. |
| Frank Manning, | do. | Joseph D. Ellis, | do. |
| John I. Green, | do. | Andrew Carson, | do. |

Date of last meeting of stockholders for election of directors : November 24, 1891.
 Postoffice address of general office : Pittsburg.

OFFICERS.

| TITLE. | NAME. | TITLE. | NAME. |
|----------------------|---------------------|---|--------------------|
| President, | A. P. McDowell. | Chief Engineer, | F. M. Van Loom. |
| Secretary, | J. Pemberton Ellis. | General Solicitor, Attorney or Counsel, | J. McF. Carpenter. |
| Treasurer, | J. Pemberton Ellis. | Auditor, | C. H. Mitchell. |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------------|--------------------------------|--------------------|
| Cost of road, | \$18,141 23 | Capital stock, | \$10,000 00 |
| Cost of equipment, | 585 33 | Current liabilities, | 5,009 60 |
| Cash and current assets, | 1,971 48 | Profit and loss, | 688 49 |
| Total, | \$15,696 00 | Total, | \$15,696 00 |

CHARACTERISTICS OF ROAD.

Bridges :

| | |
|---------------------------|------------------|
| Number wooden, | 1 |
| Gauge of track, | <u>Standard.</u> |

CRESSON AND CLEARFELD COUNTY AND NEW YORK SHORT ROUTE RAILROAD COMPANY.

Date of organization : December 19, 1882

By what authority operated : Under general railroad laws of Pennsylvania.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|-----------------------------|---------------------|----------------------------|---------------------|
| Charles E. Fugh, | Philadelphia. | W. P. Smith, | Hollidaysburg, Pa. |
| George T. Bliss, | New York. | P. W. Snyder, | Hollidaysburg, Pa. |
| John P. Levan, | Altoona, Pa. | J. W. Curry, | Altoona, Pa. |
| O. W. Gardner, | Hollidaysburg, Pa. | Samuel Hegarty, | Coalport, Pa. |
| Martin Bell, Jr., | Hollidaysburg, Pa. | Joseph M. Duell, | New York. |
| James Condron, | Hollidaysburg, Pa. | W. W. Rudisill, | Altoona, Pa. |

Postoffice address of general office : Altoona, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------|----------------------------|--------------------|
| President, | A. S. Morrow, | Hollidaysburg Pa. |
| Vice President, | George T. Bliss, | New York. |
| Secretary, | H. A. Gardner, | Hollidaysburg, Pa. |
| Treasurer, | W. P. Rathbun, | Cresson, Pa. |
| General Manager, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road in Penn- sylvania. |
|-----------------------------------|---------------------|---------------------------|--|
| | From— | To— | |
| Main line, | Cresson, | Irvena, | 27.5 |
| Stevens branch, | Condron, | Richland Mines, | 1.60 |
| Hegarty branch, | Coalport, | Hegarty, | .62 |
| Total mileage operated, | | | 29.72 |

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$1,821,944 85 | Capital stock, | \$1,000,000 00 |
| Cost of equipment, | 31,563 07 | Funded debt, | 750,000 00 |
| Lands owned, | 15,200 00 | Current liabilities, | 14,843 45 |
| Cash and current assets, | 20,075 31 | Profit and loss, | 44,439 78 |
| Total, | \$1,888,783 23 | Total, | \$1,888,783 23 |

CONTRACTS, AGREEMENTS, ETC.

Pro rata contract with Adams Express Company.
 Mail carried on route, No. 8168, at \$42.75 per mile.
 Pro rata contract with Pennsylvania Railroad Company.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| General officers. | 1 | \$2,500 00 | 6 91 |
| General office clerks. | 4 | 3,080 00 | 7 70 |
| Station agents. | 4 | 2,280 00 | 5 68 |
| Enginemen. | 4 | 3,780 00 | 9 53 |
| Firemen. | 4 | 1,920 00 | 4 73 |
| Conductors. | 4 | 3,480 00 | 8 43 |
| Other trainmen. | 11 | 5,280 00 | 4 80 |
| Shopmen. | 1 | 624 00 | 1 50 |
| Section foremen. | 5 | 2,700 00 | 5 40 |
| Other trackmen. | 30 | 11,350 00 | 3 15 |
| Telegraph operators and dispatchers. | 1 | 1,080 00 | 2 96 |
| All other employes and laborers. | 2 | 1,080 00 | 2 71 |
| Total. | 71 | \$89,634 00 | 12 50 |
| Distribution of above: | | | |
| General administration. | 1 | \$2,500 00 | 6 91 |
| Maintenance of way and structures. | 37 | 15,680 00 | 4 24 |
| Maintenance of equipment. | 1 | 624 00 | 1 50 |
| Conducting transportation. | 32 | 20,830 00 | 6 51 |
| Total. | 71 | \$39,634 00 | 12 50 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 71 | | |

CHARACTERISTICS OF ROAD.

| | |
|---|-------------|
| Bridges : | |
| Number iron, | 1 |
| Number wooden, | 2 |
| Number combination, | 16 |
| Telegraph : | |
| Miles of line owned by this company, | 27.5 |
| Miles of wire owned by this company, | 27.5 |
| Miles of line operated by this company. | 25 |
| Miles of wire operated by this company, | 25 |
| Gauge of track, | 4 ft. 9 in. |

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? From earnings.

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization : June 27, 1835. Act of incorporation by Legislature of Pennsylvania April 2, 1831.

By what authority incorporated : Laws of Pennsylvania, act April 2, 1831 ; supplemental acts April 15, 1835, February 18, 1836, February 21, 1836, March 17 and 31, 1836, April 14, 1838, April 14, 1845, April 10 and 21, 1846, February 15, 1848, March 7, 1849, April 15, 1851, May 4, 1852, April 1, 1856, March 30, 1858, May 1, 1861, and March 22, 1865.

If a consolidated company, name the constituent companies : The Franklin Railroad Company was consolidated with the Cumberland Valley Railroad Company June 1, 1865, by merger under act of the Pennsylvania Legislature May 16, 1861.

The Franklin Railroad Company was incorporated by act of the Pennsylvania Legislature March 12, 1832 ; supplemental acts June 13, 1836, April 1, 1852, January 28 and March 17, 1853, April 9, 1856, May 12, 1857, and February 2, 1859. Also by acts of the Maryland Legislature January 16, 1837 ; supplemental acts May 12, 1853, March 6, 1856, May 12, 1857, and April 4, 1870.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------------|-----------------------------|
| Thomas B. Kennedy | Chambersburg, Pa. | October 3, 1892. |
| John Stewart, | Chambersburg, Pa. | do. |
| Wistar Morris, | Philadelphia, Pa. | do. |
| George B. Roberts, | Philadelphia, | do. |
| J. N. DuBarry, | Philadelphia, | do. |
| John P. Green, | Philadelphia, | do. |
| H. H. Houston, | Philadelphia, | do. |
| A. J. Cassatt, | Haverford, Pa., | do. |
| W. W. Jennings, | Harrisburg, Pa., | do. |
| J. Herman Bosler, | Carlisle, Pa., | do. |
| Edward P. Watts, | Carlisle, Pa., | do. |

Date of last meeting of stockholders for election of directors : October 5, 1891.

Postoffice address of general office : Chambersburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|------------------------------|-------------------|
| President, | Thomas B. Kennedy, | Chambersburg, Pa. |
| Vice President, | John Stewart, | Chambersburg, Pa. |
| Secretary, | W. M. Biddle, | Chambersburg, Pa. |
| Treasurer, | | |
| Chief Engineer, | C. Ives, | Chambersburg, Pa. |
| Auditor, | W. L. Ritchey, | Chambersburg, Pa. |
| General Passenger Agent, | H. A. Riddle, | Chambersburg, Pa. |
| General Freight Agent, | A. J. Langdon, | Harrisburg, Pa. |
| General Superintendent, | J. F. Boyd, | Chambersburg, Pa. |
| General Baggage Agent, | H. A. Riddle, | Chambersburg, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-------------------------------|---------------------------|------------------------|--|
| | From— | To— | | |
| Cumberland Valley railroad. | Harrisburg. | West Virginia State Line. | 82.18 | 68.20 |
| Dillsburg and Mechanicsburg. | Junction with C. V. R. R. | Dillsburg. | 7.70 | 7.70 |
| South Pennsylvania Railway and Mining Company. | Junction with C. V. R. R. | Mercersburg. | 18.60 | 18.60 |
| South Pennsylvania Railway and Mining Company. | Mercersburg Junction. | Richmond. | 7.80 | 7.80 |
| Cumberland Valley and Martinsburg railroad. | West Virginia State Line. | Winchester. | 38.65 | ..... |
| Total mileage operated. | | | 144.93 | 97.30 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. |
|---|--------------------|-------------|
| Southern Pennsylvania Iron and Railroad Company, 525. | \$525,000 00 | 7 per cent. |
| Southern Pennsylvania Iron and Railroad Company, 168. | 16,800 00 | 7 per cent. |
| Dillsburg and Mechanicsburg Railroad Company, 100. | 100,000 00 | 6 per cent. |
| Mont Alto Railroad Company, 106. | 106,000 00 | 7 per cent. |
| Gettysburg and Harrisburg Railroad Company, 12. | 12,000 00 | 6 per cent. |
| Gettysburg and Harrisburg Railroad Company, 12. | 6,000 00 | 6 per cent. |

STOCKS OWNED.

| | |
|---|---------------------|
| South Pennsylvania Railway and Mining Company (total par value), | \$400,000 00 |
| Carlisle Manufacturing Company (total par value), | 6,250 00 |
| Dillsburg and Mechanicsburg Railroad Company (total par value), | 45,700 00 |
| Mont Alto Railroad Company (total par value), | 56,675 00 |
| Cumberland Valley and Martinsburg Railroad Company (total par value), | 440,900 00 |
| Total, | \$949,525 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|------------------------------|-----------------------|
| Cost of road. | \$3,055,020 74 | Capital stock. | \$1,777,850 00 |
| Bonds of other companies owned. | 272,300 00 | Funded debt. | 270,000 00 |
| Stocks of other companies owned. | 294,484 33 | Current liabilities. | 128,416 67 |
| Cash and current assets. | 307,518 36 | Profit and loss. | 771,121 87 |
| Other assets: | | | |
| Sinking fund. | 7,615 11 | | |
| Total, | \$3,947,898 54 | Total, | \$3,947,898 54 |

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.—Railroad company furnishes motive power and cars for which the express company pays forty per cent. of its receipts.

United States Government.—For the transportation of mails, no change in the contract reported last year.

Connecting railroads for the mutual interchange of traffic, settlement for which is made monthly, upon basis of distance carried by each.

Western Union Telegraph Company.—At several points through which the telegraph line passes, the railroad company furnishes offices and receives one-half the receipts.

The railroad of the Southern Pennsylvania Railway and Mining Company, the Dillsburg and Mechanicsburg railroad, and the Cumberland Valley and Martinsburg railroad, branch lines of the Cumberland Valley railroad, are leased to the latter company and operated as part of its system upon the terms that the receipts from operation shall first be applied to cost of maintaining, keeping and perpetuating the properties and equipment used thereon, and all other expenses of operating the same, including taxes, insurance, etc. The balance, if any, to be paid to the respective lessor companies.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers. | 5 | \$16,000 00 | .. . . . |
| General office clerks. | 12 | 9,360 00 | \$2 50 |
| Station agents. | 19 | 20,155 20 | 3 40 |
| Other station men. | 154 | 69,689 60 | 1 45 |
| Enginemen. | 38 | 30,488 64 | 3 49 |
| Firemen. | 29 | 16,196 92 | 1 79 |
| Conductors. | 28 | 24,722 88 | 2 83 |
| Other trainmen. | 65 | 34,881 00 | 1 73 |
| Machinists. | 27 | 18,954 00 | 2 26 |
| Carpenters. | 45 | 28,278 44 | 1 97 |
| Other shopmen. | 109 | 51,863 08 | 1 51 |
| Section foremen. | 22 | 14,400 00 | 1 00 |
| Other trackmen. | 227 | 84,369 80 | 1 22 |
| Switchmen, flagmen and watchmen. | 27 | 10,108 80 | 1 20 |
| Telegraph operators and dispatchers. | 8 | 8,480 00 | 3 73 |
| All other employes and laborers. | 41 | 15,084 56 | 1 18 |
| Total. | 849 | \$448,186 52 | \$1 69 |
| Distribution of above: | | | |
| General administration. | 17 | \$25,260 00 | \$4 78 |
| Maintenance of way and structures. | 289 | 118,774 16 | 1 29 |
| Maintenance of equipment. | 161 | 85,672 08 | 1 70 |
| Conducting transportation. | 383 | 230,379 28 | 1 86 |
| Total. | 849 | \$448,186 52 | .. . . . |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone. | 9 | 5 |
| Number iron. | 38 | 19 |
| Number wooden. | 11 | 2 |
| Trestles: | | |
| Number. | 3 | 2 |
| Aggregate length (feet). | 986 | 786 |
| Telegraph: | | |
| Miles of line owned by this company. | 54 | 12 |
| Miles of wire owned by this company. | 208 | 154 |
| Miles of line operated by this company. | 54 | 12 |
| Miles of wire operated by this company. | 208 | 154 |
| Miles of line operated by Western Union Telegraph Company. | 74 | .. . . . |
| Miles of wire operated by Western Union Telegraph Company. | 666 | .. . . . |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Harrisburg station, Pennsylvania Railroad Company.

DANVILLE AND SHAMOKIN RAILROAD COMPANY.

Date of organization : June 14, 1879.

By what authority incorporated : General railroad laws, Commonwealth of Pennsylvania.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|------------------------|---------------------------------|
| George DeB. Keim | Philadelphia | Second Monday in January, 1898. |
| A. J. Antelo | Philadelphia | do. do. |
| Thomas Dolan | Philadelphia | do. do. |
| Samuel R. Shipley | Philadelphia | do. do. |
| W. R. Taylor | Philadelphia | do. do. |
| James Boyd | Norristown | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|--------------------------|---------------|
| President | A. A. McLeod | Philadelphia. |
| Secretary | Howard Hancock | do. |
| Treasurer | John Welsh | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|------------|----------------|---------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Danville and Shamokin Railroad Company. | Shamokin, | Danville, Pa., | Road under construction. | 19 | 19 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------|-------------|-------------------------|-------------|
| Cost of road | \$26,710 00 | Capital stock | \$26,710 00 |
| Total | \$26,710 00 | Total | \$26,710 00 |

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in.

DAUPHIN AND BERKS RAILROAD COMPANY.

Date of organization : February 11, 1882.

By what authority incorporated : General railroad incorporation acts, Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies : South Mountain Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|-----------------------|-----------------------------|
| Geo. DeB. Keim. | Philadelphia. | First Monday in May, 1893. |
| A. J. Antelo, | do. | do. do. |
| Thomas Cochran. | do. | do. do. |
| Albert Foster, | do. | do. do. |
| W. B. Taylor, | do. | do. do. |
| J. M. Landis, | do. | do. do. |

Date of last meeting of stockholders for election of directors : May 2.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------|-------------------------|---------------|
| President. | A. A. McLeod. | Philadelphia. |
| Secretary, | Howard Hanceck. | do. |
| Treasurer, | John Welch. | do. |
| Comptroller, | D. Jones, | do. |

PROPERTY OPERATED.

Road under construction.

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|-------------------------|--------------|--------------------------|--------------|
| Cost of road, | \$100,000 00 | Capital stock, | \$100,000 00 |
| Total, | \$100,000 00 | Total, | \$100,000 00 |

EMPLOYES AND SALARIES.

General officers, 4 ; compensation, nothing.

DELAWARE HUDSON AND CANAL COMPANY.

Date of organization : April 23, 1823.

By what authority incorporated : State of New York and recognized by the Commonwealth of Pennsylvania.

Statutes and amendments by the State of New York: April 7, 1824; November 10, 1824; April 20, 1825; March 10, 1827; May 2, 1829; February 12, 1830; April 17, 1830; April 17, 1862; March 25, 1863; May 9, 1867; May 7, 1872; June 1, 1880; April 23, 1883; May 7, 1886.

Statutes and amendments by the Commonwealth of Pennsylvania: March 13, 1823; April 1, 1825; June 21, 1825; April 5, 1826; November 24, 1828; March 23, 1830; April 11, 1848; April 30, 1852; April 7, 1858; March 12, 1859; April 11, 1861; April 18, 1861; September 20, 1866; April 13, 1868; March 24, 1870; May 12, 1871; May 18, 1871; April 15, 1869; chapter VIII, 1826.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|---------------------|------------------------------|
| LeG. B. Cannon. | New York city. | Second Tuesday in May, 1898. |
| James Roosevelt. | Hyde Park, N. Y. | do. do. |
| Robert M. Olyphant. | New York city. | do. do. |
| Benjamin H. Bristow. | New York city. | do. do. |
| B. Suydam Grant. | New York city. | do. do. |
| Wm. H. Tillinghast. | New York city. | do. do. |
| Alfred Van Santvoord. | New York city. | do. do. |
| James A. Roosevelt. | New York city. | do. do. |
| Alexander M. Orr. | New York city. | do. do. |
| Oliver P. C. Billings. | New York city. | do. do. |
| Samuel Spencer. | New York city. | do. do. |
| Cornelius Vanderbilt. | New York city. | do. do. |
| Chauncey M. Depew. | New York city. | do. do. |

Date of last meeting of stockholders for election of directors : May 10, 1892.

Postoffice address of general office : New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------|-----------------|
| President. | Robert M. Olyphant. | New York city. |
| Vice President. | LeGrand B. Cannon. | New York city. |
| Second Vice President. | Horace G. Young. | Albany, N. Y. |
| Secretary. | F. M. Olyphant. | New York city. |
| Treasurer. | C. A. Walker. | New York city. |
| Chief Engineer. | A. J. Swift. | Albany, N. Y. |
| General Solicitor, Attorney or Counsel. | Edwin Young. | Albany, N. Y. |
| Auditor. | S. T. S. Henry. | New York city. |
| General Passenger Agent. | J. W. Burdick. | Albany, N. Y. |
| General Freight Agent. | James Colhoun. | Albany, N. Y. |
| Superintendent. | C. R. Manville. | Carbondale, Pa. |
| Superintendent of Telegraph. | Chas. Petersen. | Honesdale, Pa. |
| General Baggage Agent. | C. S. Pease. | Albany, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|----------------------|----------------------|------------------------|--|
| | From— | To— | | |
| <i>Main line owned.</i> | | | | |
| Lackawanna and Susquehanna railroad. | Nineveh, N. Y. | Jefferson Junc., Pa. | 22.01 | 4.95 |
| Valley railroad. | Carbondale, Pa. | Scranton, Pa. | 16.77 | 16.77 |
| Branches and spurs owned. | Collieries. | Main line. | 1.80 | 1.80 |
| <i>Operated under lease or trackage contract.</i> | | | | |
| Northern Coal and Iron Company. | Green Ridge, Pa. | Plymouth, Pa. | 21.98 | 21.98 |
| Jefferson railroad. | Jefferson Junc., Pa. | Carbondale, Pa. | 34.60 | 34.60 |
| Delaware, Lackawanna and Western railroad. | Scranton, Pa. | Scranton, Pa. | .44 | .44 |
| Nanticoke railroad. | Mill Creek, Pa. | Wilkesbarre, Pa. | 2.40 | 2.40 |
| Lehigh Valley railroad. | Wilkesbarre, Pa. | S. Wilkesbarre, Pa. | 1.62 | 1.62 |
| Lackawanna and Bloomsburg railroad. | Plymouth, Pa. | Bull Run, Pa. | .78 | .78 |
| Gravity railroad owned. | Olyphant, Pa. | Honesdale, Pa. | 26.31 | 26.31 |
| | Honesdale, Pa. | Olyphant, Pa. | 29.92 | 29.92 |
| Total mileage operated. | | | 158.68 | 140.98 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|-----------------------|--------------|------------------------------|
| United States Hotel, Saratoga. | \$27,708 00 | 8 per cent., | \$2,216 24 |
| Keeseville, Ausable Chasm and Lake Champlain Railroad Company. | 15,000 00 | 6 per cent., | 900 00 |
| Rensselaer and Saratoga Railroad Company. | 3,000 00 | 7 per cent., | 210 00 |
| Other bonds. | 3,770,000 00 | | |
| Total. | \$3,815,708 00 | | \$3,326 24 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|-----------------------|---------------|------------------------------|
| Rensselaer and Saratoga Railroad Company. | \$1,600,000 00 | 8 per cent., | \$128,000 00 |
| Albany and Susquehanna Railroad Company. | 450,000 00 | 7 per cent., | 31,500 00 |
| Rutland Railroad Company, preferred stock. | 3,000,000 00 | 4 per cent., | 120,000 00 |
| Rutland Railroad Company, common stock. | 1,000,000 00 | | |
| Jackson Coal Company. | 106,666 66 | 7½ per cent., | 7,996 65 |
| Providence Gas and Water Company. | 47,000 00 | 8½ per cent., | 3,760 00 |
| Archbald Water Company. | 3,000 00 | 8½ per cent., | 262 50 |
| Olyphant Water Company. | 12,000 00 | 3 per cent., | 360 00 |
| Champlain Transportation Company. | 16,850 00 | 10 per cent., | 1,685 00 |
| Delaware and Hudson Canal Company. | 400 00 | 7 per cent., | 28 00 |
| Colliery Engineer Company. | 500 00 | 6 per cent., | 30 00 |
| <i>Other stocks as follows:</i> | | | |
| Carbondale Gas Company. | \$8,500 00 | | |
| Von Storch Coal Company. | 18,300 00 | | |
| Schenectady and Duaneburg Railroad Company. | 100,500 00 | | |
| New Jersey and New York Railroad Company. | 10,800 00 | | |
| United States Metallic Packing Company. | 2,500 00 | | |
| Whitehall and Plattsburg Railroad Company. | 8,400 00 | | |
| Troy Steel and Iron Company. | 50,000 00 | | |
| Adirondack Stage Company. | 2,500 00 | | |
| Bluff Point Land Improvement Company. | 100,000 00 | | |
| Chateaugay Oil and Iron Company. | 300,000 00 | | |
| | 601,500 00 | | |
| Total. | \$6,837,916 66 | | \$298,512 15 |

GENERAL BALANCE SHEET.—(December 31, 1891.)

| DR. | | CR. | |
|---------------------------------------|-----------------|-----------------------------------|-----------------|
| Canal. | 86,889,210 49 | Capital stock. | 890,000,000 00 |
| Railroad and equipment. | 9,345,802 37 | Bonds: | |
| Real estate. \$5,821,188 12 | | 1894. | \$4,829,000 00 |
| Real estate, Northern | | 1917. | 5,000,000 00 |
| Coal and Iron Com- | | | 9,829,000 00 |
| pany. 5,699,641 54 | | Interest and dividends, payable | |
| | 11,520,779 68 | January 1, 1892. | 443,828 00 |
| Mine fixtures and equipment. | 2,609,766 00 | Dividends, interest and bonds un- | |
| Boats barges and steamboats. | 447,377 39 | paid. | 280,370 08 |
| Coal yards and fixtures. | 839,774 00 | Loans payable. | 1,200,000 00 |
| Lackawanna and Susquehanna rail- | 185,182 64 | Surplus or dividend fund. | 5,622,768 17 |
| road. | 1,087,577 16 | | |
| Cherry Valley, Sharon and Albany | | | |
| railroad. | 210,000 00 | | |
| New York and Canada railroad. | 4,063,029 91 | | |
| Mechanicville and Fort Edward rail- | | | |
| road. | 54,906 07 | | |
| Schenectady and Mechanicville rail- | | | |
| road. | 214,895 01 | | |
| Construction, Albany and Susque- | | | |
| hanna railroad. | 345,528 24 | | |
| Telegraph lines. | 18,707 74 | | |
| Supplies on hand. | 1,331,818 49 | | |
| Shop machinery, tools, etc. | 391,347 12 | | |
| Coal on hand. | 1,061,822 55 | | |
| Advances to leased lines. | 376 16 | | |
| Miscellaneous assets, viz.: | | | |
| Bonds. | 58,470 00 | | |
| Stocks as follows: | | | |
| Albany and Susque- | | | |
| hanna railroad, | | | |
| 4,500 shares. | \$450,000 00 | | |
| Renascence and Sar- | | | |
| atoga railroad, 16- | | | |
| 000 shares. | 1,000,000 00 | | |
| Rutland railroad, | | | |
| 40,000 shares. | 1,500,000 00 | | |
| Adirondack railroad. | 711,149 44 | | |
| Sundry stocks. | 357,982 22 | | |
| | 4,619,181 76 | | |
| Advanced royalties on coal. | 1,045,200 06 | | |
| Cash. | 1,296,841 10 | | |
| Bills and accounts re- | | | |
| ceivable. \$2,560,375 37 | | | |
| Less December pay rolls | | | |
| and vouchers, pay- | | | |
| able after January 1. | 2,148,990 54 | | |
| | 446,384 78 | | |
| Total. | \$47,575,966 25 | Total. | \$47,575,966 25 |

CONTRACTS, AGREEMENTS, ETC.

The National Express Company has, by contract, the right to handle express matter on the line of this road.

Mails are carried at the rate fixed by the Postoffice Department.

Joint freight traffic agreements exist with the following named companies, the revenue being divided on the basis of mileage: New York, Lake Erie and Western Railroad Company; Central Railroad Company of New Jersey; Delaware, Lackawanna and Western Railroad Company; Lehigh Valley Railroad Company, and Pennsylvania Railroad Company.

Contracts giving this company trackage rights on other roads are in force with the following named companies: New York, Lake Erie and Western Railroad Company (Jefferson branch); Central Railroad Company of New Jersey (Nanticoke railroad); Lehigh Valley Railroad Company (through their Wilkesbarre yard); Delaware, Lackawanna and Western Railroad Company (Plymouth Junction to Bull Run and passenger tracks at Scranton, Pa.).

A contract with the Central Railroad of New Jersey gives that company trackage rights on our road between Mill Creek and Union Junction.

An agreement with the Delaware, Lackawanna and Western Railroad Company gives that company the right to use our tracks, for coal trains only, between Vine street, Scranton, and Green Ridge.

An agreement with the Lehigh and Wilkesbarre Coal Company gives that company trackage rights on our road for coal trains only, between South Wilkesbarre and Plymouth Junction

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|--------------|---------------------------------|----------------------------------|
| General officers. | 7 | \$14,200 00 | |
| General office clerks. | 7 | 6,560 00 | \$2 99 |
| Station agents. | 34 | 19,900 54 | 1 87 |
| Other station men. | 87 | 30,484 95 | 1 45 |
| Enginemen. | 75 | 79,815 00 | 3 40 |
| Firemen. | 74 | 45,165 90 | 1 95 |
| Conductors. | 65 | 51,308 40 | 2 53 |
| Other trainmen. | 237 | 137,682 09 | 1 87 |
| Machinists. | 51 | 32,387 84 | 2 07 |
| Carpenters. | 35 | 17,685 50 | 1 63 |
| Other shopmen. | 123 | 52,529 73 | 1 39 |
| Section foremen. | 23 | 12,916 80 | 1 80 |
| Other trackmen. | 184 | 61,205 76 | 1 08 |
| Switchmen, flagmen and watchmen. | 61 | 22,575 49 | 1 19 |
| Telegraph operators and dispatchers. | 20 | 10,298 00 | 1 65 |
| All other employes and laborers. | 114 | 44,881 80 | 1 37 |
| Total. | 1,197 | \$649,585 80 | \$1 73 |
| Distribution of above: | | | |
| General administration. | 14 | \$30,750 00 | \$4 74 |
| Maintenance of way and structures. | 207 | 74,122 56 | 1 14 |
| Maintenance of equipment. | 309 | 108,453 07 | 1 56 |
| Conducting transportation. | 767 | 451,260 17 | 1 88 |
| Total. | 1,197 | \$649,585 00 | \$1 73 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 1,048 | \$579,136 91 | \$1 79 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENN- SYLVANIA. |
|---|--------------------------------|-----------------------|
| Bridges (culverts excluded): | | |
| Number iron. | 33 | 23 |
| Number wooden. | 56 | 55 |
| Trestles: | | |
| Number. | 14 | 14 |
| Aggregate length (feet). | 4,743 | 4,743 |
| Telegraph: | | |
| Miles of line owned by this company. | 149 | 132 |
| Miles of wire owned by this company. | 268 | 253 |
| Miles of line operated by this company. | 149 | 132 |
| Miles of wire operated by this company. | 268 | 253 |

Gauge of track : 4 feet 8½ inches in locomotive road, and 4 feet 3 inches in gravity road, between Valley Junction and Mill Creek; the locomotive road has both gauges.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: At Wilkesbarre, Pa., this company rents of the Lehigh Valley railroad its passenger depot and tracks, using the same for passenger business only.

At Scranton, Pa., this company uses the passenger depot and tracks approaching thereto, of the Delaware, Lackawanna and Western railroad, paying rental for the same.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization : March 11, 1853.

By what authority incorporated : Special act of Pennsylvania No. 123, approved March 11, 1853.

If a consolidated company, name the constituent companies : Originally the Liggett's Gap railroad, incorporated by special act of Pennsylvania legislature, approved April 7, 1832. Name changed to Lackawanna and Western railroad, by special act of Pennsylvania legislature, approved April 14, 1851, and consolidated under special act of Pennsylvania legislature, approved March 11, 1853, with the Delaware and Cobb's Gap railroad (incorporated by special act of Pennsylvania legislature, approved April 7, 1849), under present title. (Road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware river, May 27, 1856.) The following have been since consolidated with and merged into this company : Keyser Valley railroad (incorporated under special act of Pennsylvania legislature, approved March 13, 1865), on December 27, 1865 ; Nanticoke Coal and Iron Company (incorporated under special act of Pennsylvania legislature, approved April 13, 1864), on August 12, 1870 ; Lackawanna and Bloomsburg railroad (incorporated by special act of Pennsylvania legislature, approved April 15, 1852), on June 17, 1873.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|---------------------|------------------------------|
| John T. Blair. | Blairtown, N. J. | One year from last election. |
| George Bliss. | New York city. | do. do. |
| Percy R. Pyne. | New York city. | do. do. |
| Wilson G. Hunt. | New York city. | do. do. |
| Benjamin G. Clarke. | New York city. | do. do. |
| Andrew T. McClintock. | Wilkesbarre, Pa. | do. do. |
| William H. Appleton. | New York city. | do. do. |
| William W. Astor. | New York city. | do. do. |
| Henry A. C. Taylor. | New York city. | do. do. |
| Eugene Higgins. | New York city. | do. do. |
| William Rockefeller. | New York city. | do. do. |
| T. Rogers Maxwell. | New York city. | do. do. |
| George F. Baker. | New York city. | do. do. |

Date of last meeting of stockholders for election of directors : February 23, 1892.

Postoffice address of general office : No. 26 Exchange place, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------------|-----------------------|---------------------------------------|
| President. | Samuel Sloan. | No. 26 Exchange place, New York city. |
| Vice President. | Percy R. Pyne. | No. 26 Exchange place, New York city. |
| Second Vice President. | Edwin R. Holden. | No. 26 Exchange place, New York city. |
| Third Vice President. | William S. Sloan. | No. 26 Exchange place, New York city. |
| Secretary and Auditor. | Fred. F. Chambers. | No. 26 Exchange place, New York city. |
| Treasurer. | Fred. H. Gibbens. | No. 26 Exchange place, New York city. |
| Assistant Treasurer. | Arthur D. Chambers. | No. 26 Exchange place, New York city. |
| Chief Engineer. | James Archbald. | Scranton, Pa. |
| Assistant Auditor. | William C. Swift. | No. 26 Exchange place, New York city. |
| General Manager. | William F. Hallstead. | Scranton, Pa. |
| Traffic Manager. | Benjamin A. Hegeman. | No. 26 Exchange place, New York city. |
| General Passenger Agent. | William F. Holwill. | No. 26 Exchange place, New York city. |
| General Ticket Agent. | Henry C. Hicks. | No. 26 Exchange place, New York city. |
| Assistant General Freight Agent. | Garrett Bogart. | Scranton, Pa. |
| Division Superintendent. | L. E. Foley. | No. 26 Exchange place, New York city. |
| Superintendent of Telegraph. | G. E. Zippel. | Hoboken, N. J. |
| General Baggage Agent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|---|---|------------------------|--|
| | From— | To— | | |
| <i>Main line owned.</i> | | | | |
| Northern division. | Scranton. | Penn'a and New York State Line. | 50.56 | |
| Southern division. | Scranton. | Delaware River. | 64.25 | |
| Western division. | Scranton. | Susquehanna River. | 80.00 | |
| | | | 194.61 | 194.61 |
| <i>Branch line owned.</i> | | | | |
| Keyser Valley. | Keyser Valley Junc. | Keyser Valley. | 6.43 | |
| Winton. | Nay Aug. | Winton. | 7.50 | |
| Storrs. | Winton Junction. | Storr's Mine. | 2.80 | |
| | | | 16.73 | 16.73 |
| <i>Lines operated under lease, etc.</i> | | | | |
| Morris and Essex. | Hudson River. | Delaware River. | 119.85 | |
| Morris and Essex Extension. | M. & E. Junction. | Paterson, N. J. | 1.91 | |
| Newark and Bloomfield. | Roseville Junction. | Montclair, N. J. | 4.24 | |
| Passaic and Delaware. | Summit Junction. | Bernardsville, N. J. | 13.69 | |
| Passaic and Delaware Extension. | Bernardsville. | Cladstone, N. J. | 7.40 | |
| Chester. | Chester Junction. | Chester, N. J. | 10.02 | |
| Warren. | Delaware River. | New Hampton Junc. | 18.80 | |
| New York, Lackawanna and Western. | Binghamton. | Buffalo, N. Y. | 214.20 | 6.41 |
| Greene. | Chenango Forks. | Greene, N. Y. | 8.10 | |
| Utica Chenango and Susq. Valley. | Greene. | Utica, N. Y. | 97.41 | |
| Cayuga and Susquehanna. | Susquehanna River. | Ithaca, N. Y. | 34.41 | |
| Oswego and Syracuse. | Syracuse. | Oswego, N. Y. | 34.98 | |
| Valley. | Penn'a and New York State Line. | Binghamton, N. Y. | 11.64 | |
| | | | 576.95 | |
| Total mileage operated. | | | 788.29 | 217.75 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|-----------------------|-------|------------------------------|
| Green Bay, Winona and St. Paul railroad, first mortgage. | \$41,000 00 | | |
| Green Bay, Winona and St. Paul railroad, 1906. | 3,000 00 | 6 | \$240 00 |
| Oxford Iron and Nail Company, first mortgage. | 110,000 00 | 6 | 6,600 00 |
| Oxford Iron and Nail Company, second mortgage. | 42,000 00 | 6 | 2,520 00 |
| Rochester, Hornellville and Lackawanna railroad, first mortgage. | 5,000 00 | | |
| Morris and Essex Railroad Company, consolidated guaranteed mortgage. | 42,000 00 | 7 | 54,868 85 |
| New York, Lackawanna and Western Railway Company, terminal and improvement mortgage. | 3,816,000 00 | 4 | 123,010 41 |
| New York, Lackawanna and Western Railway Company, construction. | 2,000,000 00 | 5 | 100,000 00 |
| Syracuse and Baldwinville railroad, scrip, etc. | 140,120 37 | | |
| Total. | \$6,169,120 37 | | \$228,499 26 |
| Valued at \$3,028,782.50. | | | |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|------------------|-------|------------------------------|
| Syracuse, Birmingham and New York railroad. | \$1,972,900 00 | 18 | \$256,477 00 |
| Sussex railroad. | 16,650 00 | | |
| Crown Point Iron Company. | 12,500 00 | | |
| Lackawanna Iron and Coal Company. | 25,800 00 | 12½ | 3,225 00 |
| Oxford Iron and Nail Company. | 263,000 00 | | |
| Providence Gas and Water Company. | 78,200 00 | 8 | 6,256 00 |
| Catawissa Bridge Company. | 1,000 00 | | |
| Bangor Union State Company. | 17,500 00 | | |
| Valley Railroad Company. | 24,800 00 | 5 | 1,215 00 |
| Utica, Chenango and Susquehanna Valley railway. | 40,800 00 | 6 | 2,448 00 |
| Morris and Essex railroad. | 500,000 00 | 7 | 35,000 00 |
| Warren railroad. | 10,000 00 | 7 | 700 00 |
| Newark and Bloomfield railroad. | 97,450 00 | 6 | 5,847 00 |
| Greene railroad. | 400 00 | 6 | 24 00 |
| Passaic and Delaware railroad. | 110,600 00 | 5 | 5,530 00 |
| New York, Lackawanna and Western Railway Company. | 689,500 00 | 5 | 34,777 50 |
| Chester Railroad Company. | 65,050 00 | | |
| Morris and Essex Extension Railroad Company. | 45,000 00 | 4 | 1,800 00 |
| Lackawanna and Montrose Railroad Company. | 77,900 00 | | |
| Total. | \$4,047,350 00 | | \$553,299 50 |
| Valued at \$3,805,176.00. | | | |

GENERAL BALANCE SHEET.

| DR. | | | CR. | |
|--|-----------------|-----------------|--|-----------------|
| Cost of road. | \$17,281,798 89 | | Capital stock. | \$26,200,000 00 |
| Cost of equipment. | 9,567,964 64 | | Funded debt. | 8,067,000 00 |
| | | \$26,849,763 53 | Current liabilities. | 10,060,545 86 |
| Bonds of other companies owned. | \$6,028,782 50 | | Accrued interest on funded debt not yet payable. | 71,563 33 |
| Stocks of other companies owned. | 3,805,176 00 | | Profit and loss. | 16,100,033 81 |
| | | 9,833,958 50 | | |
| Other permanent investments: Coal lands, coal yards and improvements | 7,730,399 78 | | | |
| Cash and current assets. | 11,005,021 18 | | | |
| Total. | \$55,489,142 99 | | Total. | \$55,489,142 99 |

IMPORTANT CHANGES DURING THE YEAR.

Bonded debt maturing June 1, 1892, paid off, thus reducing same, \$600,000.

United States Express Company, produce dispatch.

United States Postoffice Department.

Pullman's Palace Car Company.

Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Express Company, New York Dispatch Refrigerator Line, American Refrigerator Transit Company.

Freight connections and junctional points (numbers indicate distances from Hoboken, N. J.)—Bangor and Portland—Portland, Pa., 83. Bloomsburg and Sullivan—Bloomsburg, Pa., 201. Buffalo Creek—East Buffalo, N. Y., 405. Buffalo, Rochester and Pittsburg—B., R. & P. Junction, N. Y., 305. Central Railroad of New Jersey—Hoboken, N. J. (via float); Lake Junction, N. J., 42; New Hampton, N. J., 72; Phillipsburg, N. J., 80; Port Oram, N. J., 40; Rockaway, N. J., 38; South Wilkesbarre, Pa., 166; Taylorville, Pa., 148. Delaware and Hudson Canal Company—Binghamton, N. Y., 207; Scranton, Pa., 145; Taylorville, Pa., 148. Elmira, Cortland and Northern Cortland, N. Y., 250; Elmira, N. Y., 264; Wilseyville, N. Y., 242. Erie and Wyoming—Nay Aug., Pa., 139. Fall Brook Coal Company—Corning, N. Y., 289. Grand Trunk—Black Rock, N. Y., 414. Lake Shore and Michigan Southern—East Buffalo, N. Y., 405. Lehigh and Hudson—Franklin, N. J., 75. Lehigh Valley—East Buffalo, N. Y., 505; Elmira, N. Y., 264; Ithaca, N. Y., 261; Phillipsburg, N. J., 80; Pittston, Pa., 154; South Wilkesbarre, Pa., 166; Waverly, N. Y., 246. Long Island—Hoboken, N. J. (via float). Michigan Central—Black Rock, N. Y., 414. Mount Hope Mineral

—Port Oram, N. J., 40. New York and Greenwood Lake—Mountain View, N. J., 21. New York and Northern—Hoboken, N. J. (via float). New York, Chicago and St. Louis—East Buffalo, N. Y., 405. New York Central and Hudson River—Black Rock, N. Y., 414; Hoboken, N. J. (via float); Syracuse, N. Y., 287; Utica, N. Y., 802. New York, Lake Erie and Western—Bergen Junction, N. J., 2; Binghamton, N. Y., 207; Black Rock, N. Y., 414; East Buffalo, N. Y., 405; Elmira, N. Y., 264; Owego, N. Y., 228; Patterson, N. J., 15. New York, New Haven and Hartford—Hoboken, N. J. (via float). New York, Ontario and Western—Norwich, N. Y., 248; Scranton, Pa., 145; Utica, N. Y., 302. New York, Susquehanna and Western—Bergen Junction, N. J., 2; Delaware, N. J., 80; Franklin, N. J., 75; Gravel Place, Pa., 94. Northern Central (P. R. R.)—Elmira, N. Y., 264. Pennsylvania—Harrison, N. J., 7; Manunka Chunk, N. J., 77; Nanticoke, Pa., 169; Phillipsburg, N. J., 80; South Wilkesbarre, Pa., 166. Pennsylvania, Poughkeepsie and Boston—Augusta, N. Y., 70; Portland, Pa., 83. Philadelphia and Erie (P. R. R.)—Northumberland, Pa., 225. Philadelphia and Reading—Rupert, Pa., 202. Rochester, Hornellsville and Lackawanna—Wayland, N. Y., 327. Rome, Watertown and Ogdensburg—Oswego, N. Y., 322. Southern Central—Owego, N. Y., 228. Western New York and Pennsylvania—East Buffalo, N. Y., 405; Mt. Morris, N. Y., 348. West Shore—Black Rock, N. Y., 414; Utica, N. Y., 302.

Lackawanna Transportation Company, Northern Steamship Company, Green Bay Line, Clover Leaf Line, Lake Erie Transportation Company, Union Transit Company, at Buffalo, N. Y.

Western Union Telegraph Company.

Trackage contract with Syracuse, Binghamton and New York Railroad Company.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|--------------|---------------------------------|----------------------------------|
| General officers. | 15 | \$101,000 00 | |
| General office clerks. | 3 | 3,480 00 | 83 72 |
| Shop clerks. | 11 | 8,459 63 | 2 46 |
| Station agents. | 53 | 28,938 00 | 1 75 |
| Other station men. | 119 | 51,408 00 | 1 38 |
| Enginemen. | 291 | 294,418 88 | 3 23 |
| Firemen. | 292 | 168,860 96 | 1 85 |
| Conductors. | 226 | 200,909 20 | 2 88 |
| Other trainmen. | 700 | 339,840 63 | 1 87 |
| Machinists. | 176 | 116,170 27 | 2 11 |
| Carpenters. | 561 | 238,821 70 | 1 70 |
| Other shopmen. | 920 | 356,786 58 | 1 24 |
| Section foremen. | 87 | 33,000 00 | 1 58 |
| Other trackmen. | 706 | 219,672 06 | 1 10 |
| Switchmen, flagmen and watchmen. | 240 | 145,373 54 | 1 90 |
| Telegraph operators and dispatchers. | 46 | 25,216 02 | 1 75 |
| All other employes and laborers. | 281 | 148,470 42 | 1 30 |
| Total. | 4,707 | \$2,476,884 91 | \$1 68 |
| Distribution of above: | | | |
| General administration. | 18 | \$104,480 00 | |
| Maintenance of way and structures. | 1,054 | 399,142 50 | \$1 21 |
| Maintenance of equipment. | 1,668 | 718,248 18 | 1 37 |
| Conducting transportation. | 1,967 | 1,255,014 23 | 2 03 |
| Total. | 4,707 | \$2,476,884 91 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 4,695 | \$2,388,884 91 | \$1 62 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 1 | 1 |
| Number iron, | 92 | 92 |
| Number wooden, | 6 | 6 |
| Number combination, | 1 | 1 |
| Trestles: | | |
| Number, | 2 | 2 |
| Aggregate length (feet), | 442 | 442 |
| Tunnels: | | |
| Number, | 3 | 3 |
| Maximum length (feet), | 2,177 | 2,177 |
| Minimum length, | 508 | 508 |
| Aggregate length of all tunnels, | 3,432 | 3,432 |
| Telegraph: | | |
| Miles of wire owned by this company, | None. | None. |
| Miles of line operated by this company, | 182.69 | 182.69 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Terminal facilities, piers 19 and 41 and Bulkheads, piers 40 and 42 North river, New York. pier South Ninth street, Williamsburg, N. Y., owned by Brooklyn and New York Ferry Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association; Freight Traffic Association Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Express Company, New York Dispatch Refrigerator Line, American Refrigerator Transit Company.

DELAWARE RIVER AND LANCASTER RAILROAD COMPANY.

Date of organization: October 12, 1871.

By what authority incorporated: Organized under special acts of the Legislature of Pennsylvania, as follows: Acts approved March 24, 1868, February 10, 1870, April 4, 1872.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|--|-----------------------------|
| Austin Gallagher, | 15 Wall street, New York, | January 21, 1893. |
| W. F. Herbert, Jr., | 15 Wall street, New York, | do. |
| E. S. Larchar, | 15 Wall street, New York, | do. |
| Willard Hodgson, | 15 Wall street, New York, | do. |
| Henry W. Watson, | 518 Walnut street, Philadelphia, | do. |
| John D. Skyles, | Lancaster, Pa., | do. |
| George Crane, | Columbia, Pa., | do. |
| Thomas Briggs, | Doylestown, Pa., | do. |
| J. K. Lineweaver, | Columbia, Pa., | do. |
| John O. Keim, | Sixteenth and Green streets, Phila., | do. |
| K. M. Bolenius, | Lancaster, Pa., | do. |
| J. H. Baumgardner, | Lancaster, Pa., | do. |

Date of last meeting of stockholders for election of directors: April 6, 1892.

Postoffice address of general office: Pughtown, Chester county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------|------------------------------------|
| President. | F. P. Avery. | Tuckhannock, Pa. |
| Vice President. | Austin Gallagher. | 15 Wall street, New York. |
| Secretary. | Robert Crane. | Drexel building, Philadelphia. |
| Treasurer. | George A. Searles. | 15 Wall street, New York. |
| Chief Engineer. | Isaac W. Guildin. | 1042 Chestnut street, Reading, Pa. |
| General Solicitor, Attorney or Counsel. | R. D. North. | Lancaster, Pa. |
| Auditor. | H. S. Beltenman. | Pughtown, Chester county, Pa. |
| General Manager. | George Potts. | Pughtown, Chester county, Pa. |
| General Messenger Agent. | | |
| General Ticket Agent. | | |
| General Freight Agent. | | |
| General Superintendent. | H. S. Beltenman. | Pughtown, Chester county, Pa. |
| Division Superintendent. | | |
| Superintendent of Telegraph. | | |
| Superintendent of Express. | | |
| General Baggage Agent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|---------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Delaware River and Lancaster railroad, | French Creek Junc., | St. Peters, | 12.6 | 12.6 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|--------------|--|--------------|
| Cost of road. | \$551,554 92 | Capital stock. | \$244,450 00 |
| Cost of equipment. | 6,620 00 | Funded debt. | 310,000 00 |
| Cash and current assets. | 3,228 21 | Current liabilities. | 54,188 62 |
| Other assets: | | Accrued interest on funded debt not yet payable. | 9,300 00 |
| Sundries. | 392 31 | | |
| Profit and loss. | 56,143 18 | | |
| Total. | \$617,938 62 | Total. | \$617,938 62 |

IMPORTANT CHANGES DURING THE YEAR.

Completed 1,175 feet of sidings and extension to quarries.

CONTRACTS, AGREEMENTS, ETC.

Carry United States mail under rules of department.

Traffic contract with Philadelphia and Reading Railroad Company on basis of division on twenty-five-mile blocks.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General office clerks. | 2 | \$720 00 | \$3 80 |
| Station agents | 2 | 288 00 | 79 |
| Enginemen. | 1 | 821 25 | 2 25 |
| Firemen. | 1 | 638 75 | 1 75 |
| Conductors. | 1 | 720 00 | 1 98 |
| Other trainmen. | 2 | 438 00 | 1 20 |
| Section foremen. | 2 | 546 00 | 1 73 |
| Other trackmen. | 12 | 1,158 90 | 1 25 |
| Switchmen, flagmen and watchmen. | 1 | 800 00 | 1 00 |
| Total. | 24 | \$5,684 90 | \$1 42 |
| Distribution of above: | | | |
| General administration. | 2 | \$720 00 | \$3 80 |
| Maintenance of way and structures. | 14 | 1,658 80 | 1 23 |
| Conducting transportation. | 8 | 8,206 00 | 1 37 |
| Total. | 24 | \$5,684 90 | \$1 42 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 23 | \$4,980 90 | \$1 84 |

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

DELAWARE SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890. Articles filed April 17, 1890.

By what authority incorporated: Commonwealth of Pennsylvania, General law of April 4, 1868, and supplements thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|--------------------------------------|-------------------------------|
| Eckley B. Coxe. | Drifton, Luzerne co., Pa. | First Tuesday in March, 1893. |
| Alexander Coxe. | Drifton, Luzerne co., Pa. | do. do. |
| Henry B. Coxe. | No. 3 West Thirtieth st., New York. | do. do. |
| E. B. Ely. | 143 Liberty st., New York. | do. do. |
| Arthur McClellan. | Drifton, Luzerne co., Pa., | do. do. |
| J. Brinton White. | Drifton, Luzerne co., Pa., | do. do. |

Date of last meeting of stockholders for election of directors: March 1, 1892.

Postoffice address of general office: Drifton, Luzerne county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---|----------------------------|
| President. | Eckley B. Coxe. | Drifton, Luzerne co., Pa. |
| Vice President. | E. B. Ely. | 148 Liberty st., New York. |
| Secretary. | Arthur McClellan. | Drifton, Luzerne co., Pa. |
| Treasurer. | J. B. White. | Drifton, Luzerne co., Pa. |
| Chief Engineer. | E. Kundlich. | Drifton, Luzerne co., Pa. |
| General Passenger Agent. | Attended to at present by Superintendent. | |
| General Ticket Agent. | | |
| General Freight Agent. | | |
| Superintendent of Telegraph. | | |
| General Baggage Agent. | | |
| Superintendent. | I. E. Umstead. | Hasleton, Luzerne co., Pa. |
| Superintendent of Motive Power. | Daniel Coxe. | Drifton, Luzerne co., Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-----------------------------|------------------------------------|------------------------|--|
| | From— | To— | | |
| The Delaware, Susquehanna and Schuylkill Railroad. | Drifton. | Gowen. | 28.68 | 28.68 |
| Eckley branch. | Eckley Junction. | Eckley No. 10 breaker. | 1 | |
| Stockton branch. | Stockton Junction. | Stockton breaker. | .70 | |
| Beaver Meadow branch. | Beaver Meadow Y. | Beaver Meadow breaker. | 2.02 | |
| Oneida branch. | Oneida Junction. | Sheppton. | 9.73 | |
| Tomhicken branch. | Tomhicken Junction. | Tomhicken breaker. | .95 | |
| Harwood branch. | Harwood Junction. | Harwood breaker and works. | 2.37 | 14.29 |
| Total carried forward. | | | | 2.37 |
| | | | | 45.44 |

NOTE.—The total mileage given, 45.44 miles, is the standard gauge of 4 feet 9 inches, in addition to which there is the following narrow gauge tracks owned and operated—gauge, 4 feet:

| | |
|--|------|
| Part of main line, Drifton to Gowen, from Deringer breaker to Gowen No. 1 mines (miles), | 1.50 |
| Part of Oneida branch, from Oneida breaker to Oneida slope No. 3, | 1.64 |
| Total narrow gauge tracks, | 3.14 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|----------------|------------------------------|----------------|
| Cost of road. | \$1,080,724 52 | Capital stock. | \$400,000 00 |
| Cost of equipment. | 70,884 48 | Current liabilities. | 726,298 07 |
| Cash and current assets. | 402,028 11 | Profit and loss. | 407,338 99 |
| Total. | \$1,553,637 06 | Total. | \$1,553,637 06 |

IMPORTANT CHANGES DURING THE YEAR.

The whole line of road was completed during the year ending June 30, 1892. In previous years' report only the tracks at Drifton, Eckley No. 10, Stockton, Beaver Meadow, Tomhicken, Deringer and Gowen, bought and completed at once in order to make connection with other roads, were in operation.

Received \$23,736.00 for balance due on subscription to capital stock (\$400,000.00). Also authorized to increase capital stock to \$1,000,000.00.

CONTRACTS, AGREEMENTS, ETC.

Contracts with connecting roads for exchange of business varying with distance and other circumstances.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|------------|---------------------------------|----------------------------------|
| General officers. | 10 | \$30,618 00 | |
| General office clerks. | 14 | 4,974 00 | \$0 97 |
| Station agents. | 9 | | 1 30 |
| Other station men. | 3 | | 1 86 |
| Enginemen. | 10 | | 2 60 |
| Firemen. | 12 | | 1 70 |
| Conductors. | 8 | | 1 80 |
| Other trainmen. | 32 | | 1 60 |
| Machinists. | 1 | | 2 60 |
| Section foremen. | 9 | | 2 13 |
| Other trackmen. | 312 | | 1 05 |
| Switchmen flagmen and watchmen. | 1 | | 1 15 |
| Telegraph operators and dispatchers. | 7 | | 1 68 |
| All other employes and laborers. | 11 | | 1 17 |
| Total. | 439 | | \$1 37 |
| Distribution of above: | | | |
| General administration. | 24 | \$35,592 00 | \$4 06 |
| Maintenance of way and structures. | 321 | | 1 08 |
| Maintenance of equipment. | 1 | | 2 60 |
| Conducting transportation. | 98 | | 1 66 |
| Total. | 489 | | \$1 37 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 489 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------------|------------------|
| Bridges: | | |
| Number iron. | 5 | 5 |
| Number wooden. | 1 | 1 |
| Trestles: | | |
| Number. | 5 | 5 |
| Aggregate length (feet). | 600 | 600 |
| Telegraph: | | |
| Miles of line owned by this company. | 44.80 | 44.80 |
| Miles of wire owned by this company. | 44.80 | 44.80 |
| Miles of line operated by this company. | 44.80 | 44.80 |
| Miles of wire operated by this company. | 44.80 | 44.80 |
| Gauge of track, } 43.07 miles. | | 4 ft. 9 in. |
| } 3.14 miles. | | 4 ft. |

DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Date of organization : Certificate of organization filed November 1, 1871.

By what authority incorporated : Laws of Pennsylvania. Act of April 4, 1868.

Operated by Cumberland Valley Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|-------------------------------|-----------------------------|
| Thomas B. Kennedy, | Chambersburg, Pa., | Tuesday, May 2, 1898. |
| Edward B. Watts, | Carlisle, Pa., | do. do. |
| Henry McCormick, | Harrisburg, Pa., | do. do. |
| J. Herman Bosler, | Carlisle, Pa., | do. do. |
| William Penn Lloyd, | Mechanicsburg, Pa., | do. do. |
| Christian Bender, | Dillsburg, Pa., | do. do. |
| Joseph Milleisen, | Mechanicsburg, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : May 8, 1892.

Postoffice address of general office : Chambersburg, Pa.

Postoffice address of operating company : Chambersburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|------------------------------|-------------------|
| President, | Thomas B. Kennedy, | Chambersburg, Pa. |
| Secretary and Treasurer, | W. M. Biddle, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------------|--|------------------|-----------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Dillsburg and Mechanicsburg railroad. | Junction with Cumberland Valley railr'd. | Dillsburg, . . . | Cumberland Valley railroad. | 7.70 | 7.70 |

Operated by the Cumberland Valley Railroad Company for ninety-nine years under lease executed January 1, 1873, upon the terms that the receipts from operation shall be applied to the cost of maintaining, keeping and perpetuating the property and the equipment used thereon, and all other expenses of operating including taxes, insurance, etc. The balance, if any, to be paid to the lessor.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$215,113 02 | Capital stock, | \$89,800 00 |
| Cash and current assets, | 4,335 32 | Funded debt, | 100,000 00 |
| | | Current liabilities, | 16,885 75 |
| | | Profit and loss, | 12,763 59 |
| Total, | \$219,448 34 | Total, | \$219,448 34 |

DOWNTOWN AND LANCASTER RAILROAD COMPANY.

Date of organization : July 30, 1888.

By what authority incorporated : General law of April 8, 1861.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-----------------------------|-----------------------------|
| J. N. DuBarry, | Philadelphia, | May 1, 1896. |
| John P. Green, | Philadelphia, | do. |
| Wm. A. Patton, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Pa., | do. |
| T. M. Storb, | New Holland, Pa., | do. |
| John Keller, | Lancaster, Pa., | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : No. 233 South Fourth Street, Philadelphia.

Postoffice address of operating company : No. 233 South Fourth Street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|---------------|
| President, | Henry D. Welsh, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|----------------------------------|------------|--------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Downtown and Lancaster railroad. | Downtown, | Lancaster, . | Pennsylvania Railroad Company. | 37.96 | 37.96 |

Operated by Pennsylvania Railroad Company, under resolutions of the board of directors of both companies.

Rental, net earnings.

This arrangement, from August 1, 1888, is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$706,969 94 | Capital stock, | \$405,650 00 |
| Profit and loss, | 107,027 89 | Funded debt, | 300,000 00 |
| | | Current liabilities, | 108,947 83 |
| Total, | \$814,597 83 | Total, | \$814,597 83 |

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 11 | 11 |
| Number wooden, | 5 | 5 |
| Trestles: | | |
| Number, | 2 | 2 |
| Aggregate length (feet), | 140 | 140 |
| Telegraph: | | |
| Miles of line owned by this company, | 39.01 | 39.01 |
| Miles of wire owned by this company, | 39.01 | 39.01 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 39.01 | 39.01 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 39.01 | 39.01 |

Gauge of track, 4 ft. 9 in.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG RAILROAD COMPANY.

Date of organization : December 31, 1872.

If a consolidated company, name the constituent companies: The Dunkirk, Allegheny Valley and Pittsburg Railroad Company was formed by the consolidation of the Warren and Venango Railway Company, a corporation formed under the laws of the Commonwealth of Pennsylvania, and the Dunkirk, Warren and Pittsburg Railway Company. This latter company was formed May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburg Railroad Company, a corporation formed under the laws of the State of New York, and the Conewango Valley Railway Company, a corporation formed under the laws of the Commonwealth of Pennsylvania.

DIRECTORS.

| NAMES. | POSTOFFICE AD- DRESS. | NAMES. | POSTOFFICE AD- DRESS. |
|------------------------------------|--------------------------|-----------------------------|--------------------------|
| Chauncey M. Depew, | New York, N. Y. | Samuel F. Barger, | New York, N. Y. |
| Cornelius Vanderbilt, | do. | H. Walter Webb, | New York, N. Y. |
| William K. Vanderbilt, | do. | Dwight W. Pardee, | Brooklyn, N. Y. |
| Frederick W. Vanderbilt, | do. | Darwin Thayer, | Fredonia, N. Y. |
| Edwin D. Worcester, | do. | Oscar W. Johnson, | Fredonia, N. Y. |
| Charles C. Clarke, | do. | Rasselas Brown, | Warren, Pa. |
| Horace J. Hayden, | do. | | |

Date of last meeting of stockholders for election of directors : April 15, 1891.

Postoffice address of general office : Dunkirk, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|----------------------------------|----------------------------------|
| President, | Chauncey M. Depew, | Grand Central station, New York. |
| Vice President, | H. Walter Webb, | Grand Central station, New York. |
| Secretary, | Dwight W. Pardee, | Grand Central station, New York. |
| Treasurer, | Edward V. W. Rossiter, | Grand Central station, New York. |
| Comptroller, | John Carstensen, | Grand Central station, New York. |
| General Passenger Agent, | Geo. H. Daniels, | Grand Central station, New York. |
| Superintendent, | C. H. Ketcham, | Dunkirk, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-----------------------|------------------------|------------------------|--|
| | From— | To— | | |
| Dunkirk, Allegheny Valley and Pittsburg, . | Dunkirk, N. Y., . . . | Titusville, Pa., . . . | 90.6 | 48.3 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Dunkirk, Allegheny Valley and Pittsburg railroad was leased to the New York Central and Hudson River Railroad Company January 3, 1873, for the term of five hundred and one years, from December 1, 1872, but is operated as an independent organization.

The consideration of the lease is the payment of seven per cent. annually on mortgage bonds not exceeding \$3,200,000.00, and one and one-half per cent. dividend annually on 13,000 shares of stock.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$4,278,531 67 | Capital stock, | \$1,300,000 00 |
| Cost of equipment, | 262,725 00 | Funded debt, | 2,900,000 00 |
| Cash and current assets, | 39,717 32 | Current liabilities, | 265,184 00 |
| | | Profit and loss, | 116,809 99 |
| Total, | \$4,580,973 99 | Total, | \$4,580,973 99 |

CONTRACTS, AGREEMENTS, ETC.

American Express Company, one and one-half first-class rates.

United States government, based on average weight carried.

Red Line Transit Company, Merchants' Despatch Transportation Company, and Nickel Plate Line, proportion of through rates.

Various companies for through business.

Western Union Telegraph Company, railroad company's messages sent free. Railroad company furnishes operators and repairers.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|------------|---------------------------------|----------------------------------|
| General officers. | 2 | \$4,170 00 | |
| General office clerks. | 16 | 10,274 43 | \$2 04 |
| Station agents. | 24 | 12,891 14 | 1 71 |
| Other station men. | 8 | 3,387 23 | 1 43 |
| Enginemen. | 14 | 12,113 50 | 2 75 |
| Firemen. | 10 | 5,451 83 | 1 80 |
| Conductors. | 6 | 6,047 32 | 8 21 |
| Other trainmen. | 15 | 8,980 98 | 1 84 |
| Machinists. | 13 | 8,812 12 | 2 16 |
| Carpenters. | 2 | 1,352 59 | 2 15 |
| Other shopmen. | 11 | 5,440 17 | 1 58 |
| Section foremen. | 16 | 9,800 17 | 1 95 |
| Other trackmen. | 69 | 24,381 75 | 1 12 |
| Switchmen, flakmen and watchmen. | 6 | 2,749 02 | 1 46 |
| Telegraph operators and dispatchers. | 5 | 1,504 79 | 2 96 |
| All other employes and laborers. | 13 | 8,537 10 | 2 10 |
| Total. | 230 | \$126,011 13 | \$1 75 |
| Distribution of above: | | | |
| General administration. | 18 | 14,443 43 | \$2 55 |
| Maintenance of way and structures. | 99 | 43,063 02 | 1 38 |
| Maintenance of equipment. | 23 | 15,613 86 | 1 91 |
| Conducting transportation. | 87 | 62,890 81 | 1 94 |
| Total. | 230 | \$126,011 13 | \$1 75 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 69 | \$30,989 98 | \$1 43 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron. | 11 | 4 |
| Number wooden. | 15 | 5 |
| Trestles: | | |
| Number. | 22 | 16 |
| Aggregate length. | 3,853 | 2,815 |
| Telegraph: | | |
| Miles of line owned by this company. | 90.6 | 68.3 |
| Miles of wire owned by this company. | 181.2 | 96.6 |
| Miles of line operated by Western Union Telegraph Company. | 90.6 | 48.3 |
| Miles of wire operated by Western Union Telegraph Company. | 181.2 | 96.6 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Dunkirk, N. Y., passenger station, New York, Lake Erie and Western railroad; Falconer Junction, N. Y., passenger station, Mrs. C. E. Moon; Irvineton, Pa., passenger and freight station, Mr. R. A. Kinmar; Dunkirk, N. Y., general offices, Merchants' National Bank.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line Transit Company, Empire Line, Merchants' Despatch Transportation Company, Nickel Plate Line, Green Line.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization : July 3, 1871.

By what authority incorporated : April 16, 1856, P. L. 1857, p. 780; May 14, 1857, P. L. p. 505; April 20, 1864, P. L. p. 712; May 24, 1871, P. L. p. 1087; March 7, 1872, P. L. 1873, p. 1011; March 23, 1872, P. L. 1873, p. 1032; April 30, 1873, P. L. p. 498.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|-------------------------|-----------------------------|
| William A. Ingham, | Philadelphia, | October, 1892. |
| Edward Roberts, Jr., | Philadelphia, | do. |
| William Lilly, | Mauch Chunk, | do. |
| Percival Roberts, | Philadelphia, | do. |
| Edward R. Wood, | Philadelphia, | do. |
| John R. Fell, | Philadelphia, | do. |
| G. Theodore Roberts, | Philadelphia, | do. |
| One vacancy, | | |

Date of last meeting of stockholders for election of directors : January 11, 1892.
 Postoffice address of general office : 320 Walnut street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|--------------------------------|-----------------------|
| President, | William A. Ingham, | Philadelphia. |
| Vice President, | Edward Roberts, Jr., | Philadelphia. |
| Secretary and Treasurer, | J. E. Haverstick, | Philadelphia. |
| Chief Engineer, | A. W. Sims, | Rockhill Furnace, Pa. |
| Auditor, | Edward Roberts 3d, | Philadelphia. |
| General Superintendent, | A. W. Sims, | Rockhill Furnace, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|---------------------|----------------------|------------------------|--|
| | From— | To— | | |
| <i>Owned.</i> East Broad Top railroad, | Mount Union, . . . | Woodvale Park, . . | 81.10 | 81.10 |
| <i>Leased.</i> Shade Gap railroad, | Rockhill, | Nancy, | 11.16 | 11.16 |
| Booher branch, | Junction, | Booher Mine, | 2.86 | 2.86 |
| Total mileage operated, | | | 44.62 | 44.62 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---------------------------------------|--------------------|-----------|------------------------------|
| Shade Gap Railroad Company, | \$1,000 00 | 6 per ct. | \$60 00 |
| Total, | \$1,000 00 | | \$60 00 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|------------------|-----------|------------------------------|
| Rockhill Iron and Coal Company, | \$90,360 00 | | |
| Shade Gap Railroad Company (five shares, par \$50), | 224 76 | 3 per ct. | \$7 50 |
| Total, | \$90,584 76 | | \$7 50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|----------------|--------------------------------|----------------|
| Cost of road, | \$943,943 00 | Capital stock, | \$815,589 43 |
| Cost of equipment, | 192,528 09 | Funded debt, | 543,088 88 |
| Bonds of other companies owned, | 1,000 00 | Current liabilities, | 176,119 87 |
| Stocks of other companies owned, | 90,584 76 | | |
| Cash and current assets, | 179,841 63 | | |
| Profit and loss, | 127,402 70 | | |
| Total, | \$1,534,798 18 | Total, | \$1,534,798 18 |

CONTRACTS, AGREEMENTS, ETC.

Do our own express business.

Amount paid by United States Government, \$1,813.24.

Operate the Rockhill Telegraph Company for the receipts.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers: | | | |
| President, | 1 | \$1,283 50 | |
| Vice President, | 1 | 600 00 | |
| Secretary and Treasurer, | 1 | 750 00 | |
| Superintendent, | 1 | 1,500 00 | |
| Auditor, | 1 | 300 00 | |
| General office clerks | 4 | 1,620 00 | |
| Station agents, | 11 | 4,326 00 | \$1 26 |
| Other station men, | 2 | 840 00 | 1 36 |
| Enginemen, | 7 | 5,796 00 | 2 64 |
| Firemen, | 7 | 3,301 20 | 1 51 |
| Conductors, | 6 | 3,888 00 | 2 07 |
| Other trainmen, | 8 | 3,000 00 | 1 44 |
| Machinists, | 7 | 4,851 00 | 2 31 |
| Carpenters, | 11 | 5,876 00 | 1 72 |
| Other shopmen, | 13 | 5,187 00 | 1 33 |
| Section foremen, | 12 | 6,840 00 | 1 39 |
| Other trackmen, | 38 | 12,540 00 | 1 10 |
| Switchmen, flagmen and watchmen, | 6 | 2,359 20 | 1 26 |
| All other employes and laborers, | 4 | 1,540 80 | 1 23 |
| Master mechanics, | 1 | 1,020 00 | 3 26 |
| Blacksmiths and helpers, | 4 | 2,346 24 | 1 88 |
| Moulder and apprentice, | 2 | 1,122 20 | 1 80 |
| Mount Union yard laborers | 14 | 4,620 00 | 1 10 |
| Total, | 162 | \$74,407 14 | |

CHARACTERISTICS OF ROAD.

| | |
|---|----------------|
| Bridges : | |
| Number iron, | 5 |
| Number wooden, | 15 |
| Trestles : | |
| Number, | 2 |
| Aggregate length (feet), | 230 |
| Tunnels : | |
| Number, | 2 |
| Maximum length (feet), | 1,180 |
| Minimum length (feet), | 850 |
| Aggregate length of all tunnels (feet), | 1,980 |
| Telegraph : | |
| Miles of line operated by this company, | 30 |
| Miles of wire operated by this company, | 30 |
| Gauge of track, | <u>3 feet.</u> |

EAST MAHANAY RAILROAD COMPANY.

Date of organization : March 9, 1856.

By what authority incorporated : Act April 21, 1854, and amendments.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------------|---------------------------------|
| Thomas Dolan, | Philadelphia, | Second Monday in January, 1893. |
| A. J. Antelo, | Philadelphia, | do. do. |
| Geo. de B. Keim, | Philadelphia, | do. do. |
| W. R. Taylor, | Philadelphia, | do. do. |
| Samuel R. Shipley, | Philadelphia, | do. do. |
| James Boyd, | Norristown, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|--------------|
| President, | A. A. McLeod, | Philadelphia |
| Secretary, | Howard Hancock, | do. |
| Treasurer, | John Welch, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|------------------------|------------------|------------------------------------|----------------|--------------------------------|
| | From- | To- | | | |
| East Mahanoy railroad. . . . | East Mahanoy Junction, | Waste House Run. | Philadelphia and Reading railroad. | 14.10 | 14.10 |

Leased to the Little Schuylkill Navigation Railroad and Coal Company, January 12, 1863, for ninety-nine years.

Sub-leased to the Philadelphia and Reading Railroad Company, July 7, 1868, for the remainder of term.

Lessee pays all expenses of operating, and to this company, as rental, a sum equal to six per cent. upon the capital stock and an additional sum not exceeding \$2,000 per annum for state taxes and sundry expenses.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|---------------------|------------------------------|---------------------|
| Cost of road. | \$497,792 08 | Capital stock. | \$497,750 00 |
| Cash and current assets. | 17,777 48 | Current liabilities. | 17,820 16 |
| Total. | \$515,570 16 | Total. | \$515,570 16 |

EMPLOYES AND SALARIES.

| | |
|-----------------------------|---|
| General officers, | 3 |
|-----------------------------|---|

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 2 | 2 |
| Number iron, | 7 | 7 |
| Number wooden, | 12 | 12 |
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 8,408 | 8,408 |
| Gauge of track, | 4 ft. 8½ in. | |

EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization : April 21, 1857.

By what authority incorporated : Act of March 9, 1856, and supplements.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------------|---------------------------------|
| George DeB. Keim, | Philadelphia, | Second Monday in January, 1898. |
| A. J. Antelo, | Philadelphia, | do. do. |
| Thomas Dolan, | Philadelphia, | do. do. |
| Thomas Hart, Jr., | Philadelphia, | do. do. |
| E. Borie, | Philadelphia, | do. do. |
| James Boyd, | Norristown, Pa., | do. do. |
| Thomas Cochran, | Philadelphia, | do. do. |
| George D. Stetzel, | Reading, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

Postoffice address of operating company : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------|---------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | Howard Hancock, | do. |
| Treasurer, | John Welch, | do. |
| Controller, | D. Jones, | do. |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------------------|---------------|--------------|------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| East Pennsylvania Railroad Company. | Reading, Pa., | Allentown, . | Philadelphia and Reading railroad. | 86 | 86 |

Leased May 19, 1865, to the Philadelphia and Reading Railroad Company for 999 years.

Lessee pays dividend 6 per cent. per annum on capital stock, all taxes and the interest on mortgage bonds.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$1,905,580 01 | Capital stock, | \$1,780,450 00 |
| Sundries, | 481,540 82 | Funded debt, | 495,000 00 |
| | | Current liabilities, | 45 89 |
| | | Profit and loss, | 101,630 94 |
| Total, | \$2,387,126 83 | Total, | \$2,387,126 83 |

EMPLOYES AND SALARIES.

General officers, 4

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|-------------------------|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 13 | 13 |
| Number iron, | 8 | 8 |
| | 21 | 21 |

Gauge of track, 4 ft. 8½ in.

EASTON AND NORTHERN RAILROAD COMPANY.

Date of organization : May 28, 1889.

By what authority incorporated : General laws. Act of April 4, 1868, and supplements.

Operated by Bangor and Portland Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|---------------------------------|-----------------------------|
| Charles Hartshorne, | Philadelphia, | May 31, 1893. |
| Henry A. Sage, | Easton, Pa., | do. |
| Frank Reeder, | Easton, Pa., | do. |
| F. Green, | Easton, Pa., | do. |
| S. S. Messinger, | Tatamy, Pa., | do. |
| Robert H. Sayre, | South Bethlehem, Pa., | do. |
| Warren A. Wilbur, | South Bethlehem, Pa., | do. |
| Rollin H. Wilbur, | South Bethlehem, Pa., | do. |
| Henry S. Drinker, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors: May 25, 1892.

Postoffice address of general office: Easton, Pa.

Postoffice address of operating company: Bangor, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------------|-------------|
| President, | John T. Knight, | Easton, Pa. |
| Secretary, | Fred. Green, | do. |
| Treasurer, | | do. |
| Chief Engineer, | Peter Brady, | do. |
| General Solicitor, Attorney or Counsel, | Frank Reeder, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|----------------------|---------------|--------------|----------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Easton and Northern. | Easton, . . . | Ashland, . . | Bangor and Portland. . . . | 8 | 8 |
| Total mileage. . . | | | | 8 | 8 |

Rental contract of percentage on gross receipts.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------|--------------|------------------------------|--------------|
| Cost of road. | \$268,665 98 | Capital stock. | \$200,000 00 |
| | | Current liabilities. | 68,665 98 |
| Total. | \$268,665 98 | Total. | \$268,665 98 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone. | 8 | 3 |
| Number iron. | 8 | 8 |
| Telegraph: | | |
| Miles of line owned by this company. | 8 | |
| Miles of wire owned by this company. | 8 | |
| Gauge of track, | 4 ft. 8½ in. | |

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization : April 17, 1860.

By what authority incorporated : Originally the Williamsport and Elmira Railroad Company, under special acts of the State of Pennsylvania June 9, 1832, April 15, 1835, June 20, 1839 April, 14, 1843, March 26, 1846, April 5, 1849, April 30, 1850 and by the State of New York April 8, 1850.

Foreclosed and reorganized April 17, 1860, under the name of the Elmira and Williamsport Railroad Company, under special act of the State of Pennsylvania March 12, 1860.

Operated by the Northern Central Railway Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|-----------------------------|
| Wm. Read Fisher, | Philadelphia, | May 1, 1883. |
| Lewis P. Geiger, | Philadelphia, | do. |
| Wm. D. Neilson, | Philadelphia, | do. |
| Henry A. Fonda, | Milton, Pa., | do. |
| Murray Gorgan, | Philadelphia, | do. |
| Conrad Diehl, | New York, | do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 308 Walnut street, Philadelphia.

Postoffice address of operating company: The Northern Central Railroad Company, Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|----------------------------|---------------|
| President, | Thomas Neilson, | Philadelphia. |
| Secretary, | Lewis P. Geiger, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------|--------------------|---------------|---------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Elmira and Williamsport, . . . | Williamsport, Pa., | Elmira, N. Y. | The Northern Central Railway Company. | 75.5 | 69 |

The Elmira and Williamsport railroad is leased for 999 years from May 1, 1863, to the Northern Central Railroad Company, under contract April 16, 1863.

The terms of this lease provide for the payment of interest on the funded debt of the Elmira and Williamsport Railroad Company, and annual dividends of seven per cent. on its preferred stock and five per cent. on its common stock, less taxes, and \$3,000 per annum for organization expenses.

All improvements, betterments, etc., to be made by the lessee at their own expense.

STOCKS OWNED.

| NAME. | Total par value. | Income or dividend received. |
|--|------------------|------------------------------|
| Elmira and Williamsport Railroad Company preferred stock, 75 shares, . . | \$3,750 00 | \$237 75 |
| Elmira and Williamsport Railroad Company common stock, 5 shares, . . . | 250 00 | 11 64 |
| Total, | \$4,000 00 | \$249 39 |

GENERAL BALANCE SHEET.

| DR. | | | CR. | |
|---|----------------|----------------|---|----------------|
| Cost of road | \$2,218,000 00 | | Capital stock | \$1,000,000 00 |
| Cost of equipment | 352,000 00 | | Funded debt | 1,570,000 00 |
| | | \$2,570,000 00 | | |
| Stocks of other companies owned | \$3,300 39 | | Current liabilities | 30,095 00 |
| Cash and current assets | 38,406 29 | | Accrued interest on funded debt not yet payable | 7,125 00 |
| | | 41,715 68 | Profit and loss | 4,495 68 |
| Total | | \$2,611,715 68 | Total | \$2,611,715 68 |

EMPLOYES AND SALARIES.

General officers, 2; total yearly compensation, \$3,200.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The lessee may pay off or renew at maturity.

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.

By what authority incorporated: Act of 1868 and supplement of 1874.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-----------------------|-----------------------------|
| Henry Auchn. | Emporium, Pa. | Third Tuesday in January. |
| Joseph Kaye. | do. | do. do. |
| Josiah Howard. | do. | do. do. |
| B. W. Green. | do. | do. do. |
| George A. Walker. | do. | do. do. |
| H. C. Olmsted. | do. | do. do. |
| J. D. Logan. | do. | do. do. |

Date of last meeting of stockholders for election of directors: March 10, 1892.

Postoffice address of general office: Emporium, Pa.

Postoffice address of operating Company: Emporium, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------------|-----------------|
| President. | Henry Auchn. | Emporium, Pa. |
| Vice President. | George A. Walker. | Emporium, Pa. |
| Secretary. | Josiah Howard. | Emporium, Pa. |
| Treasurer. | H. A. Cox. | Emporium, Pa. |
| Chief Engineer. | E. H. Welch. | Lock Haven, Pa. |
| General Solicitor, Attorney or Counsel. | R. W. Green. | Emporium, Pa. |
| General Manager. | Joseph Kaye. | Emporium, Pa. |

GENERAL BALANCE SHEET.

| DR. | | | CR. | |
|-----------------------------------|-------------|--|-------------------------------|-------------|
| Cost of road | \$74,201 50 | | Capital stock | \$85,000 00 |
| Cost of equipment | 13,813 78 | | Current liabilities | 10,285 07 |
| Cash and current assets | 9,836 15 | | Profit and loss | 2,506 86 |
| Total | \$97,851 43 | | Total | \$97,851 43 |

Road not yet opened for general traffic.

ERIE AND PITTSBURG RAILROAD COMPANY.

Date of organization : June 23, 1853.

By what authority incorporated : Special act of the Legislature of Pennsylvania, passed April 1, 1853. Supplementary act of the Legislature of Pennsylvania, passed April 23, 1853.

Operated by the Pennsylvania Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|-------------------------|---------------------------------|
| Charles H. Strong. | Erie, Pa. | Second Monday in January, 1893. |
| Joseph McCarter. | Erie, Pa. | do. do. |
| Matthew H. Taylor. | Erie, Pa. | do. do. |
| Charles S. Fairchild. | New York, N. Y. | do. do. |
| George B. Roberts. | Philadelph. | do. do. |
| James McCrea | Pittsburg. | do. do. |
| William Brewster. | Erie, Pa. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Erie, Pa.

Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|----------------------------|-----------|
| President. | Charles H. Strong. | Erie, Pa. |
| Vice President. | Joseph McCarter. | do. |
| Secretary. | William Brewster. | do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|-----------------|--------------------|-----------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Erie and Pittsburg railroad. | Girard. | Newcastle. | Pennsylvania Company, . . . | 81 | 81 |
| Erie and Pittsburg railroad. | Dock Junction. | Harbor of Erie. | Pennsylvania Company, . . . | 3.47 | 3.47 |
| | | | Total, | | 84.47 |

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine (999) years from March 1, 1870. The lease was assigned by the said Pennsylvania Railroad Company to the Pennsylvania Company, by which latter company the Erie and Pittsburg railroad is now operated.

Terms of the lease : Rental, seven per centum per annum on the capital stock of the company, the annual interest on the bonded indebtedness of the company, all taxes and the sum of twenty-five hundred dollars (\$2,500) per annum towards the expenses of maintenance of the organization of the company.

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|--------------------|-------------|------------------------------|
| Jamestown and Franklin Railroad Company, | \$18,000 00 | 7 per cent. | \$910 00 |
| Shenango and Allegheny Railroad Company, | 6,000 00 | 7 per cent. | Not any. |
| *Pittsburg, Shenango and Lake Erie Railroad Company (\$3,000.00), | | 6 per cent. | 450 00 |
| Total, | \$19,000 00 | | \$1,860 00 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|--|------------------|-------------|------------------------------|
| Erie and Pittsburg Railroad Company, | \$200 00 | 7 per cent. | \$14 00 |
| Less state tax (for 1891), | | | 70 |
| Total, | \$200 00 | | \$13 30 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|----------------|--------------------------------|----------------|
| Cost of road, | \$3,192,148 79 | Capital stock, | \$1,998,400 00 |
| Cost of equipment, | 1,896,725 18 | Funded debt, | 3,896,200 00 |
| Bonds of other companies owned (par value, \$19,000.00), | 14,235 88 | Current liabilities, | 14,744 60 |
| Mercer Coal Company, | 8,675 00 | | |
| Cash assets, | 2,540 58 | | |
| Settlements, | 111,813 95 | | |
| Erie Extension canal, | 155,000 00 | | |
| Sundries, | 1,365 41 | | |
| Profit and loss, | 27,319 80 | | |
| Total, | \$5,408,344 60 | Total, | \$5,408,344 60 |

EMPLOYES AND SALARIES.

Secretary and Treasurer, 1; total yearly compensation, \$2,500 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By mortgage upon all its property, income and franchise.

* Sold since payment of interest.

ERIE AND PITTSBURG RAILROAD—PENNSYLVANIA COMPANY OPERATING.

See report of Pennsylvania Company operating.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania |
|---|------------------------------------|------------------------------------|------------------------|---------------------------------------|
| | From— | To— | | |
| Erie and Pittsburg railroad, | Newcastle, Pa. | Girard Junction, Pa., | 81 | 84.67 |
| Dock branch at Erie, Pa., | Junction with main line, | State Street, Erie, Pa., | 3.67 | |
| * Lake Shore and Michigan Southern railway, | Girard Junction, Pa., | Erie, Pa., | 16.74 | 16.74 |
| Total mileage operated, | | | 101.21 | 101.21 |

CONTRACTS, AGREEMENTS, ETC.

Express.—The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails.—The compensation for the transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or Transportation Companies or Lines.—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies.—Rentals are received and paid under contracts with other companies.

Telegraph Companies.—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges furnished. It receives a proportion of telegraph receipts and pays a proportion of the expenses.

Other Contracts.—The Union News Company pays a fixed rental for privileges granted over this road.

* Used jointly under trackage rights.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|------------|---------------------------------|----------------------------------|
| General officers, | 5 | \$10,029 26 | 27 48 |
| General office clerks, | 21 | 16,488 33 | 45 08 |
| Station agents, | 19 | 18,426 56 | 50 01 |
| Other station men, | 42 | 24,893 40 | 68 12 |
| Enginemen, | 38 | 44,515 84 | 122 38 |
| Firemen, | 40 | 29,647 08 | 80 11 |
| Conductors, | 39 | 35,237 85 | 95 20 |
| Other trainmen, | 91 | 62,079 88 | 170 01 |
| Machinists, | 14 | 10,265 80 | 28 22 |
| Carpenters, | 30 | 20,469 10 | 56 33 |
| Other shopmen, | 136 | 71,960 66 | 197 11 |
| Section foremen, | 24 | 12,382 50 | 34 12 |
| Other trackmen, | 123 | 58,799 00 | 161 02 |
| Switchmen, flagmen and watchmen, | 19 | 7,870 10 | 21 47 |
| Telegraph operators and dispatchers, | 12 | 8,018 78 | 22 00 |
| All other employes and labors, | 23 | 11,569 80 | 31 54 |
| Total, | 670 | \$434,683 45 | \$1 88 |
| Distribution of above: | | | |
| General administration, | 28 | \$20,517 50 | \$55 15 |
| Maintenance of way and structures, | 149 | 71,181 50 | 195 06 |
| Maintenance of equipment, | 179 | 102,735 60 | 281 54 |
| Conducting transportation, | 316 | 234,248 80 | 644 87 |
| Total, | 670 | \$434,683 45 | \$1 88 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 670 | \$434,683 45 | \$1 88 |

CHARACTERISTIC OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|------------------|
| Bridges: | | |
| Number stone, | 6 | 6 |
| Number iron, | 16 | 16 |
| Number wooden, | 21 | 21 |
| Trestles: | | |
| Number, | 24 | 24 |
| Aggregate length (feet), | 3,047 | 3,047 |
| Telegraph: | | |
| Miles of line operated by this company, jointly with Western Union Telegraph Company, | 81 | 81 |
| Miles of wire operated by this company, | 189.4 | 189.4 |
| Miles of line operated by Western Union Telegraph Company, jointly with this company, | 81 | 81 |
| Miles of wire operated by Western Union Telegraph Company, | 189.4 | 189.4 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road. Star Union Line.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization : November 6, 1882.

By what authority incorporated : Act of general assembly of Pennsylvania, approved 8th June, 1874.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------------|-----------------------------------|
| John B. Smith, | Dunmore, Pa., | Next annual election, June, 1893. |
| Edwin H. Mead, | 1 Broadway, New York, | do. do. |
| John King, | 21 Cortlandt street, | do. do. |
| Eben B. Thomas, | 21 Cortlandt street, | do. do. |
| A. H. McClintock, | Wilkesbarre, Pa., | do. do. |
| George H. Catlin, | Scranton, Pa., | do. do. |
| Samuel Hines, | Scranton, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : June 7, 1892.

Postoffice address of general office : Dunmore, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|-----------------------------|-----------------------|
| President, | John B. Smith, | Dunmore, Pa. |
| Vice President, | A. H. McClintock, | Wilkesbarre, Pa. |
| Secretary, | M. B. Mead, | 1 Broadway, New York. |
| Treasurer, | George B. Smith, | Dunmore, Pa. |
| Chief Engineer, | A. D. Blackinton, | Dunmore, Pa. |
| Auditor, | William Gillmore, | Dunmore, Pa. |
| General Passenger Agent, | W. E. Street, | 1 Broadway, New York. |
| General Ticket Agent, | | |
| General Freight Agent, | | |
| General Superintendent, | George B. Smith, | Dunmore, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. |
|------------------------------------|--------------------------|--------------------------------|------------------------|
| | From— | To— | |
| Erie and Wyoming Valley, | Hawley, | Port Blanchard, | 48 |
| Scranton branch, | Main line, | Scranton, | 4 |
| Brownville branch, | Main line, | Brownville breaker, | 1 |
| Old Forge branch, | Main line, | Old Forge breaker, | 1 |
| Wyoming Junction branch, | A voce, | Wyoming Junction, | 1 |
| Gypsy Grove branch, | Winton branch, | Gypsy Grove breaker, | 1 |
| No. 6 Breaker branch, | Main line, | No. 6 breaker, | 1 |
| Barnum Breaker branch, | Main line, | Barnum breaker, | .50 |
| Maplewood branch, | Main line, | Lake Henry, | .50 |
| Jones Lake branch, | Main line, | Lake Ariel, | .25 |
| Total milenge operated, | | | 62.25 |

STOCKS OWNED.

People's Street Railway Company of Luzerne County (total par value), \$1,000 00

GENERAL BALANCE SHEET.

| DR. | | CH. | |
|---|-----------------------|-------------------------------|-----------------------|
| Cost of road | \$5,305,456 21 | Capital stock | \$1,500,000 00 |
| Cost of equipment | 115,195 99 | Funded debt | 3,000,000 00 |
| Stocks of other companies owned | 1,000 00 | Current liabilities | 659,949 02 |
| | \$5,421,652 20 | Profit and loss | \$5,159,949 02 |
| Cash and current assets | 88,036 78 | | 249,753 96 |
| Total | \$5,509,711 98 | Total | \$5,509,711 98 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|------------|----------------------------|-----------------------------|
| General officers | 6 | \$11,400 00 | 31 11 |
| General office clerks | 3 | 3,570 00 | 9 80 |
| Station agents | 13 | 6,784 10 | 1 89 |
| Other station men | 33 | 19,165 23 | 1 88 |
| Enginemen | 33 | 32,625 23 | 8 40 |
| Firemen | 33 | 17,463 97 | 1 90 |
| Conductors | 18 | 14,324 25 | 3 55 |
| Other trainmen | 69 | 31,097 50 | 1 85 |
| Carpenters | 2 | 1,085 44 | 2 83 |
| Other shopmen | 9 | 4,825 88 | 1 85 |
| Section foremen | 16 | 9,169 58 | 1 86 |
| Other trackmen | 113 | 36,180 46 | 1 10 |
| Switchmen, flagmen and watchmen | 15 | 6,138 78 | 1 35 |
| Telegraph operators and dispatchers | 19 | 10,324 04 | 1 73 |
| All other employes and laborers | 37 | 11,297 70 | 1 73 |
| Total | 399 | \$215,875 78 | \$1 83 |
| Distribution of above: | | | |
| General administration | 9 | \$14,970 00 | \$5 31 |
| Maintenance of way and structures | 127 | 44,000 25 | 1 24 |
| Maintenance of equipment | 9 | 4,825 88 | 1 86 |
| Conducting transportation | 254 | 151,480 15 | 3 00 |
| Total | 399 | \$215,875 78 | \$1 83 |

CHARACTERISTICS OF ROAD.

| | |
|--|--------------|
| Bridges : | |
| Number stone | 4 |
| Number iron | 27 |
| Number wooden | 8 |
| Trestles : | |
| Number | 8 |
| Aggregate length | 545 |
| Telegraph : | |
| Miles of line owned by this company | 45 |
| Miles of wire owned by this company | 45 |
| Miles of line operated by this company | 45 |
| Miles of wire operated by this company | 45 |
| Gauge of track | 4 ft. 8½ in. |

FALLS CREEK RAILROAD COMPANY.

Date of organization : July 11, 1889.

By what authority incorporated : General laws and supplements thereto.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPI- RATION OF TERM. |
|---------------------------|---------------------------|----------------------------------|
| H. K. Wick, | Argentine, Pa., | July 22, 1892. |
| F. A. Bell, | Buffalo, N. Y., | do. |
| R. H. Williams, | Oak Ridge, Pa., | do. |
| Frank Morrison, | Sharon, Pa., | do. |

Date of last meeting of stockholders for election of directors : July 22, 1891.

Postoffice address of general office : Falls Creek, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|-----------------------------|------------------|
| President, | H. K. Wick, | Argentine, Pa. |
| Vice President, | R. H. Williams, | Oak Ridge, Pa. |
| Secretary, | Frank Morrison, | Falls Creek, Pa. |
| Treasurer, | John R. Williams, | Buffalo, N. Y. |
| Auditor, | George D. Adams, | Buffalo, N. Y. |
| General Freight Agent, | Frank Morrison, | Falls Creek, Pa. |
| General Superintendent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in four- ty hours. |
|---------------------------------|-----------------------------|-------------------------|---------------------------|--|
| | From— | To— | | |
| Falls Creek railroad, | Falls Creek, Pa., | Loudon mines, | 8 | 8 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------------|--------------------------------|--------------------|
| Cost of road, | \$27,126 89 | Capital stock, | \$29,000 00 |
| Cost of equipment, | 2,293 74 | Current liabilities, | 3,077 61 |
| Cash and current assets, | 3,811 83 | Profit and loss, | 304 40 |
| Total, | \$33,308 01 | Total, | \$33,308 01 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|----------|---------------------------------|----------------------------------|
| Enginemen. | 1 | \$960 00 | \$3 07 |
| Other trainmen | 2 | 638 49 | 1 60 |
| Section foremen, | 1 | 480 00 | 1 60 |
| Other trackmen, | 8 | 1,008 07 | 1 35 |
| Switchmen, flagmen and watchmen, | 1 | 514 72 | 1 50 |
| Total, | 8 | \$3,654 28 | 1 35 |
| Distribution of above: | | | |
| Maintenance of way and structures, | | \$1,322 76 | |
| Maintenance of equipment, | | 576 82 | |
| Conducting transportation, | | 1,754 70 | |
| Total, | | \$3,654 28 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 8 | | |

CHARACTERISTICS OF ROAD.

Bridges:

Number wooden, 1

Gauge of track, 4 ft. 8 1/2 in.

FAYETTE COUNTY RAILROAD COMPANY.

Operated by the Pittsburg and Connellsville Railroad Company; now operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|-------------------------------|---------------------|------------------------|---------------------|
| E. B. Dawson, | Uniontown, Pa. | Nathaniel Ewing, . . . | Uniontown, Pa. |
| Dr. F. C. Robinson, | do. | J. V. Thompson, . . . | Uniontown, Pa. |
| Wm. L. Robinson, | do. | Jacob M. Beeson, . . . | Hopwood, Pa. |
| John K. Ewing, | do. | | |

Date of last meeting of stockholders for election of directors: May 5, 1879.

Post office address of general office: Uniontown, Pa.

Postoffice address of operating company : Baltimore and Ohio Railroad Company, Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|----------------|
| President, | E. B. Dawson, | Uniontown, Pa. |
| Secretary, | J. V. Thompson, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|----------------------------------|----------------|----------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Fayette County Railroad Company. | Uniontown, . . | Connellsville. | Pittsburg and Connellsville Railroad Company. | 13½ | 13½ |

The Fayette County Railroad Company is leased to the Pittsburg and Connellsville Railroad Company for ninety-nine years from November 1, 1864, and all questions not answered by us are supposed to fall to it.

FERNEY MOUNTAIN RAILROAD COMPANY.

Date of organization : January, 1890 ; chartered July 1, 1890.

By what authority incorporated : Formation and regulation of corporations in Pennsylvania, 1874, 1880. Pages 388 and 389 Brightly's Digest.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|------------------------------|-----------------------------|
| Daniel Shepp, | Tamaqua, Pa., | July 1, 1893. |
| M. M. MacMillan, | Mahanoy City, Pa., | do. |
| John J. Hursh, | Tamaqua, Pa., | do. |
| Wm. Boyer, | Lock Haven, Pa., | do. |
| Israel Boyer, | Lock Haven, Pa., | do. |
| L. F. Fritsch, | Tamaqua, Pa., | do. |
| W. Jones, | Tamaqua, Pa., | do. |
| F. P. Spiece, | Tamaqua, Pa., | do. |
| Jas. F. Fisher, | Tamaqua, Pa., | do. |

Date of last meeting of stockholders for election of directors : July 1, 1892.

Postoffice address of general office : Mahanoy City.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|----------------------------|-------------------|
| President, | Daniel Shepp, | Tamaqua, Pa. |
| Vice President, | M. M. MacMillan, | Mahanoy City, Pa. |
| Secretary, | L. F. Fritz, | Tamaqua, Pa. |
| Treasurer, | John J. Hursh, | Tamaqua, Pa. |
| General Manager, | M. M. MacMillan, | Mahanoy City, Pa. |
| General Passenger Agent, | Wm. E. Jones, | Tamaqua, Pa. |
| General Ticket Agent, | F. P. Spiece, | Tamaqua, Pa. |
| General Superintendent, | Wm. Boyer, | Lock Haven, Pa. |
| Division Superintendent, | Israel Boyer, | Lock Haven, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|-------------------|-----------------------|------------------------|--|
| | From— | To. | | |
| Ferney Mountain Railroad Company, . . . | Ferney, | Waterville, | 21 | 21 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|-------------|----------------------------|-------------|
| Cost of road, | \$16,819 20 | Capital stock, | \$20,000 00 |
| Cost of equipment, | 8,127 19 | Profit and loss, | 2,946 89 |
| Total, | \$22,946 89 | Total, | \$22,946 89 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General office clerks, | 1 | \$750 00 | |
| Enginemen, | 2 | | \$2 00 |
| Firemen, | 2 | | 1 50 |
| Conductors, | 1 | | 2 00 |
| Other trainmen, | 4 | | 1 50 |
| Section foremen, | 1 | 500 00 | |
| Other trackmen, | 4 | | 1 00 |
| Total, | 15 | \$1,250 00 | |
| Employees in Pennsylvania: | 15 | | |
| Total number of employees in Pennsylvania, | 15 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 2 | 2 |
| Number combination, | 1 | 1 |
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 27 | |
| Gauge of track, | | 3 ft. 6 in. |

10-11-92.

GETTYSBURG AND HARRISBURG RAILWAY COMPANY.

Date of organization : July 16, 1891.

By what authority incorporated : General railroad laws, Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies : The Gettysburg and Harrisburg Railway Company formed July 16, 1891, by consolidation of the Gettysburg and Harrisburg railroad and South Mountain Railway and Mining Company, the former company chartered in 1883 and the latter in 1877.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. | |
|--------------------------|-------------------------|---------------------------------|-----|
| J. H. Loomis, | Philadelphia, | Second Monday in January, 1898. | |
| J. M. Landis, | do. | do. | do. |
| R. Weston, | do. | do. | do. |
| C. C. Midwood, | do. | do. | do. |
| H. T. Naisby, | do. | do. | do. |
| R. Tull, | do. | do. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.
Postoffice address of general office : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------|-------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | W. R. Taylor, | do. |
| Treasurer, | W. A. Church, | do. |
| Comptroller, | D. Jones, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-------------------------|-------------------------|------------------------|--|
| | From— | To— | | |
| Gettysburg and Harrisburg Railway Company. | Carlisle, Pa. | Gettysburg, Pa. | 31.00 | 31.00 |
| | Gettysburg, Pa. | Round Top, Pa. | 3 | 3 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|--|-----------------------|
| Cost of road, | \$1,207,121 28 | Capital stock, | \$600,000 00 |
| Cash and current assets, | 358 49 | Funded debt, | 578,000 00 |
| Materials and supplies, | 111 33 | Current liabilities, | 78,528 48 |
| Profit and loss, | 51,809 28 | Accrued interest on funded debt not yet payable, | 7,373 50 |
| Total, | \$1,258,900 98 | Total, | \$1,258,900 98 |

IMPORTANT CHANGES DURING THE YEAR.

Company formed by merger of the Gettysburg and Harrisburg railroad and South Mountain Railway and Mining Company on July 16, 1891.

CONTRACTS, AGREEMENTS, ETC.

United States mails, rate per mile.

EMPLOYES AND SALARIES.

| CLASS | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| General officers, | 4 | | |
| Station agents, | 12 | \$5,996 00 | \$1 07 |
| Other station men, | 9 | 5,065 00 | 1 10 |
| Engine men, | 2 | 1,886 48 | 3 02 |
| Firemen, | 2 | 1,141 92 | 1 83 |
| Conductors, | 2 | 1,700 40 | 2 72 |
| Other trainmen, | 7 | 3,653 52 | 1 67 |
| Carpenters, | 1 | 348 00 | 1 50 |
| Section foremen, | 7 | 3,520 00 | 1 50 |
| Other trackmen, | 80 | 9,890 00 | 1 00 |
| Switchmen, flagmen and watchmen, | 2 | 672 00 | 1 08 |
| Telegraph operators and dispatchers, | 3 | 1,200 00 | 1 35 |
| All other employes and laborers, | 4 | 1,212 80 | 98 |
| Total, | 85 | \$31,768 00 | \$1 25 |
| Distribution of above: | | | |
| General administration, | 4 | | |
| Maintenance of way and structures, | 38 | \$13,228 00 | \$1 11 |
| Conducting transportation, | 43 | 18,535 00 | 1 39 |
| Total, | 85 | \$31,763 00 | \$1 19 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 85 | \$31,768 00 | \$1 19 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 1 | 1 |
| Number iron, | 3 | 3 |
| Trestles: | | |
| Number, | 34 | 34 |
| Aggregate length (feet), | 2,753 | 2,753 |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Tele- graph Company, | 31.6 | 31.6 |
| Miles of wire operated by Philadelphia, Reading and Pottsville Tele- graph Company, | 45.1 | 45.1 |
| Gauge of track, | | 4 ft. 8½ in. |

GRASSY ISLAND RAILROAD COMPANY.

Date of organization: October 19, 1887.

By what authority incorporated: Under act of assembly entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

Not yet completed owing to a contest over a grade crossing; has never been used in any part up to the present time.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|---------------------|-----------------------------|
| J. J. Albright. | Buffalo, N. Y. | January 3, 1893. |
| W. T. Smith. | Scranton, Pa. | do. |
| James Archbald. | Scranton, Pa. | do. |
| Alfred Hand. | Scranton, Pa. | do. |
| Thomas Sprague. | Scranton, Pa. | do. |
| Jos. A. Archbald. | Pottsville, Pa. | do. |
| James Archbald, Jr. | Scranton, Pa. | do. |

Date of last meeting of stockholders for election of directors: July 12, 1892.

Postoffice address of general office: Third National Bank building, Scranton, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|---------------------|---------------|
| President. | W. T. Smith. | Scranton, Pa. |
| Secretary. | Thomas Sprague. | do. |
| Treasurer. | James Archbald, Jr. | do. |
| General Superintendent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-------------------------|---------------------------------|--------------------|------------------------|--|
| | From— | To— | | |
| Grassy Island railroad. | Near Jessup, Lackawanna county. | Near Winton, . . . | 1 | 1 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|-------------|----------------|-------------|
| Cost of road. | \$9,708 70 | Capital stock. | \$10,000 00 |
| Cash and current assets. | 296 30 | | |
| Total. | \$10,000 00 | Total. | \$10,000 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--------------------------|--------------------------|------------------|
| Trestles: | | |
| Number. | 2 | 2 |
| Aggregate length (feet). | 1,500 | 1,500 |
| Gauge of track. | 4 ft. 8½ in. | |

HANOVER AND YORK RAILROAD COMPANY.

Date of organization : July 9, 1878.

By what authority incorporated : Special act April 21, 1872.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|------------------------|-----------------------------|
| H. D. Barclay | Philadelphia | January 9, 1893. |
| W. H. Barnes | Philadelphia | do. |
| J. N. DuBarry | Philadelphia | do. |
| John P. Green | Philadelphia | do. |
| H. H. Houston | Philadelphia | do. |
| Wm. A. Patton | Philadelphia | do. |
| Henry D. Welsh | Philadelphia | do. |
| N. P. Shortridge | Wynnewood, Pa. | do. |
| Geo. D. Kilnefelter | Hanover, Pa. | do. |
| Isaac Loucks | Hanover, Pa. | do. |
| Michael Schall | York, Pa. | do. |
| Geo. P. Smyser | York, Pa. | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|-------------------------|---------------|
| President | John S. Young | Hanover, Pa. |
| Secretary | Albert Hewson | Philadelphia. |
| Treasurer | Taber Ashton | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|--------------|-----------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Hanover and York railroad, . | Hanover. . . | York, | Pennsylvania Railroad Company. | 18.35 | 18.35 |

Lease to Pennsylvania Railroad Company, dated April 8, 1875, to continue until expiration of charter of Hanover and York Railroad Company, April 21, 1893, and to be extended on renewal of charter.

Rental, net earnings.

BONDS OWNED.

Littlestown Railroad Company (total amount held), \$40,000 00

STOCKS OWNED.

Littlestown Railroad Company (total par value), \$33,800 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|------------------------------|---------------------|
| Cost of road. | \$371,825 48 | Capital stock. | \$224,250 00 |
| Bonds of other companies owned. | 40,000 00 | Funded debt. | 191,100 00 |
| Stocks of other companies owned. | 55,639 00 | Current liabilities. | 18,927 50 |
| Cash and current assets. | 26,184 58 | Profit and loss. | 69,307 56 |
| Total. | \$498,650 06 | Total. | \$498,650 06 |

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron. | 3 | 3 |
| Number wooden. | 3 | 3 |
| Trestles: | | |
| Number. | 1 | 1 |
| Aggregate length (feet). | 180 | 180 |
| Telegraph: | | |
| Miles of line owned by this company. | 18.5 | 18.6 |
| Miles of wire owned by this company. | 37.2 | 37.2 |
| Miles of line operated by Pennsylvania Railroad Company, lessee. | 18.6 | 18.6 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee. | 37.2 | 37.2 |

Gauge of track, 4 ft. 9 in.

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

Date of organization: Charter approved June 9, 1832.

By what authority incorporated: Special act June 9, 1832; acts February 18, 1834, March 11, 1835, March 17, 1836, March 31, 1837, March 17, 1838, June 27, 1839, May 7, 1841, March 17, 1845, March 16, 1848, April 7, 1848, January 26, 1849, April 9, 1852, April 2, 1853, April 22, 1854, April 4, 1856, April 11, 1856, April 1, 1864, April 11, 1866.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|-------------------------|-----------------------------|
| Edmund Smith. | Philadelphia. | September 2, 1892 |
| George B. Roberts. | Philadelphia. | do. |
| James Young. | Middletown, Pa. | do. |
| N. Parker Shortridge. | Wynnewood, Pa. | do. |
| Lewis Elkin. | Philadelphia. | do. |
| A. J. Cassatt. | Philadelphia. | do. |
| John P. Green. | Philadelphia. | do. |
| Enoch Lewis. | Philadelphia. | do. |
| Thomas Williams, Jr. | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors: September 4, 1891.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|---------------|---------------|
| President. | Edmund Smith. | Philadelphia. |
| Secretary. | | do. |
| Treasurer. | Taber Ashton. | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|--------------|-------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad. | Dillerville. | Harrisburg. | Pennsylvania Railroad Company. | 35.50 | 35.50 |
| Branch. | Columbia. | Middletown. | Pennsylvania Railroad Company. | 18.16 | 18.16 |
| Total mileage. | | | | 53.74 | 53.74 |

Lease for 999 years from January 1, 1861, rental is equal to the dividend on the capital stock, 7 per cent. interest on funded debt, 4 per cent. taxes on capital stock and bonds, and an organization fund of \$2,000.00 per annum.

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|--------------------------------|------------------|-----------|------------------------------|
| Pennsylvania Railroad Company. | \$65,600 00 | 6 per ct. | \$3,986 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|----------------|----------------------|----------------|
| Cost of road. | \$1,881,210 00 | Capital stock. | \$1,182,550 00 |
| Stocks of other companies owned. | 67,487 22 | Funded debt. | 709,000 00 |
| Cash and current assets. | 60,886 58 | Current liabilities. | 56,847 26 |
| | | Profit and loss. | 67,656 64 |
| Total. | \$2,009,652 80 | Total. | \$2,009,652 80 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|-------------------|---------|----------------------------|
| General officers. | 2 | \$1,700 00 |
| Total. | 2 | \$1,700 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 12 | 12 |
| Number iron, | 25 | 25 |
| Number wooden, | 1 | 1 |
| Tunnels: | | |
| Number, | 1 | 1 |
| Maximum length (feet), | 162 | 162 |
| Minimum length (feet), | 162 | 162 |
| Aggregate length of all tunnels (feet), | 162 | 162 |
| Telegraph: | | |
| Miles of line owned by this company, | 28.14 | 28.14 |
| Miles of wire owned by this company, | 331.91 | 331.9 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 62.73 | 62.73 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 331.91 | 331.91 |
| Gauge of track, | | 4 ft. 9 in. |

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

Date of organization : May 6, 1852.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------------|--------------------------------------|-----------------------------|
| James Long, | Philadelphia, | February, 1896. |
| Jacob Naylor, | Philadelphia, | do. |
| William Bault, | Philadelphia, | do. |
| Johns Hopkins, | Philadelphia, | do. |
| James Whitaker, | Philadelphia, | do. |
| Thomas R. Patton, | Philadelphia, | do. |
| Samuel Bancroft, Jr., | Wilmington, Del., | do. |
| Samuel Hellner, | Philadelphia, | do. |
| Lewis A. Riley, | Philadelphia, | do. |
| George H. Colket, | Philadelphia, | do. |
| Robert H. Crozer, | Upland, Delaware co., Pa., | do. |
| William H. Shallcross, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors: February 2, 1892.
 Postoffice address of general office: Manhattan Life Building, S. E. cor. Walnut and Fourth streets, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|-----------------|
| President, | Spencer M. Janney, | Philadelphia. |
| Secretary, | J. P. Donalson, | Philadelphia. |
| Treasurer, | James W. Paul, | Philadelphia. |
| General Solicitor, Attorney or Counsel. | George F. Gage, | Huntingdon, Pa. |
| General Manager, | George F. Gage, | Huntingdon, Pa. |
| General Passenger Agent, | | |
| General Ticket Agent, | | |
| General Freight Agent | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. |
|---|------------------------------|------------------------------|------------------------|
| | From— | To— | |
| Main Line Huntingdon and Broad Top Railroad. | Huntingdon. | Mt Dallas. | 45 |
| Shoup's branch. | Saxton. | Fisher Colliery. | 7.8 |
| Six Mile Run branch. | Riddleburg. | Edge Hill. | 3.9 |
| Sunday Run branch. | Hopewell. | Cumberland colliery. | 2.7 |
| Long's Run branch (of Sunday Run branch). | Long's Run Junction. | Kearney. | 2.6 |
| Total mileage. | | | 62 |

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 22 cents per 100 pounds.
 United States Postoffice Department, \$3,998.20 per annum.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers. | 1 | \$5,000 00 | |
| General office clerks. | 5 | 8,780 00 | |
| Station agents, etc. | 7 | 5,420 00 | \$2 50 |
| Other station men. | 29 | 12,231 50 | 1 35 |
| Enginemen. | 4 | 1,512 89 | 1 20 |
| Firemen. | 17 | 14,060 87 | 2 65 |
| Conductors. | 17 | 7,568 04 | 1 42 |
| Other trainmen. | 18 | 12,081 00 | 2 25 |
| Machinists. | 28 | 14,921 36 | 1 70 |
| Carpenters. | 17 | 7,453 20 | 1 40 |
| Other shopmen. | 30 | 15,801 54 | 1 63 |
| Section foreman. | 50 | 14,229 10 | 1 00 |
| Other trackmen. | 20 | 8,759 80 | 1 40 |
| Switchmen, flagmen and watchmen. | 100 | 34,083 50 | 1 08 |
| All other employes and laborers. | 7 | 2,461 15 | 1 12 |
| | 13 | 7,140 21 | 1 75 |
| Total. | 363 | \$170,064 06 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 363 | | |

CHARACTERISTICS OF ROAD.

| | |
|---|--------------------|
| Bridges: | |
| Number iron, | 18 |
| Number wooden, | 40 |
| Trestles: | |
| Number, | 42 |
| Aggregate length (feet), | 8,014 |
| Telegraph: | |
| Miles of line owned by this company, | 58 |
| Miles of wire owned by this company, | 58 |
| Miles of line operated by this company, | 53 |
| Miles of wire operated by this company, | 58 |
| Gauge of track, | <u>4 ft. 9 in.</u> |

HUNTERS RUN AND SLATE BELT RAILROAD COMPANY.

Date of organization : June 8, 1891.

By what authority incorporated : State of Pennsylvania.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|--|-----------------------------|
| J. C. Fuller. | Pine Grove Furnace, Pa. | January 10, 1898. |
| Jay Cooke, Jr. | 122 South Fourth street, Philadelphia. | do. |
| Chas. D. Barney. | 122 South Fourth street, Philadelphia. | do. |
| J. Horace Harding. | 122 South Fourth street, Philadelphia. | do. |
| Jno. M. Butler. | 119 South Fourth street, Philadelphia. | do. |
| B. J. Woodward. | 715 Arch street, Philadelphia. | do. |
| Wm. H. Gibbons. | Coatesville, Pa. | do. |

Date of last meeting of stockholders for election of directors: January 12, 1892.

Postoffice address of general office : Pine Grove Furnace, Pa.

Postoffice address of operating company : Pine Grove Furnace, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------------|-------------------------|--|
| President. | J. C. Fuller. | Pine Grove Furnace, Pa. |
| Secretary. | John M. Butler. | 119 South Fourth street, Philadelphia. |
| Treasurer. | A. E. Lehman. | 711 Walnut street, Philadelphia. |
| Chief Engineer. | A. C. Givier. | Pine Grove Furnace, Pa. |
| General Superintendent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-----------------------------|-----------------------------|------------------------|--|
| | From— | To— | | |
| Hunters Run and Slate Belt railroad. | Pine Grove Furnace. | Slate Belt. | 5.50 | 5.50 |
| South Mountain Railway and Mining Company. | Hunters Run. | Pine Grove Furnace. | 8 | 8 |
| Total mileage operated. | | | 13.50 | 13.50 |

The Hunters Run and Slate Belt Railroad Company leases that portion of South Mountain Railway and Mining Company's line between Hunters Run and Pine Grove Furnace at a per annum rental.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|-------------|------------------------------|-------------|
| Cost of road. | \$48,727 86 | Capital stock. | \$11,500 00 |
| Cost of equipment. | 8,990 00 | Current liabilities. | 43,098 73 |
| Profit and loss. | 1,880 87 | | |
| Total. | \$54,598 73 | Total. | \$54,598 73 |

CONTRACTS, AGREEMENTS, ETC.

We have no contract with the Government. The Philadelphia and Reading Railroad Company simply allow us a portion of their receipts from the Government for the transportation of mails over our routes, which is included in their contract and territory. They allow us \$60.71 per annum.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General officers: | | | |
| President. | 1 | | |
| Treasurer. | 1 | | |
| Superintendent. | 1 | \$458 37 | |
| General office clerks. | 1 | 23 80 | \$1 14 |
| Station agents. | 1 | 270 00 | 1 86 |
| Enginemen. | 2 | 510 51 | 1 54 |
| Firemen. | 2 | 421 01 | 1 27 |
| Conductors. | 1 | 409 56 | 1 27 |
| Other trainmen. | 1 | 88 19 | 1 27 |
| Machinists. | 3 | 238 90 | 1 75 |
| Other shopmen. | 1 | 162 59 | 1 27 |
| Section foremen. | 1 | 396 00 | 1 26 |
| Other trackmen. | 4 | 389 50 | 1 00 |
| Total. | 20 | \$3,752.45 | \$1 23.27 |
| Distribution of above: | | | |
| General administration. | 4 | \$481 17 | \$1 57.25 |
| Maintenance of way and structures. | 5 | 1,235 50 | 1 07.16 |
| Maintenance of equipment. | 4 | 891 49 | 1 15.51 |
| Conducting transportation. | 7 | 1,644 29 | 1 24 |
| Total. | 20 | \$3,752.45 | \$1 23.27 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 20 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number wooden | 3 | 3 |
| Telegraph: | | |
| Miles of line owned by this company. | 8 | 8 |
| Miles of wire owned by this company. | 8 | 8 |
| Miles of line operated by this company. | 8 | 8 |
| Miles of wire operated by this company. | 8 | 8 |

Gauge of track, 4 ft. 9 in.

IRONTON RAILROAD COMPANY.

Date of organization : 1859.

By what authority incorporated : State of Pennsylvania.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|---------------------------------------|-----------------------------|
| Samuel Thomas, | Catasauqua, Pa., | October, 1892. |
| Benj. G. Clark, | New York city, | do. |
| John Thomas, | Hokendauqua, Pa., | do. |
| Edwin Mickly, | Hokendauqua, Pa., | do. |
| John T. Knight, | Easton, Pa., | do. |
| Wm. W. Marsh, | Schooley's Mountain, N. J., | do. |

Date of last meeting of stockholders for election of directors : 1891.

Postoffice address of general office : Easton, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|----------------------------|-----------------|
| President, | Samuel Thomas, | Catasauqua, Pa. |
| Secretary, | John T. Knight, | Easton, Pa. |
| Treasurer, | William Andrews, | Allentown, Pa. |
| General Superintendent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-------------------------------------|---------------------|-------------------------|------------------------|--|
| | From— | To— | | |
| Ironton Railroad Company, | Coplay, | Ironton, | 5.5 | 5.5 |
| Ironton Railroad Company, | Junction, | Belgersville, | 3.5 | 3.5 |
| Total mileage operated, | | | 9 | 9 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$183,000 00 | Capital stock, | \$300,000 00 |
| Cost of equipment, | 17,000 00 | Current liabilities, | 6,998 54 |
| Lands owned, | 437 50 | Profit and loss, | 94,008 19 |
| Cash and current assets, | 100,562 23 | | |
| Total, | \$300,989 73 | Total, | \$300,989 73 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers. | 1 | \$1,200 00 | |
| General office clerks. | 1 | 612 50 | \$1 96 |
| Enginemen. | 1 | 864 89 | 2 76 |
| Firemen. | 1 | 601 40 | 1 92 |
| Other trainmen. | 4 | 2,282 12 | 1 71 |
| Machinists. | 1 | 616 00 | 1 96 |
| Section foremen. | 1 | 600 00 | 1 91 |
| Other trackmen. | 10 | 2,661 00 | 1 91 |
| Switchmen, flagmen and watchmen. | 1 | 450 60 | 1 44 |
| Total. | 21 | \$10,087 52 | |
| Distribution of above: | | | |
| General administration. | 2 | \$1,812 50 | |
| Maintenance of way and structures. | 11 | 3,461 00 | |
| Maintenance of equipment. | 2 | 616 00 | |
| Conducting transportation. | 6 | 4,140 02 | |
| Total. | 21 | \$10,087 52 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 21 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|-----------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden. | 11 | 11 |
| Gauge of track, | 4 ft. 8½ in. | |

JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Date of organization: April 5, 1862.

By what authority incorporated: Special act, Commonwealth of Pennsylvania, An act to incorporate the Jamestown and Franklin Railroad Company, approved April 5, A. D. 1862; a supplement to said act approved March 9, A. D. 1863; further supplement approved April 19, 1864; a further supplement approved February 25, A. D. 1869.

If a consolidated company, name the constituent companies: Junction Railroad Company, charter in effect September 19, 1870, under general laws of the Commonwealth of Pennsylvania.

(Consolidated with Jamestown and Franklin Railroad Company December 7, 1870. Operated by the Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|---------------------------|-----------------------------|
| John Newell, | Cleveland, O., | January 9, 1898. |
| O. G. Getzen-Danner, | Cleveland, O., | do. |
| James H. Reed, | Pittsburg, | do. |
| E. A. Walling, | Erie, Pa., | do. |
| J. C. Cornwell, | Stoneboro, Pa., | do. |
| Robt. P. Cann, | Stoneboro, Pa., | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.
 Postoffice address of general office : Stoneboro, Pa.
 Postoffice address of operating company : Cleveland, Ohio.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|----------------|
| President, | Russelas Brown, | Warren, Pa. |
| Secretary, | J. C. Cornwell, | Stoneboro, Pa. |
| Treasurer, | Robt. P. Cann, | Stoneboro, Pa. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|----------------------------------|-----------------|----------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Jamestown and Franklin railroad. | Jamestown, Pa., | Oil City, Pa., . . . | Lake Shore and Michigan Southern Railway Company. | 50.91 | 50.91 |

The Lake Shore and Michigan Southern Railway Company contracts to operate the railroad of the Jamestown and Franklin Railroad Company for the term of five (5) years from January 1, 1890.

The said Lake Shore company, at its own cost, is to maintain, manage, operate and keep in efficient public use the railroad of said Jamestown and Franklin company, with its structures and appurtenances, in all substantial respects, as if it (the Lake Shore company) were the owners thereof, and to furnish and keep in repair all motive power and rolling stock properly adapted and adequate for the business thereof, and to operate said railroad in connection with and as a part of its (said Lake Shore) system of roads, and to so adjust rates and conduct business so as to encourage, develop and increase both the local and through tariff upon said Jamestown and Franklin railroad. The fixing of rates and tariffs to be done by said Lake Shore company, but that it shall be done with a view to obtain the greatest practicable income and best net results to said Jamestown and Franklin company.

Said Lake Shore company to pay all taxes, except such taxes as may be imposed by State of Pennsylvania or United States upon tonnage, dividends on stocks or interest on bonds.

The Jamestown and Franklin company to keep up, at its own expenses, its corporate organization.

The said Lake Shore company to pay to said Jamestown and Franklin company thirty (30) per cent. of the gross income of said Jamestown and Franklin railroad.

GENERAL BALANCE SHEET.

| DE. | | CR. | | |
|------------------------------------|-----------------------|--|--------------|-----------------------|
| Cost of road, | \$2,688,280 08 | Capital stock, | \$607,248 00 | |
| Lands owned, | 34,607 79 | Funded debt, | 798,000 00 | |
| Cash and current assets, | 8,852 54 | Current liabilities, | 1,226,185 68 | |
| | | Accrued interest on funded debt not yet payable, | 2,916 67 | \$2,684,345 85 |
| | | Profit and loss, | | 46,845 06 |
| Total, | \$2,681,190 41 | Total, | | \$2,681,190 41 |

CONTRACTS, AGREEMENTS, ETC.

All such contracts are made by the lessee.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|---|---------|----------------------------|
| All other employes and laborers, | 2 | \$750 00 |
| Total, | 2 | \$750 00 |
| Distribution of above: | | |
| General administration, | 2 | \$750 00 |
| Total, | 2 | \$750 00 |
| Employes in Pennsylvania: | | |
| Total number of employes in Pennsylvania, | 2 | \$750 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 1 | 1 |
| Number wooden, | 9 | 9 |
| Trestles: | | |
| Number, | 8 | 8 |
| Aggregate length (feet), | 722 | 722 |
| Tunnels: | | |
| Number, | 1 | 1 |
| Maximum length (feet), | 925 | 925 |
| Minimum length (feet), | 925 | 925 |
| Aggregate length of all tunnels (feet), | 925 | 925 |
| Telegraph: | | |
| Miles of line owned by this company, * | 51 | 51 |
| Miles of wire owned by this company, | 51 | 51 |
| Miles of line operated by other companies, * | 51 | 51 |
| Miles of wire operated by other companies, | 318 | 318 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road : This company is not a member of any, all such lines operating over the line of this road do so under arrangements made with lessee, Lake Shore and Michigan Southern Railway Company.

* The fifty-one miles line reported as owned by this company and fifty-one miles of line operated by other companies refer to same line of poles ; we are not a joint owner of the line on which all wires are attached.

JEFFERSON RAILROAD COMPANY.

Date of organization : February 15, 1864.

By what authority incorporated : Special charter under act of April 28, 1851, confirmed by act of March 16, 1863, of Pennsylvania Legislature.

Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------|---------------------|-------------------------------|
| J. Lowber Welsh. | Philadelphia. | Second Tuesday in June, 1893. |
| Eben F. Baker. | Philadelphia. | do. do. |
| Samuel Hines. | Scranton, Pa. | do. do. |
| J. V. Darling. | Wilkesbarre, Pa. | do. do. |
| John King. | New York, N. Y. | do. do. |
| Eben E. Thomas. | New York, N. Y. | do. do. |
| A. R. MacDonough. | New York, N. Y. | do. do. |

Date of last meeting of stockholders for election of directors : Second Tuesday in June, 1892.

Postoffice address of general office : 21 Cortlandt street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|-------------------|-------------------------------------|
| President. | J. Lowber Welsh. | Philadelphia. |
| Secretary. | A. R. MacDonough. | 21 Cortlandt street, New York city. |
| Treasurer. | Edward White. | 21 Cortlandt street, New York city. |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------|----------------|----------------------------|----------------|
| Cost of road. | \$6,574,581 83 | Capital stock. | \$2,066,050 00 |
| | | Funded debt. | 3,100,000 00 |
| | | Advances for construction: | |
| | | Erie Railway Com- | |
| | | pany. | \$912,633 11 |
| | | N. Y., L. E. & W. R. | |
| | | Co. | 465,899 72 |
| | | | 1,378,533 83 |
| Total. | \$6,574,581 83 | Total. | \$6,574,581 83 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------------|
| Bridges: | | |
| Number iron. | 10 | 10 |
| Trestles: | | |
| Number. | 1 | 1 |
| Aggregate length (feet) | 530 | 530 |
| Telegraph: | | |
| Miles of line owned by this company. | 39 | 39 |
| Miles of wire owned by this company. | 39 | 39 |
| Miles of line operated by this company. | 39 | 39 |
| Miles of wire operated by this company. | 39 | 39 |
| Gauge of track. | | <u>4 ft. 8 1/2 in.</u> |

JOHNSONBURG RAILROAD COMPANY.

Date of organization: Chartered March 14, 1877, organized during that year.
 By what authority incorporated: By an act of the Commonwealth of Pennsylvania, approved the fourth day of April, A. D., 1868, and the several supplements thereto.
 Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|-------------------------|-------------------------------|
| J. Bayard Henry, | Philadelphia, | Second Monday in April, 1898. |
| J. N. DuBarry, | do. | do. |
| Henry D. Welsh, | do. | do. |
| Chas. W. Henry, | do. | do. |
| N. Thouron, | do. | do. |
| Wm. A. Patton, | do. | do. |
| Samuel G. De Coursey, | do. | do. |

Date of last meeting of stockholders for election of directors: April 11, 1892.
 Postoffice address of general office: 233 South Fourth street, Philadelphia.
 Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|----------------------------|---------------|
| President, | J. Bayard Henry, | Philadelphia. |
| Secretary, | J. S. Vanzandt, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------------|--------------|-----------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Johnsonburg Railroad Company. | Johnsonburg. | Clermont, . . . | Pennsylvania Railroad Company. | 19.69 | 19.69 |

The Johnsonburg Railroad Company is leased to the Pennsylvania Railroad Company for a period of fifty years from the eighth day of July, A. D. 1889, and is operated by that company under said lease, the terms of which provide that the lessee shall pay all operating expenses, including taxes, interest on equipment and organization expenses, the balance of net earnings to be paid to lessor and by it applied, first, to payment of interest on outstanding bonds; second to payment of five per centum per annum on outstanding capital stock, the balance to be divided equally between the lessee and lessor. The lessee reserves the right, under certain conditions, and upon giving six months' notice in writing of its intention so to do, to cancel and annul said lease, at any time, after the expiration of five years from the date thereof.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$400,958 34 | Capital stock, | \$200,000 00 |
| Lands owned, | 3,700 00 | Funded debt, | 200,000 00 |
| Profit and loss, | 20,306 55 | Current liabilities, | 24,958 89 |
| Total, | \$424,958 89 | Total, | \$424,958 89 |

EMPLOYES AND SALARIES.

General officers, 2

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 9 | 9 |
| Telegraph: | | |
| Miles of line operated by this company, | 20 | 20 |
| Miles of wire operated by this company, | 20 | 20 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 20 | 20 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 20 | 20 |
| Gauge of track, | <u>4 ft. 9 in.</u> | |

JONES LAKE RAILROAD COMPANY.

Date of organization : September 8, 1887.

By what authority incorporated : Act of General Assembly of Pennsylvania approved April 4, 1868.

Operated by the Erie and Wyoming Valley Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|-----------------------------|---------------------|-----------------------------|---------------------|
| John B. Smith, | Dunmore, Pa. | George H. Catlin, | Scranton, Pa. |
| George B. Tmlth, | Dunmore, Pa. | Henry Beyea, | Dunmore, Pa. |
| A. D. Blackinton, | Dunmore, Pa. | S. B. Bulkeley, | Dunmore, Pa. |

Postoffice address of general office : Dunmore, Pa.

Postoffice address of operating company : Dunmore, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|-----------------------------|---------------|
| President, | George H. Catlin, | Scranton, Pa. |
| Secretary, | A. D. Blackinton, | Dunmore, Pa. |
| Treasurer, | George B. Smith, | Dunmore, Pa. |
| Superintendent, | | |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. |
|--------------------------|------------------|-----------------|------------------------------|----------------|
| | From-- | To-- | | |
| Jones Lake railroad, . . | Lake Junction. . | Jones Lake. . . | Erie and Wyoming Valley, . . | 1.25 |

Leased and operated by the Erie and Wyoming Valley Railroad Company.
 Rental \$1,200.00 per year. Operating company to maintain the road, pay the taxes, etc.

JUNCTION RAILROAD COMPANY.

Date of organization : May 23, 1860.

By what authority incorporated: State of Pennsylvania, acts of May 3, 1860 (P. L. p. 780), March 23, 1861 (P. L. p. 177), April 26, 1864 (P. L. p. 609), April 11, 1862 (P. L. 1867, p. 1349), February 2, 1865 (P. L. p. 88).

Operated by Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS. *

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|--|-----------------------------|
| George B. Roberts, | 233 South Fourth street, Philadelphia, . | April 3, 1893. |
| N. Parker Shortridge, | Wynnewood, Montgomery county, Pa., | do. |
| John P. Green, | 233 South Fourth street, Philadelphia, . | do. |
| A. A. McLeod, | 277 South Fourth street, Philadelphia, . | do. |
| J. N. DuBarry, | 233 South Fourth street, Philadelphia, . | do. |

Date of last meeting of stockholders for election of directors : April 4, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company and Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia; Philadelphia and Reading Railroad Company, 277 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------------|-------------------------------------|
| President, | George B. Roberts, . . | 233 S. Fourth street, Philadelphia. |
| Secretary, | J. C. Sims, | 233 S. Fourth street, Philadelphia. |
| Treasurer, | R. W. Smith, | 233 S. Fourth street, Philadelphia. |
| General Solicitor, Attorney or Counsel, | John Scott, | 233 S. Fourth street, Philadelphia. |
| Comptroller, | E. W. Downing, | 233 S. Fourth street, Philadelphia. |
| Assistant Comptroller, | M. Riebenack, | 233 S. Fourth street, Philadelphia. |
| Superintendent, | W. J. Latta, | Broad Street Station, Philadelphia. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|------------------------------------|------------------------------------|------------------------------|------------------------|--|
| | From— | To— | | |
| Junction Railroad Company. | Belmont. | Thirty-fifth street. | 1.89 | 1.89 |
| | North end of Market street tunnel. | Gray's Ferry. | 1.67 | 1.67 |
| Total mileage operated. | | | | 3.56 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company run their trains over the Junction railroad, paying to the Junction railroad a certain rate per car per mile for trackage, the Junction Railroad Company paying the company moving the traffic for use of its motive power.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|----------------|------------------------------|----------------|
| Cost of road. | \$1,034,529 40 | Capital stock. | \$250,000 00 |
| Cash and current assets. | 81,926 08 | Funded debt. | 725,000 00 |
| | | Current liabilities. | 15,075 86 |
| | | Profit and loss. | 125,679 62 |
| Total. | \$1,116,755 48 | Total. | \$1,116,755 48 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers. | 2 | \$1,800 00 | |
| General office clerks. | 2 | 1,428 00 | \$1 85 |
| Section foremen. | 1 | 910 00 | 2 49 |
| Other trackmen. | 21 | 6,321 41 | 1 33 |
| Switchmen, flagmen and watchmen. | 8 | 4,612 49 | 1 56 |
| Telegraph operators and dispatchers. | 5 | 1,080 00 | 69 |
| All other employes and laborers. | 3 | 380 00 | 30 |
| Total. | 42 | \$16,481 90 | \$1 32 |
| Distribution of above: | | | |
| General administration. | 4 | \$3,228 00 | \$2 30 |
| Maintenance of ways and structures. | 25 | 7,561 41 | 1 21 |
| Conducting transportation. | 13 | 5,692 49 | 1 20 |
| Total. | 42 | \$16,481 90 | \$1 32 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 42 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|--------------------|
| Bridges: | | |
| Number stone. | 2 | 2 |
| Number iron. | 3 | 3 |
| Tunnels: | | |
| Number. | 2 | 2 |
| Maximum length (feet). | 754 | 754 |
| Minimum length (feet). | 188 | 188 |
| Aggregate length of all tunnels (feet). | 942 | 942 |
| Telegraph: | | |
| Miles of line owned by this company. | 1.67 | 1.67 |
| Miles of wire owned by this company. | 15.78 | 15.78 |
| Miles of line operated by this company. | 5.28 | 5.28 |
| Miles of wire operated by this company. | 19.29 | 19.29 |
| Gauge of track, | | 4 ft. 9 in. |

KENDALL AND ELDRED RAILROAD COMPANY.

Date of organization : April 4, 1878.

By what authority incorporated : Organized under the act of General Assembly of Pennsylvania approved April 4, 1868 (P. L. 82), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---|-----------------------------|
| Calvin H. Allen. | Mills Building, New York city. | January 9, 1889. |
| Samuel G. DeCoursey. | 242 South Third street, Philadelphia. | do. |
| Edward L. Owen. | 71 Wall street, New York city. | do. |
| John D. Probst. | 52 Exchange Place, New York city. | do. |
| E. W. Clark, Jr. | Bullitt Building, Philadelphia. | do. |
| Wm. T. Tiers. | 11 South Front street, Philadelphia. | do. |
| Geo. E. Bartol. | 189 South Front street, Philadelphia. | do. |

Date of last meeting of stockholders for election of directors : January 14, 1889.

Postoffice address of general office : Buffalo, N. Y., 84 Exchange street.

Postoffice address of operating company : Western New York and Pennsylvania Railroad Company.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|------------------------------|----------------|
| President. | Calvin H. Allen. | New York city. |
| Vice President. | Samuel G. DeCoursey. | Philadelphia. |
| Secretary. | Joseph R. Trimble. | Philadelphia. |
| Treasurer. | Franklin S. Buell. | Buffalo, N. Y. |
| Auditor. | John F. Reynolds. | Buffalo, N. Y. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------------|-----------------|------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Kendall and Elwood Railroad Company. | Eldred, | Tarport. | Western New York and Pennsylvania Railroad Company. | 18.28 | 18.28 |

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the Kendall and Eldred Railroad Company.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, vol. M, page 261; also July 21, 1882, in deed book, Vol. 16, page 103.

Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

KENSINGTON AND TACONY RAILROAD COMPANY.

Date of organization : Chartered March 25, 1884.

By what authority incorporated : General law of April 4, 1868.

If a consolidated company, name the constituent companies : Frankford Creek Railroad Company was consolidated with Kensington and Tacony Railroad Company April 14, 1891.

Frankford Creek Railroad Company organized March 17, 1890.

Operated by Pennsylvania railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|------------------------|-----------------------------|
| R. D. Barolay | Philadelphia | March 31, 1898. |
| W. H. Barnes | Philadelphia | do. |
| John P. Green | Philadelphia | do. |
| William A. Patton | Philadelphia | do. |
| Henry D. Welsh | Philadelphia | do. |
| N. P. Shortridge | Wynnewood, Pa. | do. |

Date of last meeting of stockholders for election of directors : March 15, 1892.

Postoffice address of general office : No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company : No. 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------|---|---------------------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Kensington and Tacony railroad. | West end of Tacony y'd 450 ft. from S. line of Oxford street, Philadelphia. | 465 feet east of Bridge street. | Pennsylvania Railroad Company. | 1.83 | 1.83 |
| | Connection with Philadelphia and Trenton R. R. at Tioga street. | 300 ft. east of Venango street. | ..... | 1.32 | 1.32 |
| | Philadelphia and Trenton R. R. near Erie av., | Frankford Creek, | ..... | .62 | .62 |
| Total mileage. . . . . | ..... |  | ..... | 3.77 | 3.77 |

Leased to Pennsylvania Railroad Company, dated November 9, 1887, for five years from January 1, 1887. Renewed under agreement dated March 15, 1892, for one year from January 1, 1892, and thereafter from year to year, terminable upon six months notice.

Rental \$30 per annum.

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|----------------------------------|--------------|--------------------------------|--------------|
| Cost of road. | \$296,189 48 | Capital stock. | \$200,000 00 |
| Cash and current assets. | 216 97 | Current liabilities, | 96,474 31 |
| Profit and loss. | 67 86 | | |
| Total. | \$296,474 31 | Total. | \$296,474 31 |

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|----------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden. | 3 | 3 |
| Trestles: | | |
| Number. | 6 | 6 |
| Aggregate length (feet). | 3,308 | 3,308 |
| Gauge of track, | 4 ft. 9 in. | |

KINZUA RAILWAY COMPANY.

Date of organization : January 18, 1881.

By what authority incorporated : Under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|--|-----------------------------|
| Samuel G. DeCoursey | 242 South Third street, Philadelphia | January 9, 1898. |
| Calvin H. Allen | Mills Building, New York city | do. |
| Edward L. Owen | 71 Wall street, New York city | do. |
| John D. Probst | 62 Exchange place, New York city | do. |
| George E. Bartol | 189 South Front street, Philadelphia | do. |
| William T. Tiers | 11 South Front street, Philadelphia | do. |
| E. W. Clark, Jr. | Bullitt Building, Philadelphia | do. |

Date of last meeting of stockholders for election of directors : January 14, 1889.

Postoffice address of general office : 84 Exchange street, Buffalo, N. Y.

Postoffice address of operating company : Western New York and Pennsylvania Railroad Company.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|-------------------------------|----------------|
| President | Calvin H. Allen | New York city. |
| Vice President | Samuel G. DeCoursey | Philadelphia. |
| Secretary | Joseph R. Trimble | Philadelphia. |
| Treasurer | Franklin S. Buell | Buffalo, N. Y. |
| Auditor | John F. Reynolds | Buffalo, N. Y. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------|----------------------------|------------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Kinzua railway | Kinzua Junction, | Kinzua | Western New York and Pennsylvania Railroad Co. | 14.04 | 14.04 |

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the Kinzua Railway Company of Pennsylvania.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, Vol. M, 252, also July 21, 1882, in deed book, Vol. 16, page 94, and in Warren county, Pennsylvania, February 15, 1882, in deed book No. 47, page 522.

Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, } 3 ft.
 4 ft. 8½ in.

KINZUA CREEK AND KANE RAILROAD COMPANY.

Date of organization : June 16, 1888.

By what authority incorporated : By an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' approved the 8th day June, 1874."

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------|---------------------|-----------------------------|
| G. W. Campbell. | Kane, Pa. | December 31, 1892. |
| J. W. Campbell. | do. | do. |
| E. W. Campbell. | do. | do. |
| C. A. Buchanan. | do. | do. |
| C. D. Campbell. | do. | do. |
| E. W. Smith. | do. | do. |
| F. W. Reese. | do. | do. |

Date of last meeting of stockholders for election of directors : December 21, 1891.

Postoffice address of general office : Kane, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------|--------------------|-----------|
| President. | G. W. Campbell. | Kane, Pa. |
| Secretary. | E. W. Campbell. | do. |
| Treasurer. | James W. Campbell. | do. |
| Chief Engineer. | C. A. Buchanan. | do. |
| Auditor. | John W. Campbell. | do. |
| General Manager. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|------------|----------------------------------|------------------------|--|
| | From— | To— | | |
| Kinzua Creek and Kane Railroad Company. | Kane. | W. N. Y. & P. R. R. at Root Run. | 13 | 18 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|--------------------|------------------|--------------------|
| Cost of road. | \$50,187 08 | Capital stock. | \$65,600 00 |
| Cost of equipment. | 22,397 47 | Funded debt. | 8,500 00 |
| Cash and current assets. | 6,185 28 | Profit and loss. | 6,599 83 |
| Total. | \$80,699 83 | Total. | \$80,699 83 |

CONTRACTS, AGREEMENTS, ETC.

This agreement made December 31, 1891, between the Kinzua Creek and Kane Railroad Company, lessor, and G. W. Campbell & Sons, lessees, witnesses: That the lessor hereby leases, for the term of one year from January 2, 1892, all of the line of railroad of the lessor now constructed on the waters of the south branch of the Kinzua creek and at Kane, Pa., together with all switches, offices, engine houses, shops and rolling stock, consisting of twenty-three cars and one engine, with such other tools and appliances as are now on the line of said road and used in running the same.

In consideration whereof the said lessees agree to keep said road and appliances in proper repair and condition, and at their own expense operate the same during the said term, transport all freights that shall be placed thereon by the lessor, the lessor billing all cars and collecting all charges, provided that the freights of the lessees shall be billed and collected at the present schedule rates; and no freight charges shall be made against the lessees for logs run over that portion of the road below the North Kane Mill; and provided further, that the lessor shall allow an 1 pay to the lessees the sum of eight thousand dollars, for such service in transporting freights for the lessor during said term. The said sum to be deducted from charges against the lessors for freights, or paid in cash at the end of the term should such freight charges be insufficient to pay the said sum.

In order to make an intelligible report, the total expenses of the year, together with freight on logs of amount to equal (with the four thousand dollars for one-half year) the expenses of operating the last six months are put in this report.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|--|-----------|----------------------------|
| General officers. | 3 | \$1,200 00 |
| General office clerks. | 1 | 185 38 |
| Station agents. | 1 | 450 00 |
| Enginemen. | 2 | 998 40 |
| Firemen. | 3 | 694 02 |
| Conductors. | 2 | 705 31 |
| Other trainmen. | 4 | 1,222 21 |
| Machinists. | 1 | 169 58 |
| Carpenters. | 1 | 830 95 |
| Section foremen. | 2 | 1,079 42 |
| Other trackmen. | 10 | 3,895 91 |
| Switchmen, flagmen and watchmen. | 1 | 354 51 |
| Total. | 29 | \$11,635 69 |
| Distribution of above: | | |
| General administration. | | \$1,335 38 |
| Maintenance of way and structures. | | 4,865 33 |
| Maintenance of equipment. | | 990 58 |
| Conducting transportation. | | 4,424 45 |
| Total. | | \$11,635 69 |

CHARACTERISTICS OF ROAD.

Bridges:

Number of wooden. 63
 Gauge of track, 4 ft. 9 in.

KINZUA VALLEY RAILROAD COMPANY.

Date of organization : March 30, 1889.

By what authority incorporated : Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------|---------------------------------------|-----------------------------|
| Samuel G. DeCoursey. | 342 South Third street, Philadelphia. | January 9, 1892. |
| Nicholas Thouron. | 433 Chestnut street, Philadelphia. | do. |
| S. S. Bullis. | Olean, N. Y. | do. |
| Franklin S. Buell. | 84 Exchange street, Buffalo, N. Y. | do. |
| Frank Rumsey. | 84 Exchange street, Buffalo, N. Y. | do. |
| Robt. Bell. | 84 Exchange street, Buffalo, N. Y. | do. |
| A. J. Thompson. | Titusville, Pa. | do. |

Date of last meeting of stock holders for election of directors : January 11, 1892.
 Postoffice address of general office : 84 Exchange street, Buffalo, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|----------------------|----------------|
| President. | Samuel G. DeCoursey. | Philadelphia. |
| Vice President. | Nicholas Thouron. | Philadelphia. |
| Secretary. | Franklin S. Buell. | Buffalo, N. Y. |
| Treasurer. | Frank Rumsey. | Buffalo, N. Y. |
| General Solicitor, Attorney or Counsel. | John F. Reynolds. | Buffalo, N. Y. |
| Auditor. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--------------------------------|------------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Kinzua Valley Railroad Company | Morrisons, Pa. | Root Run, Pa. | 12.73 | 12.73 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|-------------------|----------------------|-------------------|
| Cost of road. | 894,050 09 | Capital stock. | 862,000 00 |
| Cost of equipment. | 1,099 69 | Current liabilities. | 1,459 48 |
| Cash and current assets. | | Profit and loss. | 36,290 30 |
| Total. | 899,749 78 | Total. | 899,749 78 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers, | 6 | \$336 36 | .. . . . |
| General office clerks, | 1 | 720 00 | \$2 00 |
| Station agents, | 1 | 420 00 | 1 16 |
| Enginemen, | 1 | 300 00 | 2 50 |
| Firemen, | 1 | 540 00 | 1 50 |
| Conductors, | 1 | 720 00 | 2 00 |
| Other trainmen, | 2 | 1,080 00 | 1 50 |
| Section foremen, | 2 | 1,080 00 | 1 50 |
| Other trackmen, | 12 | 4,350 00 | 1 20 |
| Total, | 27 | \$10,146 36 | \$1 29 |
| Distribution of above: | | | |
| General administration, | | \$1,056 36 | .. . . . |
| Maintenance of way and structures, | | 5,430 00 | .. . . . |
| Conducting transportation, | | 3,660 00 | .. . . . |
| Total, | | \$10,146 36 | .. . . . |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 20 | .. . . . | .. . . . |

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1/2 in.

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization : September 30, 1889.

By what authority incorporated : Under general railroad laws.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|---------------------------------|---------------------|----------------------------------|
| William H. Storrs, | Scranton, | Next election. |
| William R. Storrs, | Scranton, | do. |
| William F. Hallstead, | Scranton, | do. |
| George M. Hallstead, | Scranton, | do. |
| Garret Bogart, | Scranton, | do. |
| James W. Fowler, | Scranton, | do. |
| R. M. Bestwick, | Montrose, | do. |
| T. J. Davies, | Montrose, | do. |
| I. R. Cooley, | Montrose, | do. |
| W. H. Jessup, | Montrose, | do. |
| W. G. Parke, | Montrose, | do. |
| H. L. Beach, | Montrose, | do. |

Date of last meeting of stockholders for election of directors : January 7, 1892.

Postoffice address of general office : Montrose, Pennsylvania.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------------|------------------------------|----------------|
| President, | W. D. Lusk, | Montrose, Pa. |
| Secretary and Auditor, | Fred. F. Chambers, | New York city. |
| Treasurer, | Fred. H. Gibbens, | New York city. |
| General Manager, | W. F. Hallstead, | Scranton, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--------------------------|--|-------------------|------------------------|--|
| | From— | To— | | |
| Lackawanna and Montrose. | Junction with Delaware, Lackawanna and Western at Allford. | Montrose. | 10.48 | 10.48 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|---|--------------|
| Cost of road, | \$124,488 91 | Capital stock, | \$124,900 00 |
| Cash and current assets, | 3,169 70 | Current liabilities, | 7,537 63 |
| | . | Scrap stock representing instalments paid on subscription to capital stock, | 2,514 00 |
| | | Profit and loss, | 2,856 98 |
| Total, | \$137,608 61 | Total, | \$137,608 61 |

IMPORTANT CHANGES DURING THE YEAR.

This road opened on August 24, 1891.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers, | 4 | | |
| Station agents, | 1 | \$513 46 | \$1 92 |
| Other station men, | 1 | 254 79 | 98 |
| Enginemen, | 1 | 770 19 | 2 88 |
| Firemen, | 1 | 477 01 | 1 73 |
| Conductors, | 1 | 770 19 | 2 88 |
| Other trainmen, | 2 | 882 69 | 1 50 |
| Other shopmen, | 1 | 240 00 | 1 54 |
| Section foremen, | 9 | 1,598 96 | 1 10 |
| Other trackmen, | 1 | 451 25 | 1 25 |
| Total, | 22 | \$5,958 54 | |
| Distribution of above: | | | |
| General administration, | 4 | | |
| Maintenance of way and structures, | 10 | \$1,888 96 | |
| Conducting transportation, | 8 | 4,119 58 | |
| Total, | 22 | \$5,958 54 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 20 | | |

CHARACTERISTICS OF ROAD.

| | |
|------------------------------------|--------------|
| Trestles: | |
| Number, | 2 |
| Aggregate length (feet), | 760 |
| Gauge of track, | 4 ft. 8½ in. |

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Date of organization : June 24, 1869.

History of Organization.—The company is a consolidation of the following roads : The Buffalo and State Line railroad, extending from the city of Buffalo, in the State of New York, westward, to the state line of Pennsylvania (sixty-eight miles).

The Erie and North-East railroad, extending from the state line of Pennsylvania to the city of Erie, in the State of Pennsylvania (twenty miles).

These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula railroad, extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio (ninety-five miles).

The Cleveland and Toledo railroad, extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio (one hundred and thirteen miles).

With a branch (or northern division) extending from Elyria (twenty-six miles west of Cleveland) to the city of Sandusky, in the State of Ohio (thirty-five miles).

Also, extending from Oak Harbor (twenty-six miles west of Sandusky) to Millbury, near Toledo (fifteen miles).

These two road last mentioned were consolidated under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana railroad, extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in State of Illinois (two hundred and forty-four miles).

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

This company owns and controls branches as follows : Elyria, Ohio, to Sandusky, Ohio (thirty-five miles). Oak Harbor, Ohio, to Millbury, Ohio (fifteen miles). Toledo, Ohio, to Elkhart, Indiana (Air Line, one hundred and thirty-three miles). Adrian, Michigan, to Jackson, Michigan (forty-six miles). Adrian, Michigan, to Monroe, Michigan (thirty-three miles).

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company :

The Detroit, Monroe and Toledo railroad, extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan (sixty-five miles).

The Kalamazoo and White Pigeon railroad, extending from White Pigeon, Michigan, to Kalamazoo, Michigan (thirty-seven miles).

The following roads are operated by this company under leases :

The Jamestown and Franklin railroad, extending from Jamestown, Pennsylvania (where it connects with the Erie and Pittsburg railroad), to Oil City, Pennsylvania (fifty-one miles).

It is contemplated at an early day to construct the line from Jamestown to our main line at Ashtabula, Ohio. This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent. of the earnings.

We also operate the Kalamazoo, Allegan and Grand Rapids railroad, extending from Kalamazoo, Michigan, to Grand Rapids, Michigan (fifty-eight miles).

The terms of this lease are the payment of interest on bonds and stock amounting to \$103,800 per annum.

That portion of our main line, from Toledo, Ohio, to Adrian, Michigan, thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of \$30,000 per annum.

The whole number of miles of railroad owned and leased by this company is one thousand and thirteen.

The company has thirty-six miles of double track, mainly between Erie and Cleveland, and two hundred and thirty-nine miles of side tracks.

Of the \$35,000,000 of stock issued, the sum of \$533,500 is claimed to have been guaranteed by the late the Michigan Southern and Northern Indiana Railroad Company, as entitled to dividends at the rate of ten per cent. per annum. A claim is being preferred by holders of a portion of the guaranteed stock for dividends from 1857 to 1863, when the regular payments of dividends was commenced, which claim is in litigation.

The claim for back dividends has been released on 3,506 shares, leaving 1,829 unassented.

Bonded Debt.—The bonded debt of the company (including the debt of the Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of which roads is owned by this company) amounts to \$22,283,000.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|---------------------|-----------------------------|
| Cornelius Vanderbilt, | New York, N. Y. | May, 1896. |
| Darius O. Mills, | New York, N. Y. | May, 1896. |
| James H. Reed, | Pittsburg, Pa. | May, 1896. |
| Russell Brown, | Warren Pa. | May, 1896. |
| William K. Vanderbilt, | New York, N. Y. | May, 1894. |
| Samuel F. Barger, | New York, N. Y. | May, 1894. |
| H. McK. Twombly, | New York, N. Y. | May, 1894. |
| Charles M. Reed, | Erie, Pa. | May, 1894. |
| John Newell, | Cleveland, Ohio. | May, 1895. |
| Edwin D. Worcester, | New York, N. Y. | May, 1895. |
| John E. Burrill, | New York, N. Y. | May, 1895. |
| Frederick K. Vanderbilt, | New York, N. Y. | May, 1895. |
| John DeKoven, | Chicago, Ill. | May, 1896. |

Date of last meeting of stockholders for election of directors: May 4, 1892.

Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------|------------------|
| Chairman of the Board, | William K. Vanderbilt. | New York, N. Y. |
| President, | John Newell. | Cleveland, Ohio. |
| Vice President, | | |
| Secretary, | Edwin D. Worcester. | New York, N. Y. |
| Treasurer, | | |
| Treasurer, Local, | N. Bartelett, | Cleveland, Ohio. |
| Chief Engineer, | E. A. Handy, | Cleveland, Ohio. |
| General Solicitor, Attorney or Counsel, | George C. Greene, | Cleveland, Ohio. |
| Auditor, | Cyrus P. Leland, | Cleveland, Ohio. |
| General Manager, | John Newell. | Cleveland, Ohio. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | total mileage of road. | Total mileage of road in Pennsylvania. | |
|---|---|----------------------------------|------------------------|--|-------|
| | From— | To— | | | |
| Main line owned. | Buffalo. | Erie. | 88 | 44.06 | |
| | Erie. | Cleveland. | 96.50 | | |
| | Cleveland. | West end Toledo bridge. | 111.77 | | |
| | West end Toledo bridge. | via Norwalk. | 1.10 | | |
| | Toledo. | Toledo. | 244.12 | | |
| | Toledo. | Chicago. via Adrian. | 540.49 | | |
| Branch line owned. | Elyria Junction. | Millbury Junction. via Sandusky. | 72.36 | 3.36 | |
| | Sandusky Pier. from Junction. | Old Depot. | 3.72 | | |
| | Air Line Junction. | Elkhart. | 120.88 | | |
| | Lenawee Junction. | Jackson. | 41.38 | | |
| | Lenawee Junction. | Monroe. | 29.37 | | |
| | Ashtabula. | Ashtabula Harbor. | 2.33 | | |
| | Ashtabula. | Jamestown. | 35.98 | | |
| | Junction with Dunkirk. | | | | |
| | Allegheny Valley and Pittsburg railroad at Dunkirk. | | 1.50 | | |
| | | | 318.66 | | |
| | <i>Line Operated under Lease, Contract and Otherwise.</i> | | | | |
| Detroit. Monroe and Toledo railroad. | | Air Line Junction. | Detroit. | 62.76 | |
| Kalamazoo and White Pigeon railroad. | | White Pigeon. | Kalamazoo. | 36.57 | |
| Northern Central Michigan railroad. | | Jonesville. | North Lansing. | 61.14 | |
| Detroit and Chicago railroad. | | Detroit River Junction. | Fayette. | 67.60 | |
| Sturgis. Goshen and St. Louis railroad. | | Goshen. | Findley. | 35.81 | |
| | | | 263.48 | | |
| Kalamazoo. Allegan and Grand Rapids railroad. | Kalamazoo. | Grand Rapids. | 56.42 | 102.49 | |
| | Jamestown and Franklin railroad. | Jamestown. | 50.91 | | |
| | Mahoning Coal Railroad. | Andover. | Oil City. | | 28.31 |
| | | Branch. | Youngstown. | | 2.85 |
| | | Branch. | No. 9 Coal Bank. | | .72 |
| | | Sharon branch. | Keel Ridge Coal Bank. | | 8.31 |
| | | | 65.20 | | |
| Detroit. Hillsdale and Southwestern railroad. | | | 97.88 | | |
| Fort Wayne and Jackson railroad. | | | 822.56 | | |
| Total mileage operated. | | | 1,445.19 | 102.49 | |

BONDS OWNED.

| NAME. | Ledger valuation. | Total amount held. | Income or interest received. |
|--|-------------------|--------------------|------------------------------|
| Jamestown and Franklin railroad first mortgage. | \$218,300 00 | \$251,000 00 | \$6,120 00 |
| Jamestown and Franklin railroad second mortgage. | 449,100 00 | 482,000 00 | \$3,740 00 |
| Total. | \$667,400 00 | \$733,000 00 | \$41,860 00 |

STOCKS OWNED.

| NAME. | Ledger valuation. | Total par value. | Rate. | Income or dividend received. |
|---|------------------------|------------------|--------------|------------------------------|
| New York, Chicago and St. Louis railway first preferred. | | \$2,520,000 00 | 3 per cent. | \$75,090 00 |
| New York, Chicago and St. Louis railway second preferred. | | 6,275,000 00 | | |
| New York, Chicago and St. Louis railway common. | \$8,447,746 94 | 6,240,000 00 | | |
| Pittsburg and Lake Erie railroad 40,000 shares. | 2,675,696 27 | 2,000,050 00 | 6 per cent. | 120,008 00 |
| Cleveland, Lorain and Wheeling railroad preferred. | | 774,400 00 | 2 per cent. | 15,488 00 |
| Cleveland, Lorain and Wheeling railroad common. | 752,800 00 | 169,100 00 | | |
| Mahoning Coal railroad preferred. | | 399,500 00 | 5 per cent. | 19,975 00 |
| Mahoning Coal railroad common. | 568,585 00 | 865,900 00 | 5½ per cent. | 47,624 50 |
| Merchants' Dispatch Transportation Company. | 575,700 00 | 575,700 00 | 6 per cent. | 34,542 00 |
| Detroit, Monroe and Toledo railroad. | 414,110 00 | 414,000 00 | | |
| Jamestown and Franklin railroad. | 320,000 00 | 400,000 00 | | |
| Swan Creek railroad. | 40,000 00 | 40,000 00 | | |
| Pittsburg and Wheeling Coal Company. | 22,681 75 | 22,681 75 | | |
| Capital advanced co-operative lines. | 22,546 19 | | | |
| Pacific Hotel Company, Chicago. | 270,840 67 | 496,000 00 | | |
| Chicago Industrial Exposition. | 1,016 00 | 1,500 00 | | |
| Columbian Exposition. | 50,000 00 | 50,000 00 | | |
| Sturgis, Goehen and St. Louis railway. | 20,851 84 | 1,000,000 00 | | |
| Clifton Heights Land Company paid. | | | 6 per cent. | 458 34 |
| Lake Shore and Michigan Southern railway sold. | | | 2½ per cent. | 6,702 50 |
| | | | ¾ per cent. | 288 50 |
| Total. | \$14,182,574 66 | | | \$620,166 84 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|-------------------------|--|-------------------------|
| Cost of road. | \$65,700,000 00 | Capital stock. | \$50,000,000 00 |
| Cost of equipment. | 17,900,000 00 | Funded debt. | 45,516,000 00 |
| Bonds of other companies owned. | 867,400 00 | Current liabilities. | 3,978,877 15 |
| Stocks of other companies owned. | 14,182,574 66 | Accrued interest on funded debt not yet payable. | 248,511 67 |
| Other permanent investments. | 5,872,982 22 | Profit and loss. | 11,460,760 61 |
| Cash and current assets. | 20,722,957 88 | | |
| | 6,480,700 56 | | |
| Total. | \$111,208,666 43 | Total. | \$111,208,666 43 |

IMPORTANT CHANGES DURING THE YEAR.

Seventeen one-hundredths of a mile taken up and eight one-hundredths of a mile added on account of Mahoning Coal railroad since date of last report, making net decrease of nine one-hundredths of one mile.

November and December, 1891, 281 shares Lake Shore and Michigan Southern common stock, also, May, 1892, Clifton Heights Land Company 16 bonds were converted into cash.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, Buffalo to Cleveland, pays from 15 cents to 50 cents per 100 pounds on freight. United States Express Company, Buffalo to Chicago, pays from 20 cents to 85 cents per 100 pounds on freight. These companies do a general express business and deliver freight to us at our depots.

United States government pays for mail service as follows: On main line, including railroad postoffice cars, per annum, \$1,237,098.57; on branches and leased, \$58,125.77; total, \$1,295,224.34.

Sleeping and parlor cars owned and operated by Wagner Palace Car Company, who charge \$2.00 for double berth and \$4.00 for section, and from 25 cents to \$1.50 for seats in drawing-room cars. Lake Shore and Michigan Southern railway own and operate nine (9) dining and buffet cars.

Red, White and Midland lines, co-operative railroads, own their cars and pro rate expenses. Merchants' Dispatch Transfer Company and Empire Line, stock companies, own their cars and receive current rate of mileage and a commission on all freight secured by them.

Have a long contract with Western Union Telegraph Company. Railway company derives no revenue from commercial business.

Erie and Pittsburg railroad runs its traffic (both passenger and freight) over the Lake Shore and Michigan Southern railway between Erie and Girard and is allowed 55 per cent of the earnings thereof.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|---------------|---------------------------------|----------------------------------|
| General officers, | 20 | \$116,150 00 | |
| General office clerks, | 310 | 253,223 48 | \$3 53 |
| Station agents, | 256 | 179,401 92 | 2 29 |
| Other station men, | 2,786 | 1,687,437 88 | 1 85 |
| Enginemen, | 792 | 387,325 04 | 3 38 |
| Firemen, | 711 | 435,337 96 | 1 59 |
| Conductors, | 380 | 359,968 28 | 3 02 |
| Other trainmen, | 881 | 546,906 12 | 1 96 |
| Machinists, | 823 | 504,837 00 | 1 96 |
| Carpenters, | 833 | 504,671 04 | 1 94 |
| Other shopmen, | 1,217 | 603,567 76 | 1 56 |
| Section foremen, | 440 | 262,002 00 | 1 10 |
| Other trackmen, | 5,781 | 2,467,128 60 | 1 86 |
| Switchmen, flagmen and watchmen, | 1,040 | 668,922 00 | 2 05 |
| Telegraph operators and dispatchers, | 444 | 274,572 60 | 1 90 |
| All other employes and laborers, | 785 | 366,313 36 | 1 49 |
| Total, | 17,442 | \$9,998,390 04 | \$1 83 |
| Distribution of above: | | | |
| General administration, | 380 | \$369,363 48 | \$3 57 |
| Maintenance of way and structures, | 6,231 | 2,729,130 60 | 1 40 |
| Maintenance of equipment, | 2,872 | 1,618,066 80 | 1 74 |
| Conducting transportation, | 8,019 | 5,296,900 16 | 2 14 |
| Total, | 17,442 | \$9,998,390 04 | \$1 83 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 1,236 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|---------------------|
| Bridges: | | |
| Number stone, | 22 | |
| Number iron, | 141 | 16 |
| Number wooden, | 51 | 11 |
| Trestles: | | |
| Number, | 152 | 9 |
| Aggregate length (feet), | 20,739.9 | 1,058 |
| Tunnels: | | |
| Number, | 2 | 1 |
| Maximum length (feet), | 1,200 | 1,200 |
| Minimum length (feet), | 142 | 1,200 |
| Aggregate length of all tunnels (feet), | 1,342 | 1,200 |
| Telegraph: | | |
| Miles of line owned by this company, | 1,899 | 150 |
| Miles of wire owned by this company, | 1,418 | 115 |
| Miles of line operated by this company, | 1,899 | 150 |
| Miles of wire operated by this company, | 3,064 | 235 |
| Miles of line operated by Western Union Telegraph Company, | 1,833 | 150 |
| Miles of wire operated by Western Union Telegraph Company, | 12,008 | 968 |
| Miles of line operated by Postal Telegraph Company, | 36 | |
| Miles of wire operated by Postal Telegraph Company, | 36 | |
| Gauge of track, | | 4 ft. 8½ in. |

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? First mortgage of \$25,000,000 provides for the payment and retirement of one per cent. (\$25,000) per annum.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station, Buffalo, New York Central and Hudson River railroad; passenger station, Dunkirk, New York, Lake Erie and Western railroad; passenger station, Grand Rapids, Grand Rapids and Indiana railroad; passenger station, Oil City, Western New York and Pennsylvania railway; lake freight station, Sandusky, Cleveland, Cincinnati, Chicago and St. Louis railway.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red, White and Midland Lines (co-operative), Merchants' Dispatch Transfer Company, Empire Line (stock companies).

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

(Financial Report.)

Date of organization: May 1, 1861.

By what authority incorporated: Under special act of May 1, 1861, and supplements thereto of March 10, 1862, April 8, 1864, and April 18, 1865.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|-----------------------|------------------------------|
| E. W. Clark | Philadelphia. | Second Monday January, 1888. |
| Edward Lewis. | do. | do. do. |
| Thos McKean. | do. | do. do. |
| S. Shepherd. | do. | do. do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|-----------------------|---------------|
| President. | J. S. Harris. | Philadelphia. |
| Secretary. | S. Shepherd. | do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------|------------|-----------|---|----------------|--------------------------------|
| | From- | To- | | | |
| Lehigh and Lackawanna railroad. | Bethlehem. | Wind Gap. | Central Railroad Company of New Jersey. | 25.10 | 25.10 |

The Lehigh and Lackawanna railroad was operated by the Central Railroad Company of New Jersey to December 31, 1891, under an operating agreement dated January 2, 1888.

The Central Railroad Company of New Jersey maintained and operated the road and paid over to the Lehigh and Lackawanna Railroad Company monthly any surplus of receipts over expenditures after deducting five per cent. on gross receipts to cover superintendence and general expenses not to exceed \$2,500 per annum.

The Central Railroad Company of New Jersey, for the six months ending June 30, 1892, paid as rental of the Lehigh and Lackawanna railroad one-third of the gross receipts of the road.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------|--------------|----------------|--------------|
| Cost of road. | \$970,500 00 | Capital stock. | \$370,500 00 |
| | | Funded debt. | 600,000 00 |
| Total. | \$970,500 00 | Total. | \$970,500 00 |

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

(Operating Report.)

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-------------------------|------------|--------------|------------------------|--|
| | From- | To- | | |
| Lehigh and Lackawanna. | Bethlehem. | Wind Gap. | 25.10 | 25.10 |
| Wind Gap and Delaware. | Bangor. | Saylorsburg. | 10.84 | 10.84 |
| Total mileage operated. | | | 35.94 | 35.94 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| Station agents. | 9 | \$8,139 12 | \$1 11 |
| Other station men. | 2 | 638 75 | 1 01 |
| Section foremen. | 7 | 3,155 44 | 1 44 |
| Other trackmen. | 31 | 11,642 38 | 1 20 |
| Switchmen, flagmen and watchmen. | 1 | 807 50 | 98 |
| Telegraph operators and dispatchers. | 3 | 480 00 | 75 |
| All other employes and laborers. | 1 | 840 00 | 2 68 |
| Total. | 53 | \$20,196 14 | \$1 22 |
| Distribution of above: | | | |
| Maintenance of way and structures. | 38 | \$14,797 77 | \$1 24 |
| Conducting transportation. | 15 | 5,400 37 | 1 15 |
| Total. | 53 | \$20,196 14 | \$1 22 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 53 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|----------------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number of wooden. | 8 | 8 |
| Trestles: | | |
| Number. | 33 | 33 |
| Aggregate length (feet). | 869 | 869 |

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

(Financial Report.)

Operated by the Central Railroad Company of New Jersey, to whom reference is made for all details of operation.

The Lehigh and Susquehanna railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier engaged in the transportation of passengers or property wholly by railroad or partly by railroad, and partly by water. The railroad is leased by its owner to the Central Railroad Company of New Jersey, who operate it and pay as rental therefor one-third of the gross receipts. The ownership of the railroad is not represented by any railroad corporation maintaining an independent legal existence or separate financial accounts, or which has issued as such capital stock or incurred any bonded indebtedness.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------|---------------|-----------------|---|----------------|--------------------------------|
| | From-- | To-- | | | |
| Lehigh and Susquehanna. | Phillipsburg. | Union Junction. | Central Railroad Company of New Jersey. | 105.88 | 105.88 |

The Lehigh and Susquehanna railroad is leased to and operated by the Central Railroad Company of New Jersey, who pay as rental one-third of the gross receipts. The date of the lease is March 31, 1871, and the term is for 999 years.

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.
(Operating Report.)

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. |
|---|------------------------|-------------------------------|------------------------|
| | From-- | To-- | |
| <i>Main lines of railroads operated.</i> | | | |
| Lehigh and Susquehanna. | Phillipsburg. | Union Junction. | 105.88 |
| Nesquehoning Valley. | Nesquehoning Junction. | Tamanend. | 16.65 |
| Trescow railroad. | Silver Brook. | Audenried. | 7.56 |
| Wilkesbarre and Scranton. | Minooka Junction. | Scranton. | 4.85 |
| Allentown Terminal. | East Allentown. | Main line. | 2.69 |
| Branch lines operated. | Upper Lehigh Junction. | Upper Lehigh. | 10.10 |
| | Pond Creek Junction. | Sandy Run. | 2.58 |
| | Pond Creek Junction. | Zehner. | .45 |
| | Ashley. | Colleries. | 17.12 |
| | Leemine. | Nanticoke. | 1.95 |
| | Miners' Mills. | Empire Breaker. | 3.95 |
| | Union Junction. | Everhart. | 3.07 |
| | Bethlehem Junction. | South Bethlehem. | .25 |
| | Main line Junction. | Quarries. | .50 |
| | Stemton. | Hokendauqua. | .83 |
| | Main line. | Allen Cement Works. | .94 |
| | Drifton Junction. | Drifton. | 10.54 |
| | Hanto. | Tamaqua (Greenwood Junction). | 6.50 |
| | Solomon's Gap. | Ashley. | 3.12 |
| <i>Lines of other companies over which trains have been run under track-age rights.</i> | | | |
| Philadelphia and Reading railroad. | Greenwood Junction. | Tamaqua. | 1.20 |
| Philadelphia and Reading railroad. | Tamanend. | Silver Brook. | 5.20 |
| Pennsylvania railroad. | Nanticoke. | Mocanaqua. | 9.79 |
| Delaware and Hudson Canal Company (Union railroad). | Union Junction. | Minooka Junction. | 9.66 |
| Total mileage operated. | | | 221.64 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|--------------|---------------------------------|----------------------------------|
| General officers. | 3 | \$9,433 08 | 25 86 |
| General office clerks. | 15 | 12,005 27 | 32 56 |
| Station agents. | 50 | 30,367 90 | 84 19 |
| Other station men. | 79 | 38,636 19 | 105 45 |
| Enginemen. | 161 | 175,625 83 | 48 12 |
| Firemen. | 167 | 117,867 83 | 32 25 |
| Conductors. | 124 | 102,916 08 | 28 15 |
| Other trainmen. | 577 | 338,834 19 | 92 01 |
| Machinists. | 82 | 57,045 58 | 15 22 |
| Carpenters. | 283 | 154,452 13 | 42 75 |
| Other shopmen. | 282 | 145,775 14 | 40 16 |
| Section foremen. | 56 | 31,409 87 | 85 19 |
| Other trackmen. | 408 | 156,409 79 | 42 73 |
| Switchmen, flagmen and watchmen. | 104 | 40,241 45 | 110 14 |
| Telegraph operators and dispatchers. | 105 | 58,354 19 | 159 18 |
| All other employes and laborers. | 531 | 269,984 94 | 73 59 |
| Total. | 3,027 | \$1,727,808 55 | \$1 82 |
| Distribution of above: | | | |
| General administration. | 18 | \$21,438 35 | \$3 80 |
| Maintenance of way and structures. | 464 | 187,819 16 | 40 59 |
| Maintenance of equipment. | 657 | 357,272 80 | 54 14 |
| Conducting transportation. | 1,888 | 1,160,778 24 | 61 96 |
| Total. | 3,027 | \$1,727,808 55 | \$1 82 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 3,027 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|------------------|
| Bridges: | | |
| Number stone. | 19 | 19 |
| Number iron. | 45 | 45 |
| Number wooden. | 10 | 10 |
| Trestles: | | |
| Number. | 2 | 2 |
| Aggregate length (feet). | 1,238 | 1,238 |
| Tunnels: | | |
| Number. | 2 | 2 |
| Maximum length (feet). | 1,730 | 1,730 |
| Minimum length (feet). | 390 | 390 |
| Aggregate length of all tunnels, (feet). | 2,120 | 2,120 |

Gauge of track, 4 ft. 8½ in.

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization : Letters patent dated September 20, 1847. Incorporated by act of April, 1846, under name of Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company, name changed by act of January 7, 1853.

By what authority incorporated : Under laws of State of Pennsylvania, as follows : April 21, 1846, March 20, 1849, April 9, 1849, April 10, 1852, January 7, 1853, May 8, 1854, April 18, 1855, March 8, 1856, April 16, 1857, May 18, 1857, May 21, 1864, March 21, 1865, April 13, 1866, April 2, 1872.

If a consolidated company, name the constituent companies : Beaver Meadow Railroad Company, merged July 8, 1864—Laws April 7, 1830, April 4, 1831, January 29, 1833, April 15, 1835, December 22, 1836, April 14, 1838, March 8, 1839, March 25, 1844, February 18, 1848, March 20, 1849, March 4, 1850, April 3, 1851, March 15, 1853, March 29, 1854, April 15, 1857 ; Penn Haven and White Haven Railroad Company, merged August 5, 1864—Laws May 4, 1857, April 11, 1859, April 2, 1860, February 16, 1863, April 3, 1866 ; Lehigh and Mahanoy Railroad Company, merged June 20, 1866—Laws April 3, 1864 ; Hazleton Coal Company, merged May 25, 1868—Laws March 18, 1836, March 8, 1839, July 27, 1842, July 30, 1842, April 4, 1843, April 5, 1849, March 18, 1851, January 29, 1853, January 12, 1856, April 4, 1856, February 14, 1857, March 8, 1862, March 19, 1863, March 9, 1865, March 21, 1865, March 29, 1867 ; Lehigh-Luzerne Railroad Company, formerly (Jeddo and Carbon Railroad Company, and Lehigh and Luzerne Railroad Company), merged June 16, 1868—Laws March 23, 1854, March 16, 1855, February 12, 1856, April 8, 1857, April 16, 1858.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

| DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|------------------------------|-----------------------------|
| Charles Hartshorne. | Philadelphia. | January 17, 1898. |
| William L. Convingham. | Wilkesbarre, Pa. | do. |
| William A. Ingham. | Philadelphia. | do. |
| Robert H. Sayre. | South Bethlehem, Pa. | do. |
| Robert A. Lambertson. | South Bethlehem, Pa. | do. |
| James I. Blaklee. | Mauch Chunk, Pa. | do. |
| John H. Fell. | Philadelphia. | do. |
| John B. Garrett. | Philadelphia. | do. |
| Charles O. Skeer. | Mauch Chunk, Pa. | do. |
| Calvin Pardee. | Philadelphia. | do. |
| George C. Thomas. | Philadelphia. | do. |
| Rollin H. Wilbur. | South Bethlehem, Pa. | do. |

Date of last meeting of stock holders for election of directors : January 19, 1892.
Postoffice address of general office : Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------------|------------------------------|----------------------|
| President. | Elisha P. Wilbur. | South Bethlehem, Pa. |
| Vice President. | Charles Hartshorne. | Philadelphia. |
| Second Vice President. | Robert H. Sayre. | South Bethlehem, Pa. |
| Third Vice President. | John B. Garrett. | Philadelphia. |
| Secretary. | John R. Fanshawe. | Philadelphia. |
| Treasurer. | William C. Alderson. | Philadelphia. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--|---|------------------------|--|
| | From— | To— | | |
| Main line. | Phillipsburg. | Wilkesbarre. | 99.79 | 99.79 |
| Bear Creek branch. | Bear Creek Junction, Fairview. | Meadow Run, Avoca. | 12.08 | 12.08 |
| Mountain Cut-off. | Haslie Creek Bridge. | Cranberry Junction. | 17.14 | 17.14 |
| Hasleton division. | Black Creek Junction. | Mount Carmel. | 8.83 | 8.83 |
| Mahanoy division. | New Boston Junction. | Tomhicken. | 42.78 | 42.78 |
| New Boston branch. | Penn Haven Junction. | Audenried. | 25.40 | 25.40 |
| Beaver Meadow division. | Lumber Yard. | Sandy Run Junction. | 16.35 | 16.35 |
| Highland branch. | Pink Ash Junction. | Hollywood. | 8.83 | 8.83 |
| Jeddo and Ebervale branch. | Various. | Various. | 6 | 6 |
| Sundry small branches. | Various. | Various. | 77.23 | 77.23 |
| Lehigh Valley Terminal Railway Company. | S. Plainfield, N. J. | Jersey City, N. J. | 25 | |
| Branch. | Pleton, N. J. | Essex Mill, N. J. | 1.09 | |
| Easton and Amboy Railroad Company. | Perth Amboy, N. J. | Phillipsburg, N. J. | 60 | |
| Branches. | Various. | Various. | 9.19 | |
| Pennsylvania and New York Central Railroad Company. | Wilkesbarre, Pa. | New York State Line. | 96.68 | 96.68 |
| Branches. | Various. | Various. | 14.86 | 14.86 |
| Waverly and State Line Railway Company. | Waverly, N. Y. | State Line. | .40 | |
| Wilkesbarre and Harvey's Lake Railroad Company. | Luzerne, Pa. | Harvey's Lake, Pa. | 18.78 | 8.78 |
| Loyalsock Railroad Company. | Bernice, Pa. | Bowman's Creek, Pa. | 17.82 | 17.82 |
| Branch. | Shermans, Pa. | Bills Creek, Pa. | 1.77 | .77 |
| The Lehigh Valley Railway Company. | State line. | Geneva, N. Y. | 75.03 | |
| Auburn and Ithaca branch. | Auburn, N. Y. | Ithaca, N. Y. | 42.20 | |
| Cayuga branch. | Cayuga Junction. | Cayuga, N. Y. | 4.12 | |
| Buffalo division. | Buffalo. | Windspea | 18.86 | |
| State Line and Sullivan Railroad Company. | Monroeton. | Bernice. | 24 | 24 |
| Hoyts Corners, Ovid and Wellard railroad. | Hoyts Corners. | State Farm, N. Y. | 3.88 | |
| Southern Central Railroad Company. | State Line, N. Y. | North Fair Haven. | 115.08 | |
| Schuylkill and Lehigh Valley Railroad Company. | Lizard Creek Junction. | Blackwood. | 39.18 | 39.18 |
| Branch. | Westwood Junction. | People's railway. | 1.86 | 1.86 |
| <i>Trackage.</i> | | | | |
| New York, Lake Erie and Western Railroad Company. | Waverly, N. Y. | Suspension Bridge. | 188 | |
| Pennsylvania and Schuylkill Valley Railroad Company. | Pottsville. | New Boston Junction, Frackville Junction. | 10.8 | 10.8 |
| New York Central and Hudson River Railroad Company. | Shenandoah Junction. | Frackville Junction. | 4.5 | 4.5 |
| Barclay Railroad Company. | Geneva. | Lyons. | 14.6 | |
| Central Railroad Company of New Jersey. | Barclay Junction. | Monroeton. | 3.7 | 3.7 |
| Northern Central Railroad Company. | Jersey City, N. J. | Roselle, N. J. | 18.3 | |
| Pennsylvania Railroad Company. | Sandy Run Junction. | Crellin Junction. | 5.9 | 5.9 |
| Philadelphia and Reading Railroad Company. | Mt. Carmel. | Shamokin. | 8.3 | 8.3 |
| | Jersey City, N. J. | Metuchen, N. J. | 24.2 | |
| | Frackville Junction. | Wetherill Junction. | 8 | 8 |
| Total mileage operated. | | | 1,149.93 | 560.06 |

BONDS OWNED.

| NAME. | Total amount held. | Income or interest received. |
|---------------------------------|--------------------|------------------------------|
| Railroad company bonds. | \$1,326,682 69 | \$37,195 00 |
| Canal company bonds. | 500,000 00 | 15,000 00 |
| Coal company bonds. | 201,000 00 | 11,585 90 |
| Miscellaneous. | 86,144, 68 | 16,086 00 |
| Total. | \$2,113,827 27 | \$79,795 00 |

STOCKS OWNED.

| NAME. | Total par value. | Income or dividend received. |
|--|------------------------|------------------------------|
| Railroad company stocks, | 823,106,235 70 | 88,750 00 |
| Coal company stocks, | 1,194,456 98 | 21,124 00 |
| Other transportation company stocks, | 1,844,225 36 | 15,768 00 |
| Water company stocks, | 512,964 00 | 426 00 |
| Miscellaneous stocks, | 25,250 00 | 500 00 |
| Total, | \$36,183,181 99 | \$46,578 00 |

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|--|------------------------|---|------------------------|
| Cost of road, | \$17,962,946 72 | Capital stock, | \$40,441,100 00 |
| Cost of equipment, | 20,098,054 67 | Scrap, | 210 00 |
| Bonds of other companies owned, | 2,113,827 27 | Funded debt, | 33,985,000 00 |
| Stocks of other companies owned, | 28,183,181 99 | Accrued interest on funded debt not yet payable, | 270,860 00 |
| Other permanent investments, | 12,546,860 12 | Profit and loss, | 7,448,771 04 |
| Cash and current assets, | 3,061,967 90 | | |
| Sundries, | 199,142 87 | | |
| Total, | \$62,155,981 04 | Total, | \$62,155,981 04 |

IMPORTANT CHANGES DURING THE YEAR.

Bonds sold during the year as follows: \$1,389,000.00 consolidated mortgage 6 per cent. and \$3,000,000.00 consolidated mortgage 4½ per cent. bonds.

Road is leased to Philadelphia and Reading Railroad Company for a term of 999 years to take effect from December 1, 1891.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Percentage of receipts.

United States Government—Compensation based on weight of mail carried.

Pullman Palace Car Company—We pay mileage for use of their cars.

Pennsylvania Railroad Company—Trackage rights between New Boston Junction and Pottsville and Shenandoah Junction and Frackville Junction.

Northern Central Railroad Company—Trackage between Mt. Carmel and Shamokin.

Central Railroad Company of New Jersey—Trackage between Sandy Run Junction and Crellin Junction.

Barclay Railroad Company—Trackage between Barclay Junction and Monroeton.

Western Union Telegraph Company—Percentage of receipts for business done over our wires.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. |
|--|---------------|---------------------------------|
| General officers, | 44 | 887,183 15 |
| General office clerks, | 286 | 99,946 80 |
| Station agents, | | |
| Other station men, | | |
| Enginemen, | | |
| Firemen, | | |
| Conductors, | | |
| Other trainmen, | | |
| Machinists, | | |
| Carpenters, | 18,615 | 3,413,363 49 |
| Other shopmen, | | |
| Section foremen, | | |
| Other trackmen, | | |
| Switchmen, flagmen, and watchmen, | | |
| Telegraph operators and dispatchers, | | |
| Employs, account floating equipment, | | |
| All other employes and laborers, | | |
| Total | 18,945 | 83,600,492 23 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 737 | |
| Number iron, | 227 | |
| Number wooden, | 77 | |
| Number combination, | 6 | |
| Trestles: | | |
| Number, | 79 | |
| Aggregate length (feet), | 5,834 | |
| Tunnels: | | |
| Number, | 4 | 3 |
| Maximum length, | 4,839 | 3,902 |
| Minimum length, | 980 | 980 |
| Aggregate length of all tunnels, | 10,907 | 6,078 |
| Telegraph: | | |
| Miles of line owned by this company, | 989 | |
| Miles of wire owned by this company, | 2,271.49 | |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Consolidated mortgage, sterling bonds, Class A, subject to annual drawing for sinking fund until 1897.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Middle States Freight Traffic Association, New York State Passenger Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch, Lehigh and Wabash Despatch, Erie Despatch, Commercial Express, West Shore Line, Hoosac Tunnel Line.

LEWISBURG AND TYRONE RAILROAD COMPANY.

Date of organization : December 31, 1879.

By what authority incorporated : Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads," approved April 8, 1861, and the acts supplementary thereto, and by filing with the Secretary of the Commonwealth, on the eighth day of January, A. D. 1880, a certificate of the purchase of the Lewisburg, Centre and Spruce Creek railroad, and its reorganization under the name of the Lewisburg and Tyrone Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|--|-----------------------------|
| G. B. Roberts, | Philadelphia, | May 1, 1893. |
| James P. Coburn, | Aaronsburg, Centre county, Pa., | do. |
| S. C. Stewart, | Tyrone, Blair county, Pa., | do. |
| John F. Green, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Montgomery county, Pa., | do. |
| W. H. Barnes, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | James R. McClure, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------|------------------|---------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Lewisburg and Tyrone railroad. | Tyrone, Pa. . . | Fairbrook, Pa., . . | Pennsylvania Railroad Company. | 19.90 | 19.90 |
| Lewisburg and Tyrone railroad. | Montandon, . . | Lemont Junc., . . | Pennsylvania Railroad Company. | 57.00 | 57.00 |
| Lewisburg and Tyrone railroad. | Fairbrook, . . | Scotia, | Pennsylvania Railroad Company. | 5.26 | 5.26 |
| Lewisburg and Tyrone railroad. | Juniata Junc., . | Juniata, | Pennsylvania Railroad Company. | 2.08 | 2.08 |
| Lewisburg bridge, | Montandon, . . | Lewisburg, | Pennsylvania Railroad Company. | .24 | .24 |
| Total mileage, | | | | 86.08 | 86.08 |

The Lewisburg and Tyrone railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years, from and after the first day of January, 1880.

Rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$1,566,387 94 | Capital stock, | \$1,200,000 00 |
| Cash and current assets, | 9,124 54 | Current liabilities, | 294,174 85 |
| | | Profit and loss, | 81,237 88 |
| Total, | \$1,575,412 48 | Total, | \$1,575,412 48 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|------------------|
| Bridges: | | |
| Number iron, | 2 | 2 |
| Number wooden, | 41 | 41 |
| Trestles: | | |
| Number, | 11 | 11 |
| Aggregate length (feet), | 1,281 | 1,281 |
| Tunnels: | | |
| Number, | 2 | 2 |
| Maximum length (feet), | 296 | 296 |
| Minimum length (feet), | 252 | 252 |
| Aggregate length of all tunnels (feet), | 518 | 518 |
| Telegraph: | | |
| Miles of line owned by this company, | 81.65 | 81.65 |
| Miles of wire owned by this company, | 85.89 | 85.89 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 81.65 | 81.65 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 85.89 | 85.89 |
| Gauge of track, | 4 ft. 9 in. | |

LITTLE SCHUYLKILL NAVIGATION, RAILROAD AND COAL COMPANY.

Date of organization : October 15, 1829.

By what authority incorporated : Acts of assembly, State of Pennsylvania, February 20, 1826, "to make a lock navigation on the east branch of the river Schuylkill, called Little Schuylkill," with supplements, April 10, 1826, to purchase lands ; March 20, 1827, to purchase additional lands ; April 14, 1828, to make a railroad ; April 23, 1829, to change title to Little Schuylkill Navigation, Railroad and Coal Company ; April 8, 1833, April 7, 1846, March 8, 1847, April 22, 1863, February 14, 1829, letters patent ; December 1, 1831, license.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

[In the charter called "Managers."]

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------------|-------------------------|---|
| George W. Steever, | Philadelphia, | Annual meeting of the stockholders to be held January 11, 1893. |
| Henry Handy, | do. | |
| Thomas McKean, | do. | |
| John B. Fell, | do. | |
| Charles Edward Ingersoll, | do. | |
| David Reeves, | do. | |

Date of last meeting of stockholders for election of officers : January 13, 1892.

Postoffice address of general office : 410 Walnut street, Philadelphia.

Postoffice address of operating company : Philadelphia and Reading Railroad Company, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|----------------------------------|---------------|
| President | Carroll S. Tyson, | Philadelphia. |
| Secretary | Joseph Lapsley Wilson, | do. |
| Treasurer | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line in Pennsylvania. |
|--|---------------------|---------------------------------|--|--------------------------------|
| | From— | To— | | |
| Little Schuylkill Navigation, Railroad and Coal Company. | Port Clinton, . . . | Tamanend. | Philadelphia and Reading Railroad Company. | 28.10 |
| | Tamaqua. | Newkirk. | Philadelphia and Reading Railroad Company. | 1.50 |
| | Tamaqua, | Greenwood. | Philadelphia and Reading Railroad Company. | 1.50 |
| East Mahanoy Railroad Company. | E. M. Junction, . . | Waste House Run (Mahanoy City). | Philadelphia and Reading Railroad Company. | 10.72 |
| | E. M. Tunnel, . . . | Nesquehoning Valley Junction. | Philadelphia and Reading Railroad Company. | 3.36 |
| Total mileage. | | | | 45.20 |

Lease and contract: Little Schuylkill Navigation, Railroad and Coal Company (lessee) and East Mahanoy Railroad Company (lessor), January 12, 1863, for ninety-nine years, to pay a sum equal to six per cent. upon the capital stock and (not exceeding \$2,000 per annum) office expenses.

Philadelphia and Reading Railroad Company (lessee) and Little Schuylkill Navigation, Railroad and Coal Company (lessor), July 7, 1863, for ninety-three years, leasing the railroads of Little Schuylkill Navigation, Railroad and Coal Company, and East Mahanoy Railroad Company, to pay \$185,227 per annum, and further such sums of money as may become due under East Mahanoy Railroad Company lease as noted above.

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|--------------------|-------------|------------------------------|
| Shamokin Valley and Pottsville Railroad Company, seven per cent. gold bonds. Charged on ledger, \$27,810. | \$30,000 00 | 7 per cent. | \$2,100 00 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|--|------------------|-------------|------------------------------|
| East Mahanoy Railroad Company, | \$86,350 00 | 6 per cent. | \$5,181 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$2,405,943 75 | Capital stock, | \$2,487,850 00 |
| Bonds of other companies owned, | 27,810 00 | Current liabilities, | 18,525 70 |
| Stocks of other companies owned, | 86,350 00 | Profit and loss, | 88,700 90 |
| Other permanent investments, mortgage in Tamaqua, | 700 00 | | |
| Cash and current assets, | 69,272 85 | | |
| Total, | \$2,590,076 60 | Total, | \$2,590,076 60 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|--|---------|----------------------------|
| General officers, | 2 | \$6,200 00 |
| Employees in Pennsylvania: Total number of employees in Pennsylvania, | 2 | \$6,200 00 |

LIGONIER VALLEY RAILROAD COMPANY.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|---------------------|-----------------------------|
| Hon. Thomas Mellon. | Pittsburg. | January 9, 1892. |
| T. A. Mellon. | Pittsburg. | do. |
| J. R. Mellon. | Pittsburg. | do. |
| A. W. Mellon. | Pittsburg. | do. |
| R. B. Mellon. | Pittsburg. | do. |
| W. S. Mitchell. | Pittsburg. | do. |
| George Senft. | Ligonier, Pa., | do. |

Date of last meeting of stockholders for election of directors: January 12, 1892.
Postoffice address of general office: 514 Smithfield street, Pittsburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------|------------------|
| President. | Hon. Thomas Mellon. | Pittsburg. |
| Secretary. | A. W. Mellon. | Pittsburg. |
| Treasurer. | R. B. Mellon. | Pittsburg. |
| General Solicitor, Attorney or Counsel. | Hon. E. E. Robbins. | Greensburg, Pa., |
| Auditor. | J. R. Mellon. | Pittsburg. |
| General Manager. | T. A. Mellon. | Pittsburg. |
| General Superintendent. | George Senft. | Ligonier, Pa., |

* About 3,000 acres mountain land. no income included, in "cost of road."

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|----------------------------|------------------|-------------------|------------------------|--|
| | From— | To— | | |
| Ligonier Valley, | Latrobe. | Ligonier. | 10.50 | 10.50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|------------------------------|--------------|
| Cost of road. | \$245,896 69 | Capital stock. | \$180,000 00 |
| Cost of equipment, | 30,440 20 | Funded debt. | 75,000 00 |
| Cash and current assets, | | Current liabilities. | 11,333 23 |
| | \$276,336 89 | Profit and loss. | 34,075 33 |
| Total, | \$280,398 55 | Total, | \$280,398 55 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers, | 5 | \$9,190 92 | |
| Station agents, | 7 | 2,618 06 | \$1 50 |
| Enginemen, | 2 | 1,319 92 | 2 72 |
| Firemen, | 2 | 1,075 61 | 1 97 |
| Conductors, | 2 | 1,560 00 | 2 33 |
| Other trainmen, | 5 | 1,880 06 | 1 69 |
| Machinists, blacksmith, | 1 | 124 52 | 1 45 |
| Carpenters, | 5 | 636 37 | 2 00 |
| Other shopmen, | 1 | 188 80 | 2 00 |
| Section foremen, | 1 | 540 00 | 1 72 |
| Other trackmen, and other labor, | 15 | 4,671 78 | 1 40 |
| All other employes and laborers, transferring freight, | 1 | 300 00 | 92 |
| Total, | 47 | | |
| Distribution of above: | | | |
| General administration, | | \$9,190 92 | |
| Maintenance of way and structures, | | 5,464 73 | |
| Maintenance of equipment, | | 647 04 | |
| Conducting transportation, | | 8,648 65 | |
| Total, | | \$23,960 34 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 47 | | |

CHARACTERISTICS OF ROAD.

| | |
|---|-------------|
| Bridges : | |
| Number wooden, | 4 |
| Telegraph : | |
| Miles of line owned by this company, | 10.50 |
| Miles of wire owned by this company, | 21 |
| Miles of line operated by this company, | 10.50 |
| Miles of wire operated by this company, | 21 |
| Gauge of track, | 4 ft. 9 in. |

LITTLE SAW MILL RUN RAILROAD COMPANY.

Date of organization : July 23, 1850.
 By what authority incorporated : Pennsylvania.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|------------------------|-----------------------------|
| Jacob Henricl. | Pittsburg. | May 31, 1886. |
| John S. Duss. | Pittsburg. | do. |
| Henry Hloe. | Beaver, Pa. | do. |
| E. H. Stowe. | Sewickley, Pa. | do. |
| C. S. Fetterman. | Pittsburg. | do. |
| John R. Neeld. | Pittsburg. | do. |

Date of last meeting of stockholders for election of directors : May 28.
 Postoffice address of general office : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------------|------------|
| President. | John Haworth. | Pittsburg. |
| Secretary. | C. S. Fetterman. | do. |
| General Solicitor, Attorney or Counsel. | R. W. Jones. | do. |
| General Manager. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--------------------|---------------------|------------------------|--|
| | From— | To— | | |
| The LittleSaw Mill Run Railroad Company. | Pittsburg. | Banksville. | 3 | 3 |
| Total mileage operated. | | | 3 | 3 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|--------------|------------------------|--------------|
| Cost of road. | \$191,642 61 | Capital stock. | \$144,375 00 |
| Cost of equipment. | 156,099 67 | Funded debt. | 178,500 00 |
| Lands owned. | 61,891 32 | | |
| Cash and current assets. | 35,916 45 | | |
| Total. | \$445,550 05 | Total. | \$322,875 00 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| General officers. | 2 | \$2,200 00 | |
| General office clerks, | 1 | 800 00 | \$2 56 |
| Enginemen. | 2 | 1,612 48 | 2 95 |
| Firemen, | 2 | 1,280 54 | 2 29 |
| Conductors | 1 | 839 06 | 2 48 |
| Other trainmen. | 5 | 2,792 56 | 1 92 |
| Mechanists. | 1 | 1,000 00 | 3 18 |
| Carpenters. | 6 | 3,449 90 | 1 92 |
| Other shopmen, | 3 | 1,512 00 | 1 30 |
| Other trackmen, | 3 | 1,277 04 | 1 25 |
| Switchmen, flagmen and watchmen, | 1 | 554 00 | 1 54 |
| All other employes and laborers. | 5 | 2,540 08 | 1 98 |
| Total, | 32 | \$19,957 06 | |
| Distribution of above: | | | |
| General administration, | 3 | \$3,000 00 | |
| Maintenance of way and structures, | 5 | 2,439 04 | |
| Maintenance of equipment, | 8 | 4,809 90 | |
| Conducting transportation, | 16 | 9,718 72 | |
| Total, | 32 | \$19,957 06 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 32 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------------|------------------|
| Bridges: | | |
| Number wooden, | 4 | 4 |
| Trestles: | | |
| Number, | 3 | 3 |
| Aggregate length (feet), | 1,800 | 1,800 |
| Gauge of track, | | 4 ft. 8½ in. |

LITTLESTOWN RAILROAD COMPANY.

Date of organization: June 10, 1864.

By what authority incorporated: Act of February 17, 1854; supplement April 11, 1862; supplement April 8, 1864.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|--------------------------------|-----------------------------|----------------------------------|
| Geo. D. Klinefelter, | Hanover, Pa., | May 1, 1896. |
| William McSherry, | Littlestown, Pa., | do. |
| John S. Young, | Hanover, Pa., | do. |
| N. P. Shortridge, | Wynnewood, Pa., | do. |
| Wm. A. Patton, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.
 Postoffice address of general office : 233 South Fourth street, Philadelphia.
 Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|--------------------------|--------------|
| President | J. N. DuBarry, | Philadelphia |
| Secretary | Albert Hewson, | do. |
| Treasurer | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------|--------------|----------------------|--------------------------------|----------------|--------------------------------|
| | From-- | To-- | | | |
| Listlestown railroad, | Hanover, . . | Maryland State Line. | Pennsylvania Railroad Company. | 9.30 | 9 30 |

Lease to the Pennsylvania Railroad Company, dated April 8, 1875, for ninety-nine years.

Rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|-------------|--------------------------------|-------------|
| Cost of road, | \$74,850 00 | Capital stock, | \$34,850 00 |
| Profit and loss, | 16,489 17 | Funded debt, | 40,000 00 |
| | | Current liabilities, | 16,489 17 |
| Total, | \$91,289 17 | Total, | \$91,289 17 |

EMPLOYEES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 4 | 4 |
| Telegraph: | | |
| Miles of line owned by this company, | 9.3 | 9.3 |
| Miles of wire owned by this company, | 18.6 | 18.6 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 9.3 | 9.3 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 18.6 | 18.6 |

Gauge of track, 4 ft. 9 in.

LOYALSOCK RAILROAD COMPANY.

Date of organization : December 3, 1884.

By what authority incorporated : General railroad act of April 4, 1868, and supplements thereto, State of Pennsylvania.

Operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|------------------------------|---------------------------------|
| Charles Hartsborne. | Philadelphia. | Second Monday in January, 1893. |
| William C. Alderson. | Philadelphia. | do. do. |
| John R. Fanshawe. | Philadelphia. | do. do. |
| Henry S. Drinker. | Philadelphia. | do. do. |
| William Stevenson. | Sayre, Pa. | do. do. |
| Robert H. Sayre. | South Bethlehem, Pa. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Philadelphia.

Postoffice address of operating company : Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------------|-----------------------------|----------------------|
| President. | Elisha P. Wilbur. | South Bethlehem, Pa. |
| Vice President. | Charles Hartsborne. | Philadelphia. |
| Secretary and Treasurer. | John R. Fanshawe. | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-----------------------------|----------------|-------------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Loyalsock Railroad Company. | Bernice, . . . | Ricketts, . . . | Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company. | 25.95 | 25.95 |
| Thorndale branch, | Shermans Run. | Ells Creek, . . . | Philadelphia and Reading Railroad Company. | 1.77 | 1.77 |
| Total mileage. | | | | 27.72 | 27.72 |

This road is operated by the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company, through stock ownership.

GENERAL BALANCE SHEET.

| | | | | | |
|-----------------------|-----|--------------|------------------------------|-----|--------------|
| Cost of road. | DR. | \$301,227 61 | Capital stock. | CR. | \$150,000 00 |
| | | | Current liabilities. | | 151,227 61 |
| Total, | | \$301,227 61 | Total, | | \$301,227 61 |

IMPORTANT CHANGES DURING THE YEAR.

The control of the company is now vested with the Philadelphia and Reading Railroad Company by reason of a lease existing between the Lehigh Valley Railroad Company and Philadelphia and Reading Railroad Company, dated February 11, 1892, for a term of 999 years.

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Date of organization : Was made sometime in the years 1830 to 1833, inclusive. Records of that period are not in the possession of present officers.

By what authority incorporated : Charter granted by Commonwealth of Pennsylvania, April 7, 1830 ; supplementary acts passed March 30, 1833, March 13, 1839, April 26, 1850, May 3, 1850, April 9, 1859, and March 21, 1861.

This road is leased to the Summit Branch Railroad Company, by whom the rent is paid to us. We have been informed, but not officially, that the road is operated by the Northern Central Railway Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|----------------------------|-----------------------------|
| William A. Nash, | Brooklyn, N. Y. | First Monday of May, 1893. |
| Frederick A. Platt, | Brooklyn, N. Y. | do. do. |
| John W. Hoffman, | Philadelphia, | do. do. |
| Isaac H. Platt, | Lakewood, N. J., | do. do. |
| DeWitt C. Falls, | New York city, | do. do. |
| Thomas T. Barr, | Brooklyn, N. Y. | do. do. |
| James R. Cowing, | Brooklyn, N. Y., | do. do. |

Date of last meeting of stockholders for election of directors : First Monday of May, 1892.

Postoffice address of general office : 13 William street, New York.

Postoffice address of operating company : Leased to Summit Branch Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|----------------------------|------------------------------|
| President, | William A. Nash, | 13 William street, New York. |
| Secretary and Treasurer, | Charles Emmet, | do. do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|------------------|-------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Lykens Valley Railroad and Coal Company. | Millersburg, Pa. | Williamstown, Pa. | Leased to the Summit Branch R. R. Co., by whom the rent is paid.* | 19.70 | 19.70 |

The Lykens Valley railroad, extending from its junction with the Northern Central railway, near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock and the privileges and appurtenances whatever belonging to or connected with said railroad, or used for working the same, belonging to the Lykens Valley Railroad and Coal Company, were, on the first day of March, 1866, leased to the Summit Branch Railroad Company, for the term of 999 years, at an annual rent of \$62,500, the lessee to keep the property in repair and to pay all taxes, charges, duties, ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any other county, town or borough in which the said railroad is situated, except only the income tax of the United States on the sum of \$62,500 stipulated to be paid for rent.

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|--|------------------|------------|------------------------------|
| Twenty-one shares Lykens Valley Railroad and Coal Company stock. | \$420 00 | 10 per ct. | \$21 50 |
| Fifteen shares Corn Exchange Bank of New York stock, | 1,500 00 | 12 per ct. | 90 00 |
| Total. | \$1,920 00 | | \$121 50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|--------------|--------------------------|--------------|
| Cost of road. | \$599,789 62 | Capital stock. | \$800,000 |
| Cost of equipment. | 17,000 00 | Profit and loss. | 2,455 98 |
| Stocks of other companies owned, valued at | 8,678 75 | | |
| Other permanent investments, valued at | 630 00 | | |
| Lands owned. | 9,027 62 | | |
| Cash and current assets. | 2,879 94 | | |
| Total. | \$802,465 98 | Total. | \$802,455 98 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|---|---------|----------------------------|
| General officers. | 2 | \$1,000 00 |
| Transfer agent at Philadelphia. | 1 | 300 00 |
| Total. | 3 | \$1,300 00 |

*We have reason to believe the road is operated by the Northern Central Railway Company, but have no official notice to that effect.

McKEAN AND BUFFALO RAILROAD COMPANY.

Date of organization : September 11, 1884.

By what authority incorporated : Organized under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---|-----------------------------|
| Samuel G. DeCoursey. | 242 South Third street, Philadelphia, . . | January 9, 1888. |
| Calvin H. Allen, | Mills Building, New York city, | do. |
| Edward L. Owen, | 71 Wall street, New York city, | do. |
| John D. Probst, | 52 Exchange Place, New York city, | do. |
| George E. Bartol, | 189 South Front street, Philadelphia, . . | do. |
| William T. Tiers, | 11 South Front street, Philadelphia, . . | do. |
| E. W. Clark, Jr., | Bullitt Building, Philadelphia, | do. |

Date of last meeting of stockholders for election of directors : January 14, 1889.

Postoffice address of general office : Buffalo, N. Y., 84 Exchange street.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|--------------------------------|----------------|
| President, | Calvin H. Allen, | New York city. |
| Vice President, | Samuel G. DeCoursey, | Philadelphia. |
| Secretary, | Joseph R. Trimble, | Philadelphia. |
| Treasurer, | Franklin S. Buell, | Buffalo, N. Y. |
| Auditor, | John F. Reynolds, | Buffalo, N. Y. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------------|--------------------|---------------------|---|----------------|--------------------------------|
| | From-- | To-- | | | |
| McKean and Buffalo Railroad Company. | Larabee, | Clermont, | Western New York and Pennsylvania Railroad Company. | 22.15 | 23.15 |

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the McKean and Buffalo Railroad Company.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, vol. "M," page 288, also July 21, 1882, in deed book, vol. 16, page 180. Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operators are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in

MCKEESPORT AND BESSEMER RAILROAD COMPANY.

Date of organization: Articles of association filed October 29, 1888.

By what authority incorporated: Act approved April 4, 1868, and supplements thereto.

Operated by the Pennsylvania Railroad Company, as agent.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|--|-----------------------------|
| W. H. Barnes, | Philadelphia. | February 21, 1893. |
| J. N. DuBarry, | Philadelphia. | do. |
| John P. Green, | Philadelphia, | do. |
| Wm. A. Patton, | Radnor, Delaware county, Pa., | do. |
| N. Parker Shortridge, | Wynnewood, Montgomery county, Pa., | do. |
| Henry D. Welsh, | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|----------------------------|---------------------------|
| President, | Robert Pitcairn, | Pittsburg. |
| Secretary, | Albert Hewson, | 233 S. Fourth st., Phila. |
| Treasurer, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---------------------------------------|--|----------------------------|------------------------|--|
| | From— | To— | | |
| The McKeesport and Bessemer railroad. | Cochran station on the Pittsburg, Virginia and Charleston railway. | Western end of McKeesport. | 1.47 | 1.47 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|---|--------------|
| Cost of road, | \$538,462 90 | Capital stock, | \$22,000 00 |
| Cash and current assets, | 24,041 26 | Current liabilities, | 516,412 90 |
| | | Accrued interest on debt not yet payable, | 10,326 26 |
| | | Profit and loss, | 13,763 00 |
| Total, | \$562,504 16 | Total, | \$562,504 16 |

IMPORTANT CHANGES DURING THE YEAR.

Entire roadway completed and put in operation July 20, 1891.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|--------------------|
| Bridges: | | |
| Number iron. | 2 | 2 |
| Trestles: | | |
| Number. | 4 | 4 |
| Aggregate length (feet), | 3,701 | 3,701 |
| Telegraph: | | |
| Miles of line owned by this company, | 1 | 1 |
| Miles of wire owned by this company, | 3 | 3 |
| Miles of line operated by Pennsylvania Railroad Company, | 1 | 1 |
| Miles of wire operated by Pennsylvania Railroad Company, | 8 | 8 |
| Gauge of track, | | <u>4 ft. 9 in.</u> |

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization : March 20, 1889.

By what authority incorporated : Under general law, act of April 4, 1868, and its supplements.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------------|-----------------------------|
| Horace Crosby, | Pittsburg, | June 3, 1893. |
| E. C. Converse, | New York, N. Y., | do. |
| J. H. Pierce, | McKeesport, Pa., | do. |
| A. Chandon, | McKeesport, Pa., | do. |
| C. I. O'Connor, | McKeesport, Pa., | do. |
| J. W. Downer, Jr., | McKeesport, Pa., | do. |

Date of last meeting of stockholders for election of directors : June 3, 1892.

Postoffice address of general office : McKeesport, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|-----------------|
| President, | Horace Crosby, | Pittsburg. |
| Secretary, | J. W. Downer, Jr., | McKeesport, Pa. |
| Treasurer, | C. I. O'Connor, | McKeesport, Pa. |
| Chief Engineer (M. M.), | George N. Relley, | Braddock, Pa. |
| General Solicitor, Attorney or Counsel, | W. B. Rodgers, | Pittsburg. |
| Auditor, | A. T. Stewart, | McKeesport, Pa. |
| General Manager, | E. C. Converse, | New York, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|--------------------|----------------------|------------------------|--|
| | From— | To— | | |
| McKeesport Connecting Railroad Company, | McKeesport, Pa., . | Port Perry, Pa., . . | 3,041 ft. | 3,041 ft. |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-------------|--------------------------------|-------------|
| Cost of road, | \$38,211 28 | Capital stock, | \$40,000 00 |
| Cost of equipment, | 19,220 84 | Current liabilities, | 5,976 32 |
| Cash and current assets, | 18,575 22 | Current liabilities, | 25,080 32 |
| Total, | \$71,006 84 | Total, | \$71,006 84 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General office clerks, | 1 | \$550 00 | \$1 50.6 |
| Enginemen, | 1 | 661 32 | 1 81.2 |
| Conductors, | 1 | 657 00 | 1 80 |
| Other trainmen, | 1 | 596 97 | 1 63.6 |
| Total, | 4 | \$2,465 29 | \$6 75.4 |
| Distribution of above: | | | |
| General administration, | 1 | \$550 00 | \$1 50.6 |
| Conducting transportation, | 3 | 1,915 29 | 5 24.8 |
| Total, | 4 | \$2,465 29 | \$6 75.4 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 4 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 3,041 | 3,041 |
| Gauge of track, | 4 ft. 8½ in. | |

MAHONING VALLEY RAILROAD COMPANY.

Date of organization : October 14, 1890.

By what authority incorporated : Under an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|---------------------|-----------------------------|
| Adrian Iselin, | New York, | January 16, 1898. |
| Adrian Iselin, Jr., | do. | do. |
| C. O. D. Iselin, | do. | do. |
| J. H. Hocart, | do. | do. |
| J. A. Haskill, | do. | do. |
| W. F. Arms, | do. | do. |
| W. J. Webster, | do. | do. |
| W. J. McManius, | do. | do. |
| John McLeary, | do. | do. |

Date of last meeting of stockholders for election of directors : January 18, 1892.
 Postoffice address of general office : Helvetia, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------------|-----------------|
| President, | J. A. Haskill, | Helvetia, Pa. |
| Secretary, | W. J. Webster, | Helvetia, Pa. |
| Treasurer, | J. A. Haskill, | Helvetia, Pa. |
| Chief Engineer, | W. F. Arms, | Helvetia, Pa. |
| General Solicitor, Attorney or Counsel, | E. H. Clark, | Brookville, Pa. |
| Auditor, | W. J. McManius, | Helvetia, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|--------------------|------------------------|------------------------|--|
| | From— | To— | | |
| Mahoning Valley railroad, | Stanley, | Helvetia, | 1.89 | 1.89 |
| Buffalo, Rochester and Pittsburg railway, | Stanley, | Falls Creek, | 8.07 | 8.07 |
| Total mileage operated, | | | 9.96 | 9.96 |

Contract with Buffalo, Rochester and Pittsburg railway, dated April 2, 1891, effective January 1, 1891, for a period of ten years, each party having the privilege of terminating same after five years, by giving two years' notice in writing. Contract covers use of Buffalo, Rochester and Pittsburg tracks between Stanley and Falls Creek, together with sidings, etc., for minimum rental of \$33,000 yearly, payable monthly, based on the supposition that the tonnage transported by the Mahoning Valley will be ten per cent. of the entire tonnage transported by both parties over the Buffalo, Rochester and Pittsburg tracks between the points named, viz : Stanley and Falls Creek, it being agreed by both parties that the sum of \$33,000 represents the interest on the original cost of construction of the road to be jointly used together with the cost of maintenance of way and conducting transportation, operating ex-

penses, and upon this amount of \$33,000 made up of interest \$13,500, maintenance of way expenses \$5,000, and conducting transportation charges operating joint line at \$11,500 annually, the charge for trackage is to be based for a single track between Stanley and Falls Creek, with use of intermediate sidings as may be necessary for proper handling of traffic as are in existence at date of this contract. But should the traffic necessitate additional facilities requiring additional capital for construction and expense of maintaining them, the yearly rentals to be increased in the same relative proportion of such increased capital and expense, but no charges are to be made increasing rental without mutual agreement of both parties. After first year rental to be based on actual tonnage of year preceding, or a certain percentage of the \$33,000. Both parties being equally responsible for accidents, damages, etc., resulting from negligence of officers and employes, or failure of equipment, etc. The Mahoning Valley furnishing its own engine and crew for transporting their tonnage, and it is understood that all freight consigned over the Buffalo, Rochester and Pittsburg shall be forwarded to destination via the Buffalo, Rochester and Pittsburg, provided they offer equal facilities and give equal rates to destination as other lines may offer.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$71,092 34 | Capital stock, | \$45,000 00 |
| Cost of equipment, | 112,650 24 | Funded debt, | 73,000 00 |
| Cash and current assets, | 14,370 81 | Current liabilities, | 81,889 67 |
| Profit and loss, | 776 78 | | |
| Total, | \$198,889 67 | Total, | \$198,889 67 |

IMPORTANT CHANGES DURING THE YEAR.

Yard extended at Falls Creek, 1.84 miles.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General officers, | 2 | \$2,865 70 | |
| General office clerks, | 1 | 894 88 | \$2 86 |
| Station agents, | 2 | 492 84 | 79 |
| Enginemen, | 1 | 1,333 08 | 4 37 |
| Firemen, | 1 | 647 41 | 2 09 |
| Conductors, | 1 | 996 38 | 2 78 |
| Other trainmen, | 3 | 1,855 14 | 2 01 |
| Section foremen, | 1 | 463 00 | 1 50 |
| Other trackmen, | 2 | 770 00 | 1 25 |
| Employes—account floating, | 1 | 450 00 | 1 45 |
| All other employes and laborers, | 1 | 900 00 | 1 91 |
| Total, | 16 | \$11,367 43 | \$2 43 |
| Distribution of above: | | | |
| General administration, | 3 | \$3,760 56 | \$3 89 |
| Maintenance of way and structures, | 3 | 1,223 00 | 1 25 |
| Maintenance of equipment, | 1 | 557 84 | 1 79 |
| Conducting transportation, | 9 | 5,817 01 | 2 36 |
| Total, | 16 | \$11,367 43 | \$2 43 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 16 | \$11,367 43 | \$2 43 |

CHARACTERISTICS OF ROAD.

| | |
|---------------------------|--------------|
| Bridges: | |
| Number iron, | 1 |
| Number wooden, | 4 |
| Gauge of track, | 4 ft. 8½ in. |

MARTIN'S CREEK RAILWAY COMPANY.

Date of organization : April 14, 1885.

By what authority incorporated : General railroad act of the Legislature of Pennsylvania, dated April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------|-------------------------------------|-----------------------------|
| J. N. DuBarry. | Philadelphia. | January 16, 1893. |
| John P. Green. | Philadelphia. | do. |
| Amos R. Little. | Philadelphia. | do. |
| G. B. Roberts. | Philadelphia. | do. |
| N. F. Shortridge. | Wynnewood, Pa. | do. |
| Henry D. Welsh. | Wissahickon Heights, Chestnut Hill. | do. |

Date of last meeting of stockholders for election of directors : January 18, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|---------------|------------------------------|
| President. | W. H. Wilson. | 233 S. Fourth street, Phila. |
| Secretary. | Hugh B. Ely. | do. |
| Treasurer. | | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------|---------------------------|---|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Martin's Creek Railway Company. | Middle of Delaware river. | Connection with the Bangor and Portland railroad, near mouth of Martin's Creek, Pa. | Pennsylvania Railroad Company. | .15 | .15 |

The entire capital stock of Martin's Creek Railway Company is owned by the Belvidere Delaware Railroad Company, and is operated with that road under a lease from that company dated February 15, 1876, to the United New Jersey Railroad and Canal Company, from January 1, 1876, to June 30, 2870, which was assigned to the Pennsylvania Railroad Company March 7, 1876.

Surplus, after paying expenses and fixed charges, to be paid the lessors.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------|-------------|----------------------|-------------|
| Cost of road, | \$30,000 00 | Capital stock, | \$30,000 00 |
| Total, | \$30,000 00 | Total, | \$30,000 00 |

EMPLOYES AND SALARIES.

General officers, 2; no compensation.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|-----------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 1 | 1 |
| Gauge of track, | 4 ft. 9 in. | |

MAUCH CHUNK, SUMMIT HILL AND SWITCH-BACK RAILROAD COMPANY.

Postoffice address of general office: Mauch Chunk, Pa.
 Postoffice address of operating company: Mauch Chunk, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------|----------------------|------------------|
| General Manager, | T. L. Mumford, | Mauch Chunk, Pa. |
| Superintendent, | H. J. Mumford, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--------------------|--------------------|------------------------|--|
| | From— | To— | | |
| Mauch Chunk, Summit Hill and Switch-Back railroad. | Mauch Chunk, . . . | Summit Hill, . . . | 18 | 18 |
| Total mileage operated, | | | 18 | 18 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------------|------------|----------------------------|------------|
| Cash and current assets, | \$5,881 77 | Current liabilities, | \$575 85 |
| Total, | \$5,881 77 | Profit and loss, | \$4,955 92 |
| | | Total, | \$5,881 77 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers. | 2 | \$7,414 75 | |
| Station agents. | 2 | 430 00 | \$1 40 |
| Enginemen. | 2 | 1,400 00 | 2 33 |
| Firemen. | 2 | 820 00 | 1 53 |
| Conductors. | 1 | 600 00 | 2 00 |
| Other trainmen. | 4 | 750 00 | 1 25 |
| Machinists. | 1 | 840 00 | 2 80 |
| Section foremen. | 1 | 480 00 | 1 60 |
| Other trackmen. | 8 | 2,541 75 | 1 25 |
| Switchmen, flagmen and watchmen. | 2 | 450 00 | 1 25 |
| Total. | 25 | \$15,816 54 | |
| Distribution of above : | | | |
| General administration. | 2 | \$7,414 75 | |
| Maintenance of way and structures. | 9 | 3,021 75 | |
| Maintenance of equipment. | 1 | 840 00 | |
| Conducting transportation. | 13 | 4,540 00 | |
| Total. | 25 | \$15,816 54 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 25 | | |

CHARACTERISTICS OF ROAD.

Bridges:

Number wooden, 5

Trestles:

Number, 1

Aggregate length (feet), 650

Gauge of track, 3 1/2 feet.

MAPLETON AND ROCKY RIDGE RAILWAY COMPANY.

Date of organization : June 29, 1891.

By what authority incorporated : Act of April 4, 1868 ; supplement June 8, 1874.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|-------------------------|---------------------|----------------------|---------------------|
| C. W. Phillips. | Pittsburg. | W. B. Blair. | Pittsburg. |
| I. O. Phillips. | Pittsburg. | A. Upjohn. | Pittsburg. |

Date of last meeting of stockholders for election of directors: July 1, 1891.

Post office address of general office: No. 1919 Josephine street, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-----------------|----------------|
| President. | C. W. Phillips. | Pittsburg, Pa. |
| Secretary. | A. Upjohn. | do. |
| Treasurer. | F. F. Robb. | do. |
| Chief Engineer. | W. F. McCook. | do. |
| General Solicitor, Attorney or Counsel. | A. Upjohn. | do. |
| Auditor. | M. L. Ress. | do. |
| General Superintendent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------------|--|---|------------------------|--|
| | From-- | To-- | | |
| Mapleton and Rocky Ridge railway. | A junction with the Pennsylvania railroad near Mapleton Station. | The sand works of Phillips Glass Company. | 1 | 1 |

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization : July 31, 1888.

By what authority incorporated : Act of April 4, 1868, and supplements.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------|---------------------|----------------------------------|
| I. A. Sweigard. | Philadelphia. | Fourth Tuesday in January, 1893. |
| C. W. Raymond. | do. | do. |
| B. H. Ball. | do. | do. |
| C. G. Hancock. | do. | do. |
| H. T. Naisby. | do. | do. |
| R. S. Davis. | do. | do. |
| George Ziegler. | do. | do. |
| C. K. Klunk. | do. | do. |
| C. E. Metzler. | do. | do. |

Date of last meeting for election of directors, January 26, 1892.

Postoffice address, No. 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------|-----------------|---------------|
| President. | A. A. McLeod. | Philadelphia. |
| Secretary. | W. R. Taylor. | do. |
| Treasurer. | W. A. Church. | do. |
| Comptroller. | D. Jones. | do. |
| General Manager. | I. A. Sweigard. | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--------------------------------------|-------------------|------------------|------------------------|--|
| | From— | To— | | |
| Middletown and Hummelstown railroad, | Hummelstown, Pa., | Middletown, Pa., | 6.60 | 6.60 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$127,520 61 | Capital stock, | \$175,000 00 |
| Cash and current assets, | 75,118 65 | Current liabilities, | 35,407 01 |
| Profit and loss, | 7,769 75 | | |
| Total, | \$210,407 01 | Total, | \$210,407 01 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General officers, | 4 | | |
| Station agents, | 1 | \$360 00 | \$2 11 |
| Enginemen, | 1 | 943 24 | 3 03 |
| Firemen, | 1 | 586 56 | 1 58 |
| Conductors, | 4 | 986 00 | 3 00 |
| Other trainmen, | 2 | 1,110 72 | 1 78 |
| Section foremen, | 3 | 1,140 00 | 1 33 |
| Other trackmen, | 18 | 5,070 00 | 1 25 |
| Switchmen, flagmen and watchmen, | 1 | 360 00 | 1 15 |
| Telegraph operators and dispatchers, | 1 | 360 00 | 1 15 |
| All other employes and labors, | 2 | 384 00 | 62 |
| Total, | 29 | \$11,549 42 | |
| Distribution of above: | | | |
| (General administration,) | 4 | | |
| Maintenance of way and structures, | 15 | \$6,210 00 | |
| Conducting transportation, | 10 | 5,339 42 | |
| Total, | 29 | \$11,549 42 | |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 29 | \$11,549 42 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 1 | 1 |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company, | 6.70 | 6.70 |
| Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company, | 6.90 | 6.90 |

Gauge of track, 4 ft. 8 1/2 in

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

Date of organization: Incorporated April 2, 1860.
 By what authority incorporated: Act of April 2, 1860, and supplements May 1, 1861, March 23, 1865, and March 6, 1867.
 Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-----------------------------|
| G. E. Roberts, | Philadelphia, | February 21, 1886. |
| W. H. Barnes, | Philadelphia, | do. |
| R. D. Barclay, | Philadelphia, | do. |
| W. H. Wilson, | Philadelphia, | do. |
| George Wood, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| John F. Green, | Philadelphia, | do. |
| N. F. Shorbridge, | Wynnewood, Pa., | do. |
| G. W. Elder, | Lewistown, Pa., | do. |
| H. H. Lee, Jr., | Lewistown, Pa., | do. |
| James H. Mann, | Lewistown, Pa., | do. |
| William Willis, | Lewistown, Pa., | do. |

Date of last meeting of stockholders for election of directors: February 16, 1892.
 Postoffice address of general office: 233 South Fourth street, Philadelphia.
 Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------------------|---------------------|--------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Mifflin and Centre County Railroad. | Lewistown Junction. | Milroy . . . | Pennsylvania Railroad Company. | 12.31 | 12.31 |

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years from March 19, 1863. Rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$365,969 20 | Capital stock, | \$167,775 00 |
| Profit and loss, | 46,676 75 | Funded debt, | 300,000 00 |
| | | Current liabilities, | 44,841 14 |
| Total, | \$412,646 14 | Total, | \$412,616 14 |

EMPLOYES AND SALARIES.

General officers, 3 ; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number wooden. | 12 | 12 |
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 55 | 55 |
| Telegraph: | | |
| Miles of line owned by this company. | 6 | 6 |
| Miles of wire owned by this company. | 13 | 13 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, . . . | 7 | 7 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee. . . | 15 | 15 |
| Gauge of track, | | 4 ft. 9 in. |

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Date of organization : February 7, 1828.

By what authority incorporated : State of Pennsylvania. Act approved February 7, 1828.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|----------------------------|---------------------------------------|----------------------------------|
| A. J. Antelo. | 407 Library street, Philadelphia. . . | December, 1892. |
| George DeB. Keim. | do. do. | do. |
| Thomas Cochran. | do. do. | do. |
| P. C. Hollis. | do. do. | do. |
| William B. Taylor. | do. do. | do. |
| J. M. Landis. | do. do. | do. |

Date of last meeting of stockholders for election of directors : December 23, 1891.

Postoffice address of general office : 407 Library street, Philadelphia.

Postoffice address of operating company : Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|-----------------------|---------------------------------------|
| President. | A. A. McLeod. | No. 407 Library street, Philadelphia. |
| Secretary. | P. C. Hollis. | do. do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|----------------------|----------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Mill Creek and Mine Hill Navigation and Railroad Company. | Mill Creek Junction, | Newcastle, . . | Philadelphia and Reading Railroad Company. | 3.80 | 3.80 |

The Mill Creek and Mine Hill Navigation and Railroad Company leased its road to the Philadelphia and Reading Railroad Company on the 25th of July, 1861, for 999 years at an annual rental of \$33,000 and taxes.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|--------------|------------------------------------|--------------|
| Cost of road, | \$323,045 00 | Capital stock, | \$823,375 00 |
| Cash and current assets, | 1,681 39 | Dividend not called for, | 43 75 |
| Six months rental, due June 1, 1892, dividend declared in July, | 16,500 00 | Profit and loss, | 17,757 64 |
| | | Deduct July dividend, | 16,168 75 |
| | | Net surplus, | \$1,568 89 |
| Total, | \$341,176 39 | Total, | \$841,176 39 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|------------------------------------|---------|----------------------------|-----------------------------|
| President, | 1 | \$300 00 | ..... |
| Secretary and Treasurer, | 1 | 250 00 | ..... |
| Total, | 2 | \$450 00 | \$1 25 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 2 | 2 |
| Number wooden, | 9 | 9 |
| Trestles: | | |
| Number, | 3 | 3 |
| Aggregate length (feet), | 230.75 | 230.75 |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company, | 4 | 31 |
| Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company, | 31 | 31 |

Gauge of track, 4 ft. 8½ in.

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Date of organization : March 24, 1828.

By what authority incorporated : Act of Legislature of the State of Pennsylvania dated March 24, 1828.

If a consolidated company, name the constituent companies : Mine Hill and Schuylkill Haven Railroad Company, chartered March 24, 1828.

Mt. Eagle and Tremont railroad, chartered April 29, 1853 ; supplement to charter March 22, 1855 ; merged into Mine Hill, March 24, 1862.

Schuylkill Haven and Lehigh River railroad, chartered July 14, 1862 ; merged into Mine Hill, May 16, 1863.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|---|--|
| Benj. H. Shoemaker, | 205 N. Fourth street, Philadelphia. . . | January 1, 1893, or until others are chosen. |
| Frederick Fraley, | 1009 Walnut street, Philadelphia. . . | |
| John W. Biddle, | 459 Marshall street, Philadelphia. . . | |
| William Hocker, | 238 S. Fourth street, Philadelphia. . . | |
| Alfred Jones, | Germantown, Philadelphia, | |
| James G. McCollin, | 506 Marshall street, Philadelphia. . . | |
| Barclay R. Leeds, | 5231 N. Seventeenth st., Philadelphia, . . | |
| Phillip C. Garrett, | Logan P. O., Philadelphia, | |
| Thomas McKean, | 155 Dock street, Philadelphia, | |
| Redwood F. Warner, | School Lane, near Wissahickon avenue, Germantown, Philadelphia, . . | |
| John S. Jenks, | 241 Chestnut street, Philadelphia, . . . | |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 119 South Fourth street, Philadelphia.

Postoffice address of operating company : Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-------------------------------|--|
| President, | Benj. H. Shoemaker, | 205 North Fourth street, Philadelphia. |
| Secretary, | James G. McCollin, | 119 South Fourth street, Philadelphia. |
| Treasurer, | John W. Biddle, | 119 South Fourth street, Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|-------------------|-----------------------------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Mine Hill and Schuylkill Haven Railroad Company. | Schuylkill Haven. | Locust Gap, Tremont, New Lincoln. | Philadelphia and Reading Railroad Company. | 51.8 | 51.8 |

The Mine Hill and Schuylkill Haven Railroad Company is leased to the Philadelphia and Reading Railroad Company for a period of 999 years, at a rental of eight per cent on the capital stock.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|-----------------------|---|-----------------------|
| Cost of road | \$4,165,572 49 | Capital stock | \$4,210,300 00 |
| Cash and current assets | 2,149 30 | Due Philadelphia and Reading Railroad Company | 67 13 |
| Profit and loss | 43,739 34 | Dividends due | 2,194 00 |
| Total | \$4,212,461 13 | Total | \$4,212,461 13 |

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, \$4,000.

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization : March 31, 1885.

By what authority incorporated : State of Pennsylvania, act of April 4, A. D. 1868.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---------------------|-----------------------------|
| Henry A. Laughlin | Pittsburg | January 9, 1896. |
| E. F. Jones | do. | do. |
| George M. Laughlin | do. | do. |
| James Laughlin, Jr. | do. | do. |
| W. L. Jones | do. | do. |
| W. L. King | do. | do. |
| E. F. Jones, Jr. | do. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Third avenue and Fry street, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|-----------------------------|------------|
| President | Henry A. Laughlin | Pittsburg. |
| Vice President | James Laughlin, Jr. | do. |
| Secretary | Benjamin Page | do. |
| Treasurer | James Laughlin, Jr. | do. |
| Solicitor | John D. McKennan | do. |
| Auditor | Benjamin Page | do. |
| General Manager | W. C. Quincy | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mil. - ge of road in Pennsylvania. |
|---------------------------------|--------------------|---|------------------------|--|
| | From— | To— | | |
| Main line. | Ormsby. | Baltimore and Ohio Railroad Junction, Pittsburg and Lake Erie Railroad Junc. Along Monongahela river. | .90 | .90 |
| South Side branch. | Main line. | | .80 | .80 |
| West branch. | Main line. | | .87 | .87 |
| Other branches. | | | 1.06 | 1.06 |
| Total mileage operated. | | | 3.18 | 3.18 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|--------------|------------------------------|--------------|
| Cost of road. | \$659,208 65 | Capital stock. | \$450,000 00 |
| Cost of equipment. | 88,212 25 | Funded debt. | 200,000 00 |
| Lands owned. | 21,775 00 | Current liabilities. | 41,373 97 |
| Cash and current assets. | 57,159 43 | Profit and loss. | 82,982 86 |
| Total. | \$774,355 33 | Total. | \$774,355 33 |

IMPORTANT CHANGES DURING THE YEAR.

Fifty shares of common stock sold at par \$100.00.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|---------|---------------------------------|----------------------------------|
| General officers. | 2 | \$6,975 00 | |
| General office clerks. | 1 | 840 00 | 83 71 |
| Station agents. | 1 | 1,500 00 | 4 85 |
| Other station men. | 8 | 2,010 00 | 3 25 |
| Enginemen. | 6 | 5,621 58 | 8 00 |
| Firemen. | 6 | 3,289 13 | 1 30 |
| Conductors. | 6 | 5,000 00 | 2 64 |
| Other trainmen. | 6 | 9,951 51 | 1 98 |
| Carpenters. | 3 | 1,835 20 | 2 58† |
| Other shopmen. | 4 | 2,083 65 | 1 70 |
| Section foremen. | 3 | 3,029 23 | 2 62 |
| Other trackmen. | 17 | 8,014 63 | 1 38† |
| Switchmen, flagmen and watchmen. | 3 | 1,330 16 | 1 20 |
| Telegraph operators and dispatchers. | 1 | 1,500 00 | 4 10 |
| All other employes and laborers (temporarily engaged). | 18 | 2,840 85 | |
| Total. | 92 | \$55,320 77 | \$2 47 |
| Distribution of above: | | | |
| General administration. | 3 | \$7,815 00 | \$3 43 |
| Maintenance of way and structures. | 88 | 14,985 41 | 1 86 |
| Maintenance of equipment. | 4 | 2,083 65 | 1 69 |
| Conducting transportation. | 47 | 30,436 71 | 2 50 |
| Total. | 92 | \$55,320 77 | \$2 47 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 92 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 1 | 1 |
| Trestles: | | |
| Number, | 3 | 3 |
| Aggregate length (feet), | 2,100 | 2,100 |
| Telegraph: | | |
| Miles of line owned by this company (telephone lines), | .9 | .9 |
| Miles of wire owned by this company (telephone lines), | 1.8 | 1.8 |
| Miles of line operated by this company (telephone lines), | .9 | .9 |
| Miles of wire operated by this company (telephone lines), | 1.8 | 1.8 |
| Miles of line operated by Postal Telegraph Cable Company, | .3 | .3 |
| Miles of wire operated by Postal Telegraph Cable Company, | 2.7 | 2.7 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Locomotive house and grounds, from Laughlin & Co. (Limited); land for depot grounds and tracks, from M. K. Moorhead.

MONONGAHELA RIVER AND STREETS RUN RAILROAD COMPANY.

Date of organization: January 2, 1892.

By what authority incorporated: Act of April 4, 1868, and supplements thereto.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|----------------------------|--------------------------------|
| John Lloyd, | Altoona, Pa., | January 5, 1892. |
| Richard Coulter, | Greensburg, Pa., | do. |
| E. M. Gross, | Greensburg, Pa., | do. |
| Thomas Donohoe, | Greensburg, Pa., | do. |
| F. Miller, | Greensburg, Pa., | do. |

Date of last meeting of stockholders for election of directors: Tuesday, January 5, 1892.

Postoffice address of general office: Greensburg, Westmoreland county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|----------------------------|-----------------|
| President, | John Lloyd, | Altoona, Pa. |
| Secretary, | C. A. Buch, | Altoona, Pa. |
| Treasurer, | Thomas K. Maher, | Altoona, Pa. |
| General Solicitor, Attorney or Counsel, | Scott & Gordon, | Pittsburg. |
| General Manager, | E. M. Gross, | Greensburg, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania |
|---|--|---|------------------------|---------------------------------------|
| | From— | To— | | |
| Monongahela River and Streets Run railroad. | A point on the Monongahela river at or near Hays station P. McK & Y. R. R., Allegheny county, Pa.. | A point at or near Willock, a station on the Wheeling Division of the B. & O. R. R. | 3 | 3 |

Completed to a connection with mines of Harrison Gas Coal Company, 1.1 miles.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|--------------------|--------------------------------|--------------------|
| Cost of road, | \$32,020 29 | Capital stock, | \$30 000 00 |
| Cost of equipment, | 100 00 | Current liabilities, | 2,120 29 |
| Total, | \$32,120 29 | Total, | \$32,120 29 |

IMPORTANT CHANGES DURING THE YEAR.

Part of this road was originally a narrow gauge mine road and acquired by this company by purchase; this part has been entirely renewed as to ties, rails, etc., and made into a standard gauge railroad with a third rail for mine cars.

We commenced operating completed part on or about May 1, 1892.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Average daily compensation. |
|--|-----------|-----------------------------|
| General officers, | 4 | |
| Enginemen, | 1 | \$3 25 |
| Other trainmen, | 8 | 6 60 |
| Other trackmen, | 8 | 14 40 |
| Switchmen, flagmen and watchmen, | 1 | 1 80 |
| Total, | 17 | \$26 05 |
| Distribution of above: | | |
| General administration, | 4 | |
| Maintenance of way and structures, | 8 | 14 40 |
| Conducting transportation, | 5 | 11 65 |
| Total, | 17 | \$26 05 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 70 | 70 |

Gauge of track, 4 ft. 9 in.

MONT ALTO RAILROAD COMPANY.

Date of organization : Incorporated May 3, 1864. Organized November 14, 1871.
 By what authority incorporated : Laws of the State of Pennsylvania. An act to incorporate, May 3, 1864. An act extending time and completion, March 9, 1870. Supplement to incorporate, April 6, 1870.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|------------------------------|-----------------------------|
| Thomas B. Kennedy, | Chambersburg, Pa., | May 10, 1893. |
| J. F. Boyd, | Chambersburg, Pa., | do. |
| Chauncey Ives, | Chambersburg, Pa., | do. |
| Hastings Gehr, | Chambersburg, Pa., | do. |
| M. C. Kennedy, | Chambersburg, Pa., | do. |
| E. F. Dwight, | Philadelphia, | do. |
| Esra Frick, | Waynesboro, Pa., | do. |

Date of last meeting of stockholders for election of directors : May 11, 1892.
 Postoffice address of general office : Chambersburg, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|--------------------------------|-------------------|
| President, | Thomas B. Kennedy, | Chambersburg, Pa. |
| Secretary, | Edward B. Wiestling, | Mont Alto, Pa. |
| Treasurer, | W. L. Ritchey, | Chambersburg, Pa. |
| Auditor, | J. F. Boyd, | Chambersburg, Pa. |
| General Superintendent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-------------------------------|---|----------------------------|------------------------|--|
| | From— | To— | | |
| Mont Alto railroad, | Junction with Cumberland Valley railroad, | Waynesboro, Pa., | 17.89 | 17.89 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$218,204 75 | Capital stock, | \$110,000 00 |
| Cost of equipment, | 16,706 25 | Funded debt, | 125,000 00 |
| Cash and current assets, | 9,878 52 | | |
| Profit and loss, | 127,949 00 | Current liabilities, | 137,827 53 |
| Total, | \$372,827 52 | Total, | \$372,827 53 |

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of transportation.
 Mail, for \$1,094.38.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers. | 6 | \$800 00 | 1 33 |
| Station agents. | 4 | 1,358 00 | 3 25 |
| Enginemen. | 2 | 2,084 50 | 1 63 |
| Firemen. | 2 | 1,017 25 | 2 52 |
| Conductors. | 3 | 1,560 00 | 1 75 |
| Other trainmen. | 3 | 1,648 25 | 1 53 |
| Section foremen. | 8 | 1,440 00 | 90 |
| Other trackmen. | 17 | 4,898 90 | 1 00 |
| Switchmen, flagmen and watchmen. | 1 | 818 00 | 1 53 |
| Telegraph operators and dispatchers. | 1 | 490 00 | 1 28 |
| Total. | 41 | \$15,355 55 | 1 28 |
| Distribution of above: | | | |
| General administration. | 6 | \$800 00 | \$2 58 |
| Maintenance of way and structures. | 20 | 8,128 90 | 97 |
| Conducting transportation. | 15 | 8,426 65 | 1 79 |
| Total. | 41 | \$15,355 55 | \$1 28 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 41 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number of iron. | 20 | 20 |
| Number wooden. | 11 | 11 |
| Trestles: | | |
| Number. | 1 | 1 |
| Telegraph: | | |
| Miles of line owned by this company. | 20.5 | 20.5 |
| Miles of wire owned by this company. | 20.5 | 20.5 |
| Gauge of track. | | 4 ft. 9 in. |

MONTOUR RAILROAD COMPANY.

Date of organization : September 19, 1877.

By what authority incorporated : "An act to authorize the formation and regulation of railroad companies," act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|--------------------------|---------------------|------------------------------|---------------------|
| Wm. J. McKinnie. | Cleveland, Ohio. | W. M. Short. | Pittsburg. |
| U. A. Andrews. | Pittsburg. | W. B. Rodgers. | Pittsburg. |
| W. B. Case. | Pittsburg. | J. Rodgers McCreery. | Pittsburg. |

Date of last meeting of stockholders for election of directors: October 31, 1891.
Postoffice address of general office: 95 Fifth avenue, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|--------------------------|------------------|
| President | W. J. McKinnie | Cleveland, Ohio. |
| Secretary | W. M. Short | Pittsburg. |
| Treasurer | C. A. Cooper | Pittsburg. |
| Chief Engineer | W. B. Rodgers | Pittsburg. |
| General Solicitor, Attorney or Counsel | W. B. Case | Pittsburg. |
| Auditor | U. A. Andrews | Pittsburg. |
| General Manager | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|------------------------------|------------------------------|--------------------------|------------------------|--|
| | From— | To— | | |
| Main line (owned), | Montour Junction, Pa., . . . | Imperial, Pa., | 11 | 11 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|---|---------|----------------------------|
| General office clerks, | 2 | \$520 00 |
| Station agents, | 2 | 310 00 |
| Other station men, | 1 | 240 00 |
| Enginemen, | 2 | 1,690 00 |
| Firemen, | 2 | 1,104 00 |
| Conductors, | 2 | 1,600 00 |
| Other trainmen, | 2 | 1,080 00 |
| Machinists, | 4 | 2,105 97 |
| Carpenters, | 6 | 3,364 75 |
| Other shopmen, | 1 | 547 78 |
| Section foremen, | 1 | 558 00 |
| Other trackmen, | 10 | 3,906 40 |
| Switchmen, flagmen and watchmen, | 1 | 313 00 |
| Telegraph operators and dispatchers, | 2 | 400 00 |
| All other employes and laborers, | 1 | 600 00 |
| Total, | 39 | \$18,629 90 |
| Employes in Pennsylvania: | | |
| Total number of employes in Pennsylvania, | 39 | \$18,629 90 |

CHARACTERISTICS OF ROAD.

| | |
|---|--------------|
| Bridges: | |
| Number wooden, | 13 |
| Telegraph: | |
| Miles of line owned by this company, | 11 |
| Miles of wire owned by this company, | 11 |
| Miles of line operated by this company, | 11 |
| Miles of wire operated by this company, | 11 |
| Gauge of track, | 4 ft. 8½ in. |

MONTROSE RAILWAY COMPANY.

Date of organization : April 15, 1869, supplement March 17, 1871, charter signed April 8, 1871.

By what authority incorporated : State of Pennsylvania.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|------------------------|-----------------------------|
| Robert Klots, | Mauch Chunk, | January, 1888. |
| Charles O. Skeer, | Mauch Chunk, | do. |
| S. D. Thomas, | Springville, | do. |
| H. K. Sherman, | Springville, | do. |
| C. M. Gere, | Montrose, | do. |
| Azur Lathrop, | Montrose, | do. |
| Paul Billings, | Tunkhannock, | do. |
| W. E. Little, | Tunkhannock, | do. |
| Lemuel Blakslee, | Springville, | do. |
| Samuel H. Sayre, | Montrose, | do. |
| J. S. Tarbell, | Montrose, | do. |
| Abram Luce, | Montrose, | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Mauch Chunk, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|--------------|
| President, | James I. Blakslee, | Mauch Chunk. |
| Secretary, | J. R. Raynsford, | Montrose. |
| Treasurer, | Asa P. Blakslee, | Mauch Chunk. |
| General Solicitor, Attorney or Counsel, | Wm. M. Post, | Montrose. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------|------------------------|---------------------|------------------------|--|
| | From— | To— | | |
| Montrose railway, | Tunkhannock, | Montrose, | 28 | 28 |

GENERAL BALANCE SHEET.

| DEB. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$332,661 18 | Capital stock, | \$304,900 00 |
| Cost of equipment, | 41,808 18 | Capital paid, | 2,527 21 |
| Cash and current assets, | 15,265 56 | Current liabilities, | 155 64 |
| | | Profit and loss, | 81,641 02 |
| Total, | \$389,734 87 | Total, | \$389,734 87 |

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company pays us monthly one-sixth ($\frac{1}{6}$) of gross receipts.
 The United States pay us an amount quarterly, based on a weight of mail matter carried.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers, | 4 | \$1,700 00 | \$1 36 |
| Station agents, | 2 | 300 00 | 48 |
| Enginemen, | 1 | 1,166 19 | 3 72 |
| Firemen, | 1 | 627 94 | 2 00 |
| Conductors, | 1 | 1,333 84 | 4 26 |
| Other trainmen, | 2 | 1,052 50 | 1 69 |
| Section foremen, | 4 | 1,722 35 | 1 40 |
| Other trackmen, | 14 | 4,488 45 | 1 02 |
| Switchmen, flagmen and watchmen, | 1 | 664 41 | 1 65 |
| Total, | | \$18,056 18 | |
| Distribution of above: | | | |
| General administration, | 4 | \$1,700 00 | |
| Maintenance of way and structures, | 19 | 7,175 21 | |
| Conducting transportation, | 8 | 4,179 97 | |
| Total, | 81 | \$18,056 18 | (av.) \$1 34 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 81 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---------------------------|--------------------------|------------------|
| Bridges: | | |
| Number Iron, | 1 | 1 |
| Gauge of track, | | 3 feet. |

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY

Date of organization : July 16, 1842.

By what authority incorporated : State of Pennsylvania, act approved July 16, 1842.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---|-----------------------------|
| A. J. Antelo, | 407 Library street, Philadelphia. | December, 1892. |
| George deB. Keim, | do. do. | do. |
| Thomas Cochran, | do. do. | do. |
| P. C. Hollis, | do. do. | do. |
| William R. Taylor, | do. do. | do. |
| James M. Landis, | do. do. | do. |

Date of last meeting of stockholders for election of directors : December 28, 1891.

Postoffice address of general office : 407 Library street.

Postoffice address of operating company : The Philadelphia and Reading Railroad Company, 227 South Fourth street.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|---------------|-----------------------------------|
| President. | A. A. McLeod. | 407 Library street, Philadelphia. |
| Secretary. | P. C. Hollis. | do. |
| Treasurer. | | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|---------------|--------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Mount Carbon and Port Carbon Railroad Company. | Mount Carbon. | Port Carbon. | Philadelphia and Reading Railroad Company. | 2.50 | 2.50 |

The Mount Carbon and Port Carbon Railroad Company has leased its road to the Philadelphia and Reading Railroad Company for a term of 50 years. The lease is dated March 5, 1860. The annual rental is \$36,250.00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|---------------------|----------------------|---------------------|
| Cost of road. | \$262,815 45 | Capital stock. | \$262,350 00 |
| Cash and current assets. | 1,158 38 | Current liabilities. | 858 30 |
| | | Profit and loss. | 760 58 |
| Total. | \$263,973 83 | Total. | \$263,968 83 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--------------------------|----------|----------------------------|-----------------------------|
| General officers: | | | |
| President. | 1 | \$300 | |
| Secretary and Treasurer. | 1 | 250 | |
| Total. | 2 | \$450 | \$1 23 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone. | 3 | 2 |
| Number wooden. | 7 | 7 |
| Trestles: | | |
| Number. | 2 | |
| Aggregate length (feet). | 480 | 480 |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company. | 2.50 | 2.50 |
| Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company. | 10 | 10 |
| Rate of track. | 4 ft. 8½ in. | |

MOUNT CARMEL AND NATALIE RAILROAD COMPANY.

Date of organization : March, 1891.

By what authority incorporated : General law of the State.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|-----------------------------|-----------------------------|
| N. Taylor | Wilkesbarre, Pa., | March 17, 1898. |
| W. D. Dutton, | Philadelphia, | do. |
| W. W. Patterson, | Scranton, Pa., | do. |
| H. F. Sterner, | Philadelphia, | do. |
| John McGinnis, Jr., | New York city, | do. |
| E. C. Homans, | New York city, | do. |
| J. G. Case, | New York city, | do. |

Date of last meeting of stockholders for election of directors : March 17, 1892.

Postoffice address of general office : 1001 Chestnut street, Philadelphia ; 143 Liberty street, New York city.

Postoffice address of operating company : Philadelphia and Reading Railroad Company, Philadelphia, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-------------------------------|---|
| President, | John McGinnis, Jr., | 143 Liberty street, New York. |
| Secretary, | J. G. Case, | 143 Liberty street, New York. |
| Treasurer, | J. C. Bailey, | 1001 Chestnut street, Philadelphia. |
| General Solicitor, Attorney or Counsel, | Nathaniel Taylor, | 143 Liberty street, New York. Wilkesbarre, Pa. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-----------------------------------|------------------------------------|--------------------|---------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Mount Carmel and Natalie. | One-half mile northeast of Alaska, | Natalie, | Philadelphia and Reading, | 6.5 | 6.5 |

On the 20th day of March, 1891, the Mount Carmel and Natalie Railroad Company entered into a contract with the Penn Anthracite Coal Company, to transport over its railroad all the coal mined and to be mined by said coal company, and on the 20th day of March, A. D. 1891, the Mount Carmel and Natalie Railroad Company, in furtherance of its contract with said coal company, made and entered into a contract with the Philadelphia and Reading Railroad Company, to run twenty years from date thereof, which provides that said Philadelphia and Reading Railroad Company shall, for said period of twenty years, promptly furnish all necessary cars and engines for the transportation of all the coal mined and shipped by said Penn Anthracite Coal Company over the Mount Carmel and Natalie railroad, and allow to the said

Mount Carmel and Natalie Railroad Company a division of tolls on all the coal so hauled over its railroad. Further, that the Philadelphia and Reading Railroad Company shall maintain the Mount Carmel and Natalie Railroad in a good and efficient condition for twenty years, and to be paid the cost of maintenance, with ten per cent. added, by the Mount Carmel and Natalie Railroad Company.

NOTE.—The Mount Carmel and Natalie railroad was finished and began operations the latter part of December, 1891.

EMPLOYES AND SALARIES.

General officers :

| | |
|--|------------|
| President (no compensation). | |
| Treasurer (total yearly compensation), | \$2,000 00 |
| Secretary (total yearly compensation), | 1,500 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 2 | 2 |
| Trestles: | | |
| Number, | 2 | 2 |
| Aggregate length (feet), | 2,500 | 2,500 |

MOUNT JEWETT, KINZUA AND RITERVILLE RAILROAD COMPANY.

Date of organization : April 27, 1869.

By what authority incorporated : General act approved April 4, 1868, and supplements thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|----------------------|-----------------------------|
| Elisha K. Kane, | Kane, Pa., | January, 1893. |
| Thomas L. Kane, | do. | do. |
| Thomas McClellan, | do. | do. |
| Evan O'u. Kane, | do. | do. |
| D. T. Hall, | do. | do. |
| J. D. Magowan, | do. | do. |
| J. D. Watts, | do. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Kushequa, McKean county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------|--------------------------------|---------------|
| President, | Elisha K. Kane, | Kane, Pa. |
| Secretary, | H. A. Kane, | Kane, Pa. |
| Treasurer, | Thomas L. Kane, | Kane, Pa. |
| Chief Engineer, | G. Lyons, | Bradford, Pa. |
| Auditor, | J. D. Watts, | Kushequa, Pa. |
| General Manager, | J. Dennistome Watts, | Kushequa, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. |
|--|---|--|-------------------------------------|
| | From— | To— | |
| Mount Jewett, Kinzua and Riterville. | Mount Jewett, Kushequa, McAmbly Junction, McAmbly Junction, Kushequa, 1st switch, Camp Halsey, | Camp Halsey, Gaffneys, McAmbleys, Beaver Meadows, Kushequa Pond, Town Line, | 5 1 .50 .50 .35 8.50 |
| Kinzua Hemlock railroad, | | | 8.50 |
| Total mileage, | | | 15.75 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------------|------------------------|----------------------|--------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Kinzua Hemlock railroad, | Camp Halsey, | Town Line, | Mount Jewett, Kinzua and Riterville. | 8.50 | 8.50 |

Whereas, the Kinzua Hemlock railroad is desirous of constructing a railroad from Camp Halsey, in McKean county, to West Line, in Lafayette township, said county, wishes to procure aid from the Mount Jewett, Kinzua and Riterville Railroad Company. It is agreed that the said railroad shall subscribe \$57,000 to the capital stock of Kinzua Hemlock railroad, and will further pay or advance a sum not to exceed \$20,000 to be used constructing the Kinzua Hemlock railroad, and in payment of its indebtedness and purchase of motive power, etc., for its use. And also agreed, in consideration of the foregoing, the Kinzua Hemlock railroad agrees that upon the completion of its main line to west line it will pay the Mount Jewett, Kinzua and Riterville railroad the sum of \$12,000, and will make, execute and deliver to the same party a good and valid lease of its said railroad property and appurtenances for the term of ninety-nine years, which lease shall contain reasonable stipulations on the part of the said lessee to perform the contract and obligations of the lessor and for its maintenance and operation.

GENERAL BALANCE SHEET.

| | | | |
|----------------------------|--------------|--|--------------|
| DR. | | CR. | |
| Cost of road. | \$121,459 17 | Capital stock, | 80,000 00 |
| Cost of equipment. | 15,432 85 | Funded debt, | \$46,459 17 |
| | | Current liabilities, | 13,250 43 |
| | | Accrued interest on funded debt not yet payable, | 50,709 60 |
| | | Profit and loss, | 60,000 00 |
| | | | 1,582 43 |
| Total, | \$141,892 02 | Total, | \$141,892 02 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 2 | 2 |
| Trestles: | | |
| Number, | 8 | 8 |
| Aggregate length (feet), | 4 | |
| Telephone: | | |
| Miles, | 7 | |
| Gauge of track, | | 4 ft. 8½ in. |

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization : April 20, 1889.

By what authority incorporated : Under general railroad law.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|-------------------------|-----------------------------|
| Charles Rick, | Reading, Pa., | January, 1893. |
| James Nolan, | do. | do. |
| S. E. Ancona, | do. | do. |
| Jesse G. Hawley, | do. | do. |
| Thomas P. Merritt, | do. | do. |
| Frank S. Livingood, | do. | do. |
| M. B. McKnight, | do. | do. |
| Daniel H. Wingerd, | do. | do. |
| Wm. R. McIlvain, | do. | do. |
| E. F. Owen, | do. | do. |
| Henry A. Muhlenberg, | do. | do. |
| J. G. Leinbach, | do. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Northeast corner Fifth and Penn streets, Reading, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-----------------------------------|--------------|
| President, | James Rick, | Reading, Pa. |
| Vice President, | D. B. D. Beaver, M. D., | do. |
| Secretary, | Frank S. Livingood, | do. |
| Treasurer, | Henry A. Muhlenberg, | do. |
| General Solicitor, Attorney or Counsel, | Wm. B. Harper, | do. |
| General Manager, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. |
|--------------------------------------|-------------------------------|-------------------------------|------------------------|
| | From— | To— | |
| Mount Penn Gravity Railroad Company. | Mineral spring, Park station. | Mineral spring, Park station. | 8 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--|---------------------|
| Cost of road | \$110,209 78 | Capital stock | \$100,000 00 |
| Cost of equipment, | 29,238 78 | Funded debt, | 75,000 00 |
| Cash and current assets, | 1,108 51 | Accrued interest on funded debt not yet payable, | 915 00 |
| Other assets: | | | |
| Sundries, accident, | 19,774 33 | | |
| Profit and loss, | 15,583 60 | | |
| Total, | \$175,915 00 | Total, | \$175,915 00 |

IMPORTANT CHANGES DURING THE YEAR.

March 1, 1892, work begun on change in road, which consisted of the taking up of portion of old track, near the station, and changing route of road, making the whole length of line eight miles; the principal change being the insertion of a switch-back, operated by two switches, and a continuation of the line to a point in the up track.

April 11, 1892. At meeting of board of directors, details for issuing a second mortgage for \$40,000 were completed, in pursuance of authority given at stockholder's meeting, held March 21, 1892. The mortgage was issued and recorded bearing date April 11, 1892.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General officers, | 5 | | |
| Station agents, | 1 | \$540 00 | \$1 45 |
| Enginemen, | 2 | 1,485 00 | 2 49 |
| Firemen, | 2 | 806 00 | 1 50 |
| Conductors, | 2 | 620 00 | 1 45 |
| Other trainmen, | 5 | 1,170 00 | 1 38 |
| Section foremen, | 1 | 540 00 | 1 61 |
| Other trackmen, | 3 | 1,170 00 | 1 25 |
| Switchmen, flagmen and watchmen, | 3 | 990 00 | 1 34 |
| All other employes and laborers, | 8 | 914 00 | 1 25 |
| Total, | 32 | \$8,135 00 | \$1 43 |
| Distribution of above: | | | |
| Maintenance of way and structures and construction, | | \$2,067 50 | |
| Maintenance of equipment, | | 988 50 | |
| Conducting transportation, | | 5,079 00 | |
| Total, | | \$8,135 00 | |

CHARACTERISTICS OF ROAD.

| | |
|---------------------------|--------------|
| Bridges: | |
| Number wooden, | 1 |
| Gauge of track, | 4 ft. 8½ in. |

MOUNT PLEASANT AND BROAD FORD RAILROAD COMPANY.

Date of organization : May 16, 1870.

By what authority incorporated : State of Pennsylvania, acts of February 19, 1849, and April 6, 1870.

Operated by Pittsburg and Connellsville Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------|---------------------|---------------------------------|
| J. B. D. Meeds. | Pittsburg. | Second Monday in January, 1893. |
| W. C. Magee. | Pittsburg. | do. do. |
| J. B. Jackson. | Pittsburg. | do. do. |
| John Blaseil. | Pittsburg. | do. do. |
| S. L. Schoonmaker. | Pittsburg. | do. do. |
| C. L. Fitzhugh. | Allegheny. Pa. | do. do. |
| O. F. Shupe. | Mount Pleasant. Pa. | do. do. |
| A. R. Banning. | Connellsville. Pa. | do. do. |
| John D. Frisbee. | Connellsville. Pa. | do. do. |
| C. F. Mayer. | Baltimore, Md. | do. do. |
| Robert Garret. | Baltimore, Md. | do. do. |
| Alexander Shaw. | Baltimore, Md. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Pittsburg.

Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|-------------------|------------|
| President. | J. B. Washington. | Pittsburg. |
| Secretary. | A. W. Black. | do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|-----------------|-------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Mount Pleasant and Broad Ford Railroad Company. | Broad Ford. Pa. | Mt. Pleasant. Pa. | Pittsburg and Connellsville Railroad Company. | 9.70 | 9.70 |
| Total mileage. | | | | 9.70 | 9.70 |

Operated by the Baltimore and Ohio Railroad Company, by virtue of lease of Pittsburg and Connellsville Railroad Company, the lessee of this company. Lease dated January 2, 1871, for ninety-nine (99) years.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|----------------------------|--------------|
| Cost of road, | \$202,983 07 | Capital stock, | \$150,500 00 |
| Cash and current assets, | 596,074 50 | Profit and loss, | 648,557 57 |
| Total, | \$799,057 57 | Total, | \$799,057 57 |

CHARACTERISTIC OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|------------------------------------|---|-----------------------|
| Bridges: | | |
| Number iron, | 5 | 5 |
| Number wooden, | 4 | 4 |
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 32 | 32 |
| Gauge of track, | <u>4 ft. 8$\frac{1}{2}$ in</u> | |

NESCOPEC RAILROAD COMPANY.

Date of organization : June 3, 1886.

By what authority incorporated : General law, April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|-----------------------------|----------------------------|----------------------------------|
| John P. Green, | Philadelphia, | May 9, 1898. |
| Henry D. Welsh, | Philadelphia, | do. |
| J. C. Bright, | Pottsville, Pa., | do. |
| N. P. Shortridge, | Wynnewood, Pa., | do. |
| Amos R. Little, | Philadelphia, | do. |
| W. H. Barnes, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | James R. McClure, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|------------|---------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Nescopee railroad, | Nescopee. | Rock Glen Junction. | Pennsylvania Railroad Company. | 11.96 | 11.96 |

Operated by the Pennsylvania Railroad Company under resolutions of boards of directors of both companies.

Rental, net earnings.

This arrangement went into effect April 25, 1887, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$460,395 28 | Capital stock, | \$250,000 00 |
| Profit and loss, | 78,535 06 | Funded debt, | 300,000 00 |
| | | Current liabilities, | 74,980 84 |
| Total, | \$538,930 84 | Total, | \$538,930 84 |

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 1 | 1 |
| Number iron, | 7 | 7 |
| Telegraph: | | |
| Miles of line owned by this company, | 12 | 12 |
| Miles of wire owned by this company, | 24 | 24 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 12 | 12 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 24 | 24 |

Gauge of track, 4ft. 9 in.

NESQUEHONING VALLEY RAILROAD COMPANY.

Date of organization : May 14, 1861.
 By what authority incorporated : Special act of May 14, 1861.
 Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|------------------------|---------------------------------|
| F. R. Cope | Philadelphia | Second Monday in January, 1888. |
| J. W. Woolston | do. | do. |
| W. P. Cresson | do. | do. |
| J. S. Harris | do. | do. |
| E. W. Clark | do. | do. |
| P. C. Garrett | do. | do. |
| Edward Lewis | do. | do. |
| S. Dickson | do. | do. |
| B. H. Shoemaker | do. | do. |
| J. W. Biddle | do. | do. |
| George C. Thomas | do. | do. |
| J. Bayard Henry | do. | do. |
| R. V. Massey, Jr. | do. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.
 Postoffice address of general office : 226 South Third street, Philadelphia.
 Postoffice address of operating company : 143 Liberty street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|--------------------------|---------------|
| President | J. W. Woolston | Philadelphia. |
| Secretary | C. F. Howell | do. |
| Treasurer | | |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------------|------------------------|-------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Nesquehoning Valley railroad. | Nesquehoning Junction. | Tamanend. | Central Railroad Company of New Jersey. | 16.66 | 16.66 |

The Nesquehoning Valley railroad is leased to the Lehigh Coal and Navigation Company for the term of 999 years from November 4, 1868. The road was sublet to the Central Railroad Company of New Jersey March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna railroad.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|-----------------------|-------------------------------|-----------------------|
| Cost of road | \$1,418,758 35 | Capital stock | \$1,418,600 00 |
| Cash and current assets | 1,109 34 | Current liabilities | 1,265 69 |
| Total | \$1,419,865 69 | Total | \$1,419,865 69 |

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization : February 5, 1889.

By what authority incorporated: Act of April 4, 1868, and acts supplementary thereto.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-----------------------------|
| George Brooke, | Birdsboro, Pa., | June 28, 1898. |
| George F. Baer, | Reading, Pa., | do. |
| William D. Smith, | Reading, Pa., | do. |
| W. F. Wooten, | Reading, Pa., | do. |
| M. C. Mellvain, | Reading, Pa., | do. |
| E. T. Leaf, | Reading, Pa., | do. |

Date of last meeting of stockholders for election of directors : June 28, 1892.

Postoffice address of general office : 536 Penn street, Reading, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------------------|--------------|
| President, | Henry T. Kendall, | Reading, Pa. |
| Secretary, | Morton C. Mellvain, | do. |
| Treasurer, | D. W. Stehman, | do. |
| General Solicitor, Attorney or Counsel, | George F. Baer, | do. |
| General Superintendent, | Paul D. Millholland, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|----------------------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Neversink Mountain railroad, | Ninth and Penn streets, Reading, | Klappertal, | 8 | 8 |

STOCKS OWNED.

Neversink Light, Heat and Power Company (total par value), \$24,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|--------------|--------------------------------|--------------|
| Cost of road, | \$145,666 32 | Capital stock, | \$100,000 00 |
| Cost of equipment, | 63,37 55 | Funded debt, | 16,000 00 |
| Stocks of other companies owned, | 24,00 00 | Current liabilities, | 127,870 28 |
| Lands owned, | 11,87 32 | Profit and loss, | 2,037 48 |
| Cash and current assets, | 5 87 | | |
| Total, | \$245,907 06 | Total, | \$245,907 76 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|-----------------------------------|--------------------------------|------------------|
| Trestles: | | |
| Number | 2 | 2 |
| Aggregate length (feet) | 200 | 200 |
| Gauge of track, | <u>4 ft. 2½ in.</u> | |

NEWCASTLE AND BEAVER VALLEY RAILROAD COMPANY

Date of organization : March 29, 1862.
 By what authority incorporated : Act of assembly February 6, 1862 ; supplement approved February 17, 1863 ; supplement approved April 20, 1864 ; supplement approved April 9, 1869.
 Operated by Pennsylvania Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION TERM. |
|----------------------------|---------------------------|--------------------------------|
| Wm. Patterson | Newcastle, Pa. | Second Monday of January, 1890 |
| John B. Jackson | Pittsburg | do. do. |
| L. Raney | Newcastle, Pa. | do. do. |
| John L. Crawford | Newcastle, Pa. | do. do. |
| A. B. Lee | Erie, Pa. | do. do. |
| J. M. Clapp | Washington, D. C. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.
 Postoffice address of general office : New Castle, Pa.
 Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|----------------------------|----------------|
| President | S. W. Cunningham | Pittsburg. |
| Secretary | J. A. Crawford | Newcastle, Pa. |
| Treasurer | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------------|---------------------|--------------------|------------------------------|----------------|-----------------------------------|
| | From— | To— | | | |
| Newcastle and Beaver Valley | Newcastle | Homewood | Pennsylvania | 14.98 | 14.98 |

June 29, 1865, leased to the Pittsburg, Ft. Wayne and Chicago Railway Company for 99 years at a rental of forty per cent. of gross earnings. This lease assigned by the lessee to the Pennsylvania Railroad Company, under date of June 7, 1869.

June 29, 1874, the Pennsylvania Railroad Company conveyed this lease to the Pennsylvania Company, to take effect as of date April 1, 1871.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$877,059 84 | Capital stock, | \$700,000 00 |
| Cash and current assets, | 75,214 16 | Current liabilities, | 1,986 49 |
| | | Income under lease, | 250,907 50 |
| Total, | \$952,273 99 | Total, | \$952,273 99 |

EMPLOYES AND SALARIES.

General officers, 2; total yearly compensation, \$1,600.

NEWCASTLE AND BEAVER VALLEY RAILROAD—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-----------------------|------------------------|------------------------|--|
| | From— | To— | | |
| Newcastle and Beaver Valley railroad, | Homewood, Pa. | Newcastle, Pa. | 14.98 | 14.98 |
| Total mileage operated, | | | 14.98 | 14.98 |

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of its gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole; customary rates are also paid for the use of Union Line cars.

Telegraph Companies—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other Contracts—The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|------------|---------------------------------|----------------------------------|
| General officers. | 2 | \$2,588 45 | |
| General office clerks. | 6 | 4,181 80 | \$2 50 |
| Station agents. | 5 | 2,743 32 | 1 08 |
| Other station men. | 6 | 4,477 80 | 1 91 |
| Enginemen. | 6 | 6,814 70 | 3 08 |
| Firemen. | 6 | 4,079 30 | 1 77 |
| Conductors. | 5 | 4,749 60 | 2 70 |
| Other trainmen. | 14 | 9,505 14 | 1 32 |
| Machinists. | 1 | 536 84 | 2 42 |
| Carpenters. | 8 | 1,716 04 | 1 06 |
| Other shopmen. | 24 | 12,293 60 | 1 48 |
| Section foreman. | 3 | 1,591 30 | 1 71 |
| Other trackmen. | 20 | 6,739 10 | 1 18 |
| Switchmen, flagmen and watchmen. | 4 | 1,625 40 | 1 32 |
| All other employes and laborers. | 1 | 433 60 | 1 26 |
| Total. | 105 | \$63,975 89 | \$1 82 |
| Distribution of above: | | | |
| General administration. | 8 | \$6,670 25 | \$3 10 |
| Maintenance of way and structures. | 23 | 8,330 30 | 1 21 |
| Maintenance of equipment. | 28 | 14,540 48 | 1 54 |
| Conducting transportation. | 46 | 34,429 86 | 2 05 |
| Total. | 105 | \$63,975 89 | \$1 82 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 105 | \$63,975 89 | \$1 82 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone. | 6 | 6 |
| Number iron. | 6 | 6 |
| Number wooden. | 1 | 1 |
| Telegraph: | | |
| Miles of line operated by this company, jointly with Western Union Telegraph Company. | 14.9 | 14.9 |
| Miles of wire operated by this company. | 36 | 36 |
| Miles of line operated by Western Union Telegraph Company, jointly with this company. | 14.9 | 14.9 |
| Miles of wire operated by Western Union Telegraph Company. | 29.8 | 29.8 |
| Gauge of track. | | 4 ft. 9 in. |

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road : Star Union Line.

NEWCASTLE AND BUTLER RAILWAY COMPANY.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|--------------------------|---------------------|--------------------------|---------------------|
| M. S. Marquis, | Newcastle, Pa. | G. B. Boyer, | Newcastle, Pa. |
| F. W. Biddle, | do. | F. W. Marquis, | do. |
| W. H. Marquis, | do. | | |

Date of last meeting of stockholders for election of directors: June, 1892.
 Postoffice address of general office: Newcastle Pa.

OFFICERS.

| TITLE. | TITLE. | ADDRESS. |
|---|--------------------------|----------------|
| President, | M. S. Marquis, | Newcastle, Pa. |
| Vice President, | F. W. Biddle, | Newcastle, Pa. |
| Treasurer, | W. H. Marquis, | Newcastle, Pa. |
| General Solicitor, Attorney or Counsel, | A. L. Hazen, | Butler, Pa. |
| General Superintendent, | W. H. Marquis, | Newcastle, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|----------------------|--------------------------|------------------------|--|
| | From— | To— | | |
| Newcastle and Butler railroad, | Newcastle, | Mineral Ridge, | 2.5 | 2.5 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| Enginemen, | 1 | \$783 92 | \$2 50 |
| Firesmen, | 1 | 470 85 | 1 50 |
| Conductors, | 1 | 862 31 | 2 75 |
| Shopmen, | 1 | 627 24 | 2 00 |
| Trackmen, | 1 | 470 35 | 1 50 |
| Switchmen, flagmen and watchmen, | 1 | 318 57 | 1 00 |
| Total, | 6 | \$6,527 74 | \$11 25 |

CHARACTERISTICS OF ROAD.

Trestles :

| | |
|------------------------------------|--------------------|
| Number, | 3 |
| Aggregate length (feet), | 350 |
| Gauge of track, | <u>3 ft. 2 in.</u> |

The capital stock is all owned by myself of the Newcastle and Butler railroad and operated by myself, carrying limestone and clay. I do not keep itemized accounts, having only the total operating and earning accounts, hence unable to make this report in full.

M. S. MARQUIS,
President.

**NEWCASTLE AND SHENANGO VALLEY RAILROAD
COMPANY.**

Date of organization : May 3, 1887.

By what authority incorporated : Laws of Pennsylvania.

Operated by New York, Lake Erie and Western, lessee of New York, Pennsylvania and Ohio.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|--------------------------|-----------------------------|
| G. W. Johnson, | Newcastle, Pa. | May, 1898. |
| L. Raney, | Newcastle, Pa. | do. |
| William Patterson, | Newcastle, Pa. | do. |
| Charles S. Wallace, | Newcastle, Pa. | do. |
| P. L. Kimberly, | Sharon, Pa. | do. |
| E. A. Wheeler, | Sharon, Pa. | do. |
| Charles E. Whitehead, | New York city, | do. |
| E. B. Thomas, | New York city, | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : Newcastle, Pa.

Postoffice address of operating company : New York, Lake Erie and Western Railroad Company, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|-------------------------------|----------------|
| President, | G. W. Johnson, | Newcastle, Pa. |
| Vice President, | L. Raney, | do. |
| Secretary, | Charles S. Wallace, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|------------|------------|--|----------------|--------------------------------|
| | From-- | To-- | | | |
| Newcastle and Shenango Valley Railroad Company. | Newcastle. | Middlesex. | N. Y., L. E. & W. R. R. Co. lessee N. Y. P. & O. | 16.2 | 16.2 |
| Side tracks, | | | | 2.8 | 2.8 |
| Total mileage, | | | | 19 | 19 |

The line of the Newcastle and Shenango Valley Railroad Company is leased by the New York, Pennsylvania and Ohio Railroad Company, for a term of ninety-three years and two months, terminating April 30, 1882, and is operated by the New York, Lake Erie and Western Railroad Company, lessee of the New York, Pennsylvania and Ohio, as per contract or lease dated March 1, 1889. Thirty-two per cent. of the gross earnings to be paid the Newcastle and Shenango Valley Railroad Company as rental, said thirty-two per cent. guaranteed to be equal to \$15,000.00 per annum, and said New York, Lake Erie and Western and New York, Pennsylvania and Ohio companies to pay annually that amount to the Farmers' Loan and Trust Company, New York, to meet the interest on the bonded debt.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$540,898 40 | Capital stock, | \$292,250 00 |
| Cash and current assets, | 575 78 | Funded debt, | 250,000 00 |
| Profit and loss, | 6,780 88 | Current liabilities, | 6,000 06 |
| Total, | \$548,250 06 | Total, | \$548,250 06 |

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization : July 30, 1890.
 By what authority incorporated : By the general law.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-----------------------------|-------------------------------|
| H. H. Bechtel, | Newport, Pa., | Second Tuesday January, 1892. |
| W. H. Gantt, | Newport, Pa., | do. do. |
| Geo. Fleisher, | Newport, Pa., | do. do. |
| B. M. Eby, | Newport, Pa., | do. do. |
| Jas. Everhart, | Newport, Pa., | do. do. |
| Jas. A. Gray, | Ellittsburg, Pa., | do. do. |
| Dr. B. P. Hook, | Loysville, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : Second Tuesday January, 1892.
 Postoffice address of general office : Newport, Perry county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-----------------|---------------------|
| President. | David Gring. | Newport, Pa. |
| Vice President. | H. H. Bechtel. | Newport, Pa. |
| Secretary. | Horace Beard. | Newport, Pa. |
| Treasurer. | J. H. Irwin. | Newport, Pa. |
| General Solicitor, Attorney or Counsel. | W. H. Sponsler. | New Bloomfield, Pa. |
| Auditor. | C. K. Miller. | Newport, Pa. |
| Manager. | David Gring. | Newport, Pa. |
| General Agent. | C. K. Miller. | Newport, Pa. |
| Superintendent. | S. H. Gring. | Newport, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|------------|--------|------------------------|--|
| | From— | To— | | |
| Newport and Sherman's Valley Railroad Company. | Newport. | Blain. | 25 | 25 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|---------------------|----------------------|---------------------|
| Cost of road. | \$197,200 00 | Capital stock. | \$125,000 00 |
| Cost of equipment. | 18,450 00 | Funded debt. | 107,500 00 |
| Cash and current assets. | 3,968 26 | Current liabilities. | 1,246 84 |
| Total. | \$219,618 26 | Total. | \$234,746 84 |

IMPORTANT CHANGES DURING THE YEAR.

Loysville to Blain.

CONTRACTS, AGREEMENTS, ETC.

Adams express for forty per cent. of earnings.
 Pennsylvania Telephone Company for rental of nine telephones.

EMPLOYES AND SALARIES.*

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers. | 1 | \$300 00 | |
| Station agents. | 9 | 700 00 | 80 60 |
| Other station men, yard master. | 1 | 175 00 | 1 34 |
| Enginemen. | 1 | 260 00 | 2 00 |
| Firemen. | 1 | 195 00 | 1 50 |
| Conductors. | 1 | 175 00 | 1 34 |
| Other trainmen, also express messenger. | 1 | 87 50 | 68 |
| Machinists. | 1 | 390 00 | 3 00 |
| (Other shopmen. | 1 | 260 00 | 2 00 |
| Section foremen. | 3 | 525 00 | 1 34 |
| Other trackmen. | 10 | 1,434 00 | 1 10 |
| All other employes and laborers, transfer men. | 5 | 652 10 | 1 10 |
| Supervisors. | 1 | 360 00 | 1 91 |
| Total. | 36 | \$5,404 20 | |

*Five months ending June 30, 1892.

CHARACTERISTICS OF ROAD.

| | |
|---|----------------|
| Bridges : | |
| Number wooden, | 5 |
| Trestles : | |
| Number, | 42 |
| Telegraph : | |
| Miles of line owned by this company, | 29 |
| Miles of wire owned by this company, | 29 |
| Miles of line operated by this company, | 29 |
| Miles of wire operated by this company, | 29 |
| Gauge of track, | <u>8 feet.</u> |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? A small rental for portion of yard at Loysville.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

Date of organization : Certificate filed April 27, 1878.

By what authority incorporated : Under the general railroad act of State of New York, dated April 2, 1850.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|---|-----------------------------|
| Henry H. Cook, | 1 East Seventy-eighth street, New York, . . | November 22, 1892. |
| Wm. N. Gilchrist, | Windsor Hotel, | do. |
| Jas. J. Goodwin, | 45 West Thirty-fourth street, New York, . . | do. |
| Morris K. Jessup, | 127 Madison avenue, New York, | do. |
| John King, | 19 East Sixty-ninth street, New York, | do. |
| William Libbey, | Inwood, N. Y. | do. |
| J. G. McCullough, | 507 Madison avenue, New York, | do. |
| Ogden Mills, | 2 East Sixty-ninth street, New York, | do. |
| Cortlandt Parker, | Newark, N. J. | do. |
| Geo. W. Quintard, | 43 West Thirty-third street, New York, | do. |
| Wm. L. Strong, | 12 West Fifty-seventh street, New York, | do. |
| Eben B. Thomas, | 175 West Fifty-eighth street, New York, | do. |
| J. Lowber Welsh, | Philadelphia, | do. |
| Wm. A. Wheelock, | 18 West Forty-eighth street, New York, | do. |
| William Whitewright, | 16 West Twenty-second street, New York, | do. |

Date of last meeting of stockholders for election of directors : November 24, 1891.

Postoffice address of general office : P. O. box 839, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-------------------|-------------------------------------|
| President. | John King. | 21 Cortlandt street, New York city. |
| First Vice President. | E. B. Thomas. | do. |
| Second Vice President. | G. H. Valliant. | do. |
| Third Vice President. | A. Donaldson. | do. |
| Secretary. | A. R. MacDonough. | do. |
| Treasurer. | Edward White. | do. |
| Assistant Treasurer. | W. B. Banker. | do. |
| Chief Engineer. | C. W. Bachholz. | do. |
| General Solicitor, Attorney or Counsel. | Jas. A. Buchanan. | do. |
| Assistant Attorney. | H. Schoonmaker. | do. |
| Auditor. | W. Farrington. | do. |
| General Manager. | Alfred Walter. | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|----------------------------------|-------------------------------|------------------------|--|
| | From— | To— | | |
| New York, Lake Erie and Western railroad, Newburg branch. | Piermont, N. Y. | Dunkirk, N. Y. | 446.63 | 42.17 |
| Newburg and New York railroad. | Newburg, N. Y. | Greycourt, N. Y. | 18.78 | |
| Buffalo branch. | Arden Jc., N. Y. | Vails Gate Jc., N. Y. | 13.64 | |
| Edgerton branch. | Hornellsville, N. Y. | Attica, N. Y. | 60.92 | |
| | Mayfield, Pa. | Edgerton Breaker, Pa. | 2.50 | 2.50 |
| Paterson and Hudson railroad. | Jersey City, N. J. | Suffern, N. Y. | 81.24 | |
| Paterson and Ramapo railroad. | | Union railroad. | | |
| Montgomery and Erie railroad. | Goshen, N. Y. | Montgomery, N. Y. | 10.43 | |
| Goshen and Deckertown railroad. | Goshen, N. Y. | Fine Island, N. Y. | 11.84 | |
| Hawley branch. | Lackawaxen, Pa. | Hawley, Pa. | 15.61 | 15.61 |
| Lockport and Buffalo railway. | Tonawanda, N. Y. | Lockport, N. Y. | 15.12 | |
| Rochester and Genesee Valley railroad. | Avon, N. Y. | Rochester, N. Y. | 18.40 | |
| Avon, Genesee and Mt. Morris railroad. | Avon, N. Y. | Mount Morris, N. Y. | 17.70 | |
| Buffalo and South Western railroad. | Buffalo Creek Railroad Junction. | Jamestown, N. Y. | 66.38 | |
| Weehawken branch. | Bergen Jc., N. J. | D. & H. Coal Docks, N. J. | 3.44 | |
| Northern Railroad of New Jersey. | Bergen Jc., N. J. | Nysack, N. Y. | 26.06 | |
| Erie International railway. | Main street, Buffalo | International Bridge. | 4.50 | |
| Erie and Black Rock railroad. | International Jc., N. Y. | Black Rock. | 1.14 | |
| Conesus Lake railway. | Hamilton, N. Y. | Lakeville, N. Y. | 1.61 | |
| Bergen and Dundee railroad. | Garfield, N. J. | Passaic, N. J. | 2.45 | |
| Paterson, Newark and New York railroad. | Paterson, N. J. | Newark, N. J. | 11.32 | |
| Newark and Hudson railroad. | Bergen Jc., N. J. | Newark, N. J. | 5.63 | |
| Bergen County railroad. | Rutherford Junction, N. J. | Ridgewood Jc., N. J. | 9.82 | |
| Jefferson railroad, Honesdale branch. | Hawley, Pa. | Honesdale, Pa. | 8.18 | 8.18 |
| Jefferson railroad, Carbondale branch. | Lanesboro, Pa. | Carbondale, Pa. | 36.51 | 36.51 |
| Middletown and Crawford railroad. | Crawford Jc., N. Y. | Fine Bush, N. Y. | 10.22 | |
| Buffalo, Bradford and Pittsburg railroad. | Carrollton, N. Y. | Gilesville, Pa. | 28.17 | 18.33 |
| Buffalo, New York and Erie railroad. | Painted Post, N. Y. | Buffalo, N. Y. | 140.25 | |
| Suspension Bridge and Erie Junction R. R. | Suspension Bridge N. Y. | East Buffalo, N. Y. | 24.01 | |
| Niagara River and Erie railroad. | Not constructed. | | | |
| Erie and Niagara River railroad. | | | | |
| Docks Connecting railway. | | | | |
| Arlington railroad. | Arlington, N. J. | Meadow Jc. with N. Y. & G. L. | 1.16 | |
| | | Moosic Mt. breaker | 4.21 | 4.21 |
| Moosic Mountain and Carbondale railroad. | Winton, Pa. | | | |
| New York, Lake Erie and Western Coal and Railroad Company. | Crawford Jc., Pa. | Johnsburg. | 81.04 | 81.04 |
| West branch. | Bradford, Pa. | Sugar Run, Pa. | 10.84 | 10.84 |
| Toby branch. | Brockwayville. | Toby mines. | 12.00 | 12.00 |
| Brockport and Shawmut railroad. | Brockport. | Shawmut. | 3.70 | 3.75 |
| Dagus railroad. | Daguscabonda. | Dagus mines. | 5.50 | 5.50 |
| Total mileage operated. | | | 1,107.71 | 190.64 |

BONDS OWNED.

| NAME. | Cost as per books. | Total amount held—par value. | Rate. | Income or interest received. |
|---|--------------------|------------------------------|----------------|------------------------------|
| and Middletown and Crawford Railroad Company, | \$57,200 00 | \$57,200 00 | 4 1/2 per ct., | \$2,574 00 |
| Paterson and Newark Railroad Company, | 14,500 00 | 14,500 00 | 7 per ct., | 1,015 00 |
| New York and Greenwood Lake Railroad Company, . . | 288,524 60 | 311,148 82 | ..... | ..... |
| Watchung Railway Company, | 22,795 00 | 114,000 00 | ..... | ..... |
| Avon, Genesee and Mt. Morris Railroad Company, . . | 20,000 00 | 20,000 00 | ..... | ..... |
| <i>Bonds acquired from the Erie Railroad Company, not on the books of the New York, Lake Erie and Western Railroad Company.</i> | | | | |
| Buffalo, Bradford and Pittsburg Railroad Company, | | 185,000 00 | 7 per ct., | 12,250 00 |
| Newark and Hudson Railroad Company, | | 250,000 00 | 7 per ct., | 17,500 00 |
| Paterson and Newark Railroad Company, | | 485,500 00 | 7 per ct., | 33,985 00 |
| Long Dock Company, | | 96,000 00 | 7 per ct., | 6,720 00 |
| Suspension Bridge and Erie Junction Railroad Company, | | 35,000 00 | 7 per ct., | 2,450 00 |
| Hillside Coal and Iron Company, real estate bonds, | | 100,000 00 | 6 per ct., | 6,000 00 |
| New York, Lake Erie and Western Coal and Railroad Company, real estate bonds, | | 75,000 00 | 6 per ct., | 4,500 00 |
| <i>Received for advances, etc.</i> | | | | |
| New York, Lake Erie and Western Docks Improvement Company, | | 659,000 00 | ..... | ..... |
| New York, Lake Erie and Western Coal and Railroad Company, | | 1,900,000 00 | 6 per ct., | 114,510 00 |
| Chicago and Erie, first mortgage bonds, | | Sold. | 2 per ct., | 2,740 00 |
| Total, | \$851,019 60 | \$4,812,846 82 | | \$304,944 00 |

STOCKS OWNED.

| NAME. | Cost as per books. | Total par value. | Rate. | Income or dividend received. |
|---|--------------------|------------------|------------|------------------------------|
| Buffalo Creek Railroad Company, | \$122,565 00 | \$125,000 00 | ..... | \$45,750 00 |
| Buffalo, Bradford and Pittsburg Railroad Company, | 16,679 50 | 170,000 00 | ..... | ..... |
| Watchung Railway Company, | 1,555 95 | 41,250 00 | ..... | ..... |
| Bloesburg Coal Company, | 2,000,000 00 | 1,000,000 00 | ..... | ..... |
| Preferred stock, Erie Railway Company, | 25 00 | 25 00 | ..... | ..... |
| New York, Lake Erie and Western Docks Improvement Company, | 594,290 04 | 604,000 00 | ..... | ..... |
| Middletown and Crawford Railroad Company, | 42,000 00 | 80,000 00 | ..... | 4,400 00 |
| Conesus Lake Railway Company, | 7,000 00 | 18,750 00 | ..... | ..... |
| Niagara River and Erie Railroad Company, | 1,000 00 | 1,000 00 | ..... | ..... |
| Certificates of the Car Trust of New York, | 461,500 00 | 462,000 00 | ..... | ..... |
| Suspension Bridge and Erie Junction Railroad Company, | 26,010 00 | 28,900 00 | ..... | ..... |
| <i>Stocks acquired from the Erie Railway Company, not on the books of the New York, Lake Erie and Western Railroad Company.</i> | | | | |
| Avon, Genesee and Mt. Morris Railroad Company, | | 30,700 00 | 6 per ct., | 1,842 00 |
| Buffalo, New York and Erie Railroad Company, | | 575,900 00 | 7 per ct., | 40,313 00 |
| Rochester and Genesee Valley Railroad Company, | | 149,400 00 | 6 per ct., | 8,964 00 |
| Erie International Railway Company, | | 50,000 00 | ..... | ..... |
| Hillside Coal and Iron Company, | | 1,000,000 00 | ..... | ..... |
| Jefferson Railroad Company, | | 2,095,450 00 | ..... | ..... |
| New York and Greenwood Lake Railway Company, | | 10,000 00 | ..... | ..... |
| Nyack and Northern Railroad Company, | | 16,100 00 | ..... | ..... |
| Newark and Hudson Railroad Company, | | 249,800 00 | ..... | ..... |
| Northwestern Mining and Exchange Company, | | 500,000 00 | ..... | ..... |
| New Jersey and New York Railroad Company, | | 40,800 00 | ..... | ..... |
| Paterson and Newark Railroad Company, | | 250,000 00 | ..... | ..... |
| Pavonia Ferry Company, | | 100,000 00 | ..... | ..... |
| Suspension Bridge and Erie Junction Railroad Company, | | 470,300 00 | ..... | ..... |
| Southern Central Railway Company, | | 89,900 00 | ..... | ..... |
| Long Dock Company, | | 800,000 00 | ..... | ..... |

STOCKS OWNED—CONTINUED.

| NAME. | Cost as per books. | Total par value. | Rate. | Income or divi- dend received. |
|---|-----------------------|------------------------|-------|-----------------------------------|
| Towanda Coal Company. | | \$450,000 00 | | |
| Union Steamboat Company. | | 994,100 00 | | |
| Buffalo, Bradford and Pittsburg Railroad Com- pany. | | 2,019,900 00 | | |
| <i>Received for advances.</i> | | | | |
| Bergen County Railroad Company. | | 200,000 00 | | |
| Erie and Wyoming Valley Railroad Company. | | 740,000 00 | | |
| New York, Lake Erie and Western Coal and Railroad Company. | | 79,400 00 | | |
| Newcastle and Shenango Valley Railroad Com- pany. | | 500 00 | | |
| Total. | \$3,272,025 49 | \$18,443,175 00 | | \$101,269 00 |

GENERAL BALANCE SHEET.

| DR. | | | CR. | |
|---|-------------------------|------------------|---|-------------------------|
| Cost of road. | \$155,577,435 51 | \$162,730,413 26 | Capital stock. | \$85,953,600 00 |
| Cost of equipment. | 7,161,977 75 | | Funded debt. | 77,643,885 10 |
| Bonds of other com- panies owned. | \$351,019 00 | 3,623,645 09 | Current liabilities, Accrued interest on funded debt not yet payable. | 7,128,637 69 |
| Stocks of other com- panies owned. | 3,272,625 49 | | Accrued rentals of leased lines not yet payable. | 896,791 46 |
| Other permanent investments: | | 5,857,726 64 | Over-due coupons on second con- solidated bonds, outstanding, unfunded. | 380,263 66 |
| Improvements and additions to leased lines and branches, \$1,161,865 44 | | | Profit and loss. | 286 00 |
| Amounts paid on ac- count of equipment, 4,695,861 20 | | | 9,568,242 45 | |
| Advances: | | | | |
| N. Y., L. E., and W. Coal & R. R. Co., | \$1,337,670 28 | 3,606,415 51 | | |
| Chicago and Erie Rail- road Company. | 379,704 74 | | | |
| Other companies. | 1,929,040 49 | | | |
| Cash and current assets, | 4,189,070 51 | | | |
| Erie coal companies, etc., | 1,475,487 35 | | | |
| Total. | \$181,581,708 36 | | Total. | \$181,581,708 36 |

IMPORTANT CHANGES DURING THE YEAR.

Stocks issued in exchange for stock of the Erie Railway Company, . . . \$16,500 00
 Collateral trust bonds redeemed, 21,000 00

CONTRACTS, AGREEMENTS, ETC.

- 1891, July 1. New Jersey Junction Railroad Company. Use of tracks, etc., Wee-
hawken branch.
- 1891, July 16. Lehigh Valley Railway Company. Crossing at East Waverly, N. Y.
- 1891, July 16. Keystone Coal Company. Extension of time to pay royalties, etc.
- 1891, July 31. Paterson Railway Company. Crossings at Passaic, N. J.
- 1891, Sept. 9. Compressed Barrel Company. Switch connection at Belleville, N. J.
- 1891, Sept. 17. Crosstown Street Railway Company of Buffalo. Crossing at Buffalo,
N. Y.
- 1891, Sept. 23. A. J. Pitkin. License to use improvements in car trucks.
- 1891, Oct. 1. Wharton Railroad Switch Company. License to use Wooten boilers.
- 1891, Nov. 1. Mayor, aldermen and commonalty of the city of New York. Lease
of pier, foot of Forty-ninth street, North River.

- 1891, Nov. 2. Frank C. Bond. License to use patent dust guard.
- 1891, Nov. 21. Buffalo, Rochester and Pittsburg Railroad Company. Use of tracks between Howard's Junction and Mount Jewett.
- 1891, Nov. 24. Pullman's Palace Car Company. Operating certain dining cars.
- 1891, Dec. 10. Hugh Ramsey. Building car float.
- 1891, Dec. 15. Village of Port Jervis, N. Y. Germantown crossing.
- 1891, Dec. 15. Bradish Johnson. Lease of land at foot of West Forty-ninth street, N. Y.
- 1891, Dec. 31. Wharton Railroad Switch Company. License to use Wooten boilers.
- 1892, Jan. 13. Elmira and Horseheads Railway Company. Crossing at Elmira, N. Y.
- 1892, Feb. 1. B. F. Hazelton. Assignment of contract dated August 15, 1888, to B. E. Cartwright and Edwin Smith.
- 1892, Feb. 1. B. F. Hazelton. Rates on freight over Ketner branch.
- 1892, Feb. 1. B. E. Cartwright and Edwin Smith. Cancelling agreement of August 15, 1888.
- 1892, Feb. 1. B. E. Cartwright and Edwin Smith. Extension of Ketner branch.
- 1892, Feb. 13. Buffalo Railway Company and West Side Street Railway of Buffalo. Crossings at Buffalo, N. Y.
- 1892, Feb. 26. Paterson Railway Company. Crossings at Paterson, N. J.
- 1892, Mar. 9. Chautauqua Steamboat Company. Interchange of traffic.
- 1892, Mar. 18. Delaware, Lackawanna and Western Railroad Company. Rebuilding bridge at crossing at west end of Bergen Tunnel.
- 1892, Mar. 18. Robert E. Deyo and John Deyo. Siding at Newburgh, N. Y.
- 1892, Mar. 29. Union Transit Company (H. C. French, John Gordon and William B. Meadowcroft). South Shore Lake Superior traffic.
- 1892, Mar. 30. Pullman's Palace Car Company. Rolling Stock.
- 1892, Apr. 1. Pittsburg and Lake Erie Railroad Company. Agreement with New York, Pennsylvania and Ohio Railroad Company to purchase one-half capital stock of the Pittsburg, Chartiers and Youghiogheny Railroad Company.
- 1892, Apr. 12. New York, Pennsylvania and Ohio Dock Company. Supplemental agreement.
- 1892, Apr. 21. Pennsylvania and New York Canal and Railroad Company and Lehigh Valley Railroad Company. Extension of agreement dated May 1, 1882.
- 1892, Apr. 22. Delaware, Lackawanna and Western Railroad Company. Rebuilding bridge at crossing at South Paterson.
- 1892, May 3. Rowena Gibbes. Opening of Erie Place, Newark, N. J.
- 1892, June 8. Cooke Locomotive and Machine Company. Experimenting compound engine.
- 1892, June 15. Western Union Telegraph Company. Use of quadruplex instruments.
- 1892, June 21. Crosstown Street Railway Company of Buffalo. Crossing at Walden avenue, Buffalo, N. Y.
- 1892, June 23. J. Lowber Welsh, trustee. Wickes Refrigerator Car Trust.
- 1892, June 30. Charles W. Hogan. Lease part of pier 2, Jersey City, N. J.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|---------------|---------------------------------|----------------------------------|
| General officers, | 49 | \$235,376 44 | .. . . . |
| General office clerks, | 686 | 494,942 04 | 83 40 |
| Station agents, | 329 | 186,169 01 | 1 77 |
| Other station men, | 1,307 | 704,408 80 | 1 60 |
| Enginemen, | 806 | 933,038 07 | 2 32 |
| Firemen, | 865 | 580,721 90 | 1 86 |
| Conductors, | 505 | 508,437 83 | 2 72 |
| Other trainmen, | 1,815 | 1,143,118 87 | 1 73 |
| Machinists, | 480 | 323,858 78 | 1 85 |
| Carpenters, | 920 | 554,390 37 | 1 65 |
| Other shopmen, | 2,455 | 1,257,876 23 | 1 40 |
| Section foremen, | 241 | 139,853 78 | 1 47 |
| Other trackmen, | 1,542 | 573,806 69 | 1 02 |
| Switchmen, flagmen and watchmen, | 1,188 | 731,384 10 | 1 69 |
| Telegraph operators and dispatchers, | 502 | 312,422 39 | 1 70 |
| Employs, account floating equipment, | 352 | 261,267 63 | 2 05 |
| All other employes and laborers, | 3,842 | 1,540,347 98 | 1 31 |
| Total, | 17,211 | \$10,498,475 91 | \$1 79 |
| Distribution of above: | | | |
| General administration, | 707 | \$730,318 48 | 83 30 |
| Maintenance of way and structures, | 2,226 | 835,390 23 | 1 19 |
| Maintenance of equipment, | 4,284 | 2,635,969 71 | 1 63 |
| Conducting transportation, | 9,484 | 6,896,797 50 | 1 86 |
| Total, | 17,211 | \$10,498,475 91 | \$1 79 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 7 | 2 |
| Number iron, | 328 | 37 |
| Number of wooden, | 108 | 15 |
| Number combination, | 1 | .. . . . |
| Trestles: | | |
| Number, | 159 | 23 |
| Aggregate length (feet), | 17,560.1 | 5,144.10 |
| Tunnels: | | |
| Number, | 2 | .. . . . |
| Maximum length, | 4,881.3 | .. . . . |
| Minimum length, | 171 | .. . . . |
| Aggregate length of all tunnels (feet), | 4,552.3 | .. . . . |
| Telegraph: | | |
| Miles of line owned by this company, | 927.5 | 225.25 |
| Miles of wire owned by this company, | 3,740 | 470.75 |
| Miles of line operated by this company, | 927.5 | 225.25 |
| Miles of wire operated by this company, | 3,740 | 470.75 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station at Monroe, C. T. Knight; passenger station at Hampton, Mrs. T. V. Puff; passenger station at Guymara, A. J. Gumear; passenger station at Hamilton, J. H. Pettijohn; passenger and freight stations with use of yards and other terminal facilities at Carbondale, Pa., Delaware and Hudson Canal Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Erie Dispatch, Commercial Express, Interstate Dispatch.

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Date of organization: January 28, 1881.

By what authority incorporated: Originally organized as the Wilcox and Howard Hill Improvement Company, and changed to present title by decree of court, Pennsylvania June 28, 1881. Original organization was under special act of Pennsylvania Assembly of April 8, 1870.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|------------------------------|
| J. K. P. Hall, | St. Marys, Pa.; | Second Monday in June, 1892. |
| Samuel Hines, | Scranton, Pa., | do. do. |
| J. Lowber Welsh, | Philadelphia, | do. do. |
| A. Donaldson, | New York city, | do. do. |
| A. E. Macdonough, | New York city, | do. do. |
| E. B. Thomas, | New York city, | do. do. |
| David H. Jack, | Bradford, Pa., | do. do. |

Date of last meeting of stockholders for election of directors: June 18, 1892.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, 21 Cortlandt street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|-----------------------------|-----------------|
| President, | J. K. P. Hall, | St. Marys, Pa. |
| Vice President, | E. B. Thomas, | New York, N. Y. |
| Secretary, | A. E. Macdonough, | New York, N. Y. |
| Treasurer, | Edward White, | New York, N. Y. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|-----------------------|---------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| New York, Lake Erie and Western Coal and railroad. | Crawford T. Junction, | Johnsonburg, . . | New York, Lake Erie and Western railroad, | 29.92 | 22.37 |
| Alton loop, | Alton, | Riderville, | New York, Lake Erie and Western railroad, | 1.12 | |
| Toby branch, | Brockwayville, . . | Toby Mines, | New York, Lake Erie and Western railroad, | 12 | |
| Brockport and Shawmut branch. | Brockport, | Shawmut, | New York, Lake Erie and Western railroad, | 3.75 | |
| Dagus branch, . . . . . | ..... | ..... | New York, Lake Erie and Western railroad, | 5.50 | |
| Total mileage, . . | | | | 52.29 | 52.29 |

GENERAL BALANCE SHEET.

| DR. | | | CR. | |
|---|--------------|----------------|------------------------------------|----------------|
| Cost of road, | | \$2,070,701 35 | Capital stock, | \$500,000 00 |
| Roberts' Lot spur, | \$6,230 04 | | Funded debt, | 3,000,000 00 |
| Brockport and Shawmut railroad, | 21,195 26 | | Mortgage on real estate, | 75,000 00 |
| Hasleton branch, | 2,016 43 | | | |
| | | 29,450 73 | | |
| Lands owned, | | 511,390 51 | | |
| New York, Lake Erie and Western Railroad Company, | \$602,079 72 | | | |
| N. Western Mining and Ex. Company, | 208,993 09 | | | |
| | | 796,073 41 | | |
| Profit and loss, | | 167,384 20 | | |
| Total, | | \$3,575,000 00 | Total, | \$3,575,000 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges : | | |
| Number iron, | 2 | 2 |
| Trestles : | | |
| Number, | 3 | 3 |
| Aggregate length (feet), | 1 485.51 | 1,485.51 |
| Telegraph : | | |
| Miles of line owned by this company, | 31.04 | 31.04 |
| Miles of wire owned by this company, | 31.04 | 31.04 |

Gauge of track, 4 ft. 8½ in.

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COM- PANY OF PENNSYLVANIA.

Date of organization : November 23, 1880.

By what authority incorporated : Under general railroad laws of 1868, etc.

If a consolidated company, name the constituent companies : Consolidated with the New York, Lackawanna and Western Railway Company of New York, October 23, 1883, which latter is operated under lease by the Delaware, Lackawanna and Western Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|--------------------------|--------------------------------|
| William F. Storrs, | Scranton, Pa., | Until next election. |
| James Archbald, | do. | do. do. |
| Garret Bogart, | do. | do. do. |
| James W. Fowler, | do. | do. do. |
| Robert McKenna, | do. | do. do. |
| John F. Snyder, | do. | do. do. |
| Walter Dawson, | do. | do. do. |

Date of last meeting of stockholders for election of directors: November 11, 1880.
 Postoffice address of general office: Scranton, Pa.
 Postoffice address of operating company: Delaware, Lackawanna and Western Railroad Company, No. 26 Exchange Place, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------|-----------------------|----------------|
| President. | W. F. Hallstead. | Scranton, Pa. |
| Secretary. | Fred. F. Chambers. | New York city. |
| Treasurer. | Frederick H. Gibbens. | New York city. |
| General Manager. | W. F. Hallstead. | Scranton, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------------|---|------------------------|--|
| New York, Lackawanna and Western. | Crossing the state line between Pennsylvania and New York three times, into and through the townships of Athens and South Waverly, in the county of Bradford, Pennsylvania. | 6.41 | 6.41 |

GENERAL BALANCE SHEET.

The cost of this road is included in the cost of the New York, Lackawanna and Western Railway Company of New York, and the exact cost of the six miles lying in Pennsylvania cannot be ascertained. No assets.
 The only liabilities are the 240 shares of stock, par value being \$12,000, held in trust for the New York company, which company has issued same amount of its own stock in exchange therefor. No unfunded debt. The stock pays no dividend.

CHARACTERISTICS OF ROAD.

Bridges:
 Number stone, 8, 596 ft.
 Gauge of track, 4 ft. 8½ in.

NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.
 By what authority incorporated: Under the laws of New York, Pennsylvania, Ohio, Indiana and Illinois.

If a consolidated company, name the constituent companies: This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company organized under the laws of the five states above-named, and composed of constituent companies in the several states, to-wit: The Buffalo, Cleveland and Chicago Railway Company of New York, whose articles of association were

filed with the Secretary of State about January 15, 1881. The Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth about January 15, 1881. The New York and Chicago Railway Company of Ohio, whose articles of incorporation were filed with Secretary of State about March 15, 1881. The New York and Chicago Railway Company of Indiana, whose articles of incorporation were filed with Secretary of State, March 4, 1881. The New York and Chicago Railway Company of Illinois, whose articles of organization were filed with the Secretary of State, March 23, 1881. All of the constituent companies were incorporated under the general railroad laws of their respective states, to-wit: General railroad law of New York, entitled "An act to authorize the formation of the railroad companies, and to regulate the same," passed April 2, 1850. In Pennsylvania, an act to authorize the formation and regulation of railroad corporations, approved April 4, 1868. In Ohio sections 3236 to 3245 of revised statutes. In Indiana, sections 3885 to 3888 of revised statutes. In Illinois, chapter 114 of revised statutes, sections 1 to 6. The constituent companies were consolidated by agreement, dated April 8, 1881, under the general laws of the five states named to which reference is made as follows: In New York, chapter 917 of the laws of 1869, entitled "An act authorizing the consolidation of certain railroad companies." In Pennsylvania, an act supplementary to an act regulating railroad companies, approved the 17th day of February, A. D. 1849, approved 24th of March, 1865. In Ohio, sections 3380 to 3385 of revised statutes. In Indiana, section 3971 of revised statutes. In Illinois, chapter 32 of revised statutes, sections 50 to 57. By reason of the foreclosure of mortgages upon its railway, it was sold in May, 1887. Companies incorporated under the laws of the five states above-named, respectively, bought from the purchasers the portions in their respective states. These companies, with the dates of their incorporation, were as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with Secretary of State June 22, 1887. The Erie and State Line Railroad Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth June 27, 1887. The Cleveland and State Line Railroad Company of Ohio, whose articles of incorporation were filed with Secretary of State August 15, 1887. The Fort Wayne and Illinois Railroad Company, whose certificate of incorporation was filed with Secretary of State June 28, 1887. The Chicago and State Line Railroad Company, whose articles of incorporation were filed with the Secretary of State June 30, 1887. All were organized under the general railroad laws of the several states to which reference is given above.

Agreement for consolidation of the constituent companies in New York and Pennsylvania, dated July 7, 1887, and filed with Secretary of State August 15, 1887. Name of consolidated company: The New York, Chicago and St. Louis Railroad Company. Agreement for consolidation of above-named consolidated company with constituent companies in Ohio and Indiana, filed with Secretary of State September 27, 1887. Lease of Chicago and State Line railroad from the Chicago and State Line Railroad Company to the Fort Wayne and Illinois Railroad Company, dated September 20, 1887. As this company is the owner of the capital stock of the Chicago and State Line Railroad Company, which does not keep up an independent organization for the purpose of distributing income, the lease is treated as affecting a consolidation in fact. Consolidation was affected under the laws of the several states referred to above except the lease of the Chicago and State Line railroad which was made by authority of chapter 114, section 34 of revised statutes of Illinois and section 3973 of revised statutes of Indiana.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------------|----------------------------|-----------------------------|
| William K. Vanderbilt, | New York, N. Y. | May, 1898. |
| Cornellus Vanderbilt, | New York, N. Y. | do. |
| Frederick W. Vanderbilt, | New York, N. Y. | do. |
| H. McK. Twombly, | New York, N. Y. | do. |
| John S. Kennedy, | New York, N. Y. | do. |
| James A. Roosevelt, | New York, N. Y. | do. |
| Fred. P. Olcott, | New York, N. Y. | do. |
| Channcy M. Depuw, | New York, N. Y. | do. |
| Allyn Cox, | New York, N. Y. | do. |
| D. W. Caldwell, | Cleveland, Ohio, | do. |
| Samuel E. Williamson, | Cleveland, Ohio, | do. |
| Ralph W. Hickox, | Cleveland, Ohio, | do. |
| Charles M. Reed, | Erie, Pa. | do. |

Date of last meeting of stockholders for election of directors: May 4, 1892.
 Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------------|----------------------------------|------------------|
| Chairman of the Board, | William K. Vanderbilt, | New York, N. Y. |
| President, | D. W. Caldwell, | Cleveland, Ohio. |
| Secretary, | Allyn Cox, | New York, N. Y. |
| Treasurer, | | |
| Assistant Treasurer, | H. Hammersley, | Cleveland, Ohio. |
| General Counsel, | Samuel E. Williamson, | Cleveland, Ohio. |
| Auditor, | James P. Curry, | Cleveland, Ohio. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road. |
|---|---|---|------------------------|------------------------|
| | From— | To— | | |
| <i>Main line:</i> The New York, Chicago and St. Louis railroad. | Buffalo, N. Y. | The boundary line between the States of Indiana and Illinois. | 502.55 5.55 | 508.11 |
| <i>Line operated under lease for specified sum:</i> The Chicago and State Line railroad. | The boundary line between the States of Indiana and Illinois. | Grand Crossing, Ill., | | |
| <i>Line operated under trackage rights:</i> New York, Lake Erie and Western railroad. | In Buffalo, | | 1.60 | 10.50 |
| Lake Shore and Michigan Southern railway. | Grand Crossing, Ill., | Chicago, Ill., | 8.90 | |
| Total mileage operated, | | | | 528.57 |

BONDS OWNED.

Chicago and Erie Railroad Company, first mortgage (income or interest received), \$1,360 00

STOCKS OWNED.

The Chicago and State Line Railroad Company (total par value), . . . \$1,500,000 00
 The World's Columbian Exposition (total par value), 10,000 00
 Total, \$1,510,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|------------------------|---|------------------------|
| Cost of road | \$46,084,634 85 | Capital stock | \$30,000,000 00 |
| Cost of equipment | 3,616,721 50 | Funded debt | 19,575,000 00 |
| First mortgage bonds of this company on hand | 144,000 00 | Current liabilities | 871,356 19 |
| Cash and current assets | 1,354,622 19 | Accrued interest on funded debt not yet payable | 194,310 00 |
| | | Sinking fund account | 338,642 85 |
| | | Profit and loss | 165,769 50 |
| Total | \$51,199,978 54 | Total | \$51,199,978 54 |

CONTRACTS, AGREEMENTS, ETC.

Express companies: National—Terms, We receive at the rate of six cents per ton per mile on all tonnage between Cleveland and Chicago, and \$200 per month between Cleveland and Buffalo.

Mails: The annual compensation allowed this company by the United States government for the transportation of mails is \$25,819.60.

Fast freight lines: Lackawanna Line, Nickel Plate Line, Traders' Dispatch, Interstate Despatch, Southwest Despatch, White Line Central Transit Company. All are co-operative lines owned by the companies over whose roads they run.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|--------------|----------------------------|-----------------------------|
| General officers | 16 | \$71,949 80 | 1 61 |
| General office clerks | 95 | 70,419 36 | 1 65 |
| Station agents | 107 | 68,776 15 | 1 59 |
| Other station men | 72 | 44,387 30 | 1 50 |
| Enginemen | 177 | 287,772 85 | 4 30 |
| Firemen | 177 | 150,004 20 | 3 35 |
| Conductors | 115 | 157,488 90 | 3 60 |
| Other trainmen | 254 | 230,686 35 | 2 47 |
| Machinists | 118 | 76,064 50 | 2 15 |
| Carpenters | 197 | 130,227 55 | 2 16 |
| Other shopmen | 555 | 212,619 65 | 1 80 |
| Section foremen | 97 | 58,484 90 | 1 67 |
| Other trackmen | 906 | 249,564 85 | 1 26 |
| Switchmen, flagmen and watchmen | 365 | 229,112 45 | 1 78 |
| Telegraph operators and dispatchers | 152 | 101,621 80 | 1 52 |
| All other employes and laborers | 821 | 500,366 90 | 1 80 |
| Total | 4,069 | \$2,604,464 51 | \$3 04 |
| Distribution of above: | | | |
| General administration | 111 | \$142,389 18 | \$4 05 |
| Maintenance of way and structures | 1,586 | 555,039 67 | 1 41 |
| Maintenance of equipment | 727 | 449,652 78 | 1 39 |
| Conducting transportation | 1,695 | 1,458,412 90 | 2 29 |
| Total | 4,069 | \$2,604,464 51 | \$3 04 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania | 221 | 121,884 84 | 1 41 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 49 | 18 |
| Number wooden, | 9 | ..... |
| Trestles: | | |
| Number, | 291 | 18 |
| Aggregate length (feet), | 27,370 | 1,867 |
| Telegraph: | | |
| Miles of line operated by this company, | 512.52 | 43.98 |
| Miles of wire operated by this company, | 1,539 | 131.90 |
| Miles of line operated by National Telegraph Company, | 512.52 | 43.98 |
| Miles of wire operated by National Telegraph Company, | 6,590.00 | 571.78 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that if the road earns in any year ending September 30, the sum of \$900,000, or more, over actual operating expenses of such year, that it will pay to the trustee an amount not exceeding \$100,000, to be applied by it to the purchase of bonds, providing the bonds can be purchased at a rate not exceeding 102 per cent., and accrued interest. If in any year ending September 30, the road shall not have earned \$900,000, over operating expenses, or if in any such year bonds cannot be purchased at the rate stated above, then the payment provided for in the mortgage need not be made to the trustee.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Nickel Plate Line, Traders' Despatch, Interstate Despatch, Southwest Despatch, White Line Central Transit Company.

NEW YORK AND NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: August 1, 1883.

By what authority incorporated: General law dated March 24, 1865.

Operated by the Addison and Pennsylvania Railway Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | NAME. | POSTOFFICE ADDRESS. |
|------------------------------|---------------------|----------------------------|---------------------|
| C. L. Pattison, | Elkland, Pa. | M. F. Hammond, | Oseola, Pa. |
| T. C. Platt, | New York, N. Y. | Arthur Clinton, | Galeton, Pa. |
| George E. Sheldon, | New York, N. Y. | L. R. Gale, | Galeton, Pa. |
| J. E. Jones, | New York, N. Y. | B. H. Parkhurst, | Elkland, Pa. |
| E. G. Davidge, | Westfield, Pa. | W. C. Sheldon, | New York, N. Y. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Addison, N. Y.

Postoffice address of operating company: Addison, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|-----------------|-----------------|
| President. | C. L. Pattison. | Elkland, Pa. |
| Vice President. | T. C. Platt. | New York, N. Y. |
| Secretary. | J. E. Jones. | New York, N. Y. |
| Treasurer. | F. B. Winne. | New York, N. Y. |
| General Superintendent. | Frank M. Baker. | Addison, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|------------------------|----------------------|------------------------|--|
| | From— | To— | | |
| New York and North Pennsylvania railroad. | Gaines, Pa., | Galeton, Pa. | 5.50 | 5.50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------|---------------------|----------------------|---------------------|
| Cost of road. | \$101,669 85 | Capital stock. | \$50,000 00 |
| Profit and loss. | 34 32 | Funded debt. | 50,000 00 |
| | | Current liabilities. | 1,694 17 |
| Total. | \$101,694 17 | Total. | \$101,694 17 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General office clerks. | 2 | \$240 00 | \$0 38 |
| Station agents. | 1 | 480 00 | 1 53 |
| Section foremen. | 1 | 480 00 | 1 53 |
| Other trackmen. | 5 | 1,721 50 | 1 10 |
| Switchmen, flagmen and watchmen. | 1 | 430 00 | 1 34 |
| Telegraph operators and dispatchers. | 1 | 860 00 | 1 15 |
| Total. | 11 | \$5,701 50 | |
| Distribution of above: | | | |
| General administration. | 4 | \$1,060 00 | |
| Maintenance of way and structures. | 6 | 2,301 50 | |
| Maintenance of equipment. | 1 | 430 00 | |
| Total. | 11 | \$5,701 50 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 11 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENN- SYLVANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number wooden, | 2 | 2 |
| Trestles: | | |
| Number, | 2 | 2 |
| Aggregate length, | 500 | 500 |
| Telegraph: | | |
| Miles of line operated by this company, | 5 | 5 |
| Miles of wire operated by this company, | 5 | 5 |
| Gauge of track, | | 3 feet. |

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY.

Date of organization : March 20, 1880.

By what authority incorporated : Under Ohio law passed 11th March, 1880, volume 77, page 60, An act supplementary to the revised statutes of Ohio, title two, chapters one and two, to enable purchasers of railroads at judicial sales to become incorporated.

Under the general laws of the Commonwealth of Pennsylvania and under laws of the State of New York of 1879, page 556, An act to facilitate the foreclosure of mortgages made by consolidated companies of railroads lying partly within and partly without the state, passed 16th June, 1879.

The New York, Lake Erie and Western Railroad Company has, under an indenture dated 30th April, 1883, leased for a term of ninety-nine years, commencing with the 1st May, 1883, the main line, branches and leased lines of this company, with its fixtures and equipment, and operated the said road since that time.

The rental under the lease is based upon earnings and as amended 1st October, 1889, is thirty-two per cent of the gross earnings up to six million dollars and a reduction in rental of one-tenth of one per cent. on the total gross earnings for each additional one hundred thousand dollars in excess of six million, until the gross earnings amount to eight million dollars, and when the earnings equal or exceed the sum of nine million dollars the rental will be twenty-eight per cent. of the gross earnings.

This company will report the earnings from rental, etc., and the financial condition, and the lessee company will report the physical characteristics and the operation.

If a consolidated company, name the constituent companies : The constituent companies were the New York, Pennsylvania and Ohio Railroad Company of Ohio, and the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania, and the said consolidated companies became entitled to operate a road in New York State by virtue of a law of the State of New York of 16th June, 1879.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Ohio filed in the office of Secretary of State of the State of Ohio 16th March, 1880.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania filed in the office of Secretary of the Commonwealth of Pennsylvania 17th March, 1880.

Under the law of the State of New York quoted above the Secretary of State of the State of New York issued his certificate that certain documents called for in said law were filed in his office on 15th April, 1880.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|--------------------------------|-----------------------------|
| Charles E. Whitehead. | New York city, 71 Wall street. | Elected for one year. |
| John Tod. | Cleveland, Ohio. | do. do. |
| E. R. Perkins. | Cleveland, Ohio. | do. do. |
| Samuel Mather. | Cleveland, Ohio. | do. do. |
| W. J. McKinnie. | Cleveland, Ohio. | do. do. |
| Fayette Brown. | Cleveland, Ohio. | do. do. |
| J. T. Wann. | Cleveland, Ohio. | do. do. |
| J. M. Ferris. | Toledo, Ohio. | do. do. |
| H. B. Perkins. | Warren, Ohio. | do. do. |
| Lewis Miller. | Akron, Ohio. | do. do. |
| E. J. Barney. | Dayton, Ohio. | do. do. |
| E. A. Wheeler. | Sharon, Pa. | do. do. |
| Simon Perkins. | Sharon, Pa. | do. do. |

Date of last meeting of stockholders for election of directors: October 14, 1891.
 Postoffice address of general office: 30 Euclid avenue, Cleveland, Ohio.
 Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, 21 Cortlandt street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-----------------------|----------------------------------|
| President. | Charles E. Whitehead. | New York city. |
| Vice President. | John Tod. | Cleveland, Ohio. |
| Secretary. | E. Tupper. | Cleveland, Ohio. |
| Treasurer. | E. R. Perkins. | Cleveland, Ohio. |
| General Solicitor, Attorney or Counsel. | Russell & Rice. | Cleveland, Ohio. |
| Auditor. | J. T. Wann. | No. 30 Euclid av., Cleveland, O. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|-------------------|---|--|----------------|--------------------------------|
| | From— | To— | | | |
| New York, Pennsylvania, and Ohio Railroad Co., Franklin branch. | Salamanca, N. Y. | Dayton, O. . . | New York, Lake Erie and Western Railroad Co. | 388.04 | 32.40 |
| Wadsworth branch. | Franklin Junc. | Oil City, Pa. . . | New York, Lake Erie and Western Railroad Co. | 33.78 | 33.78 |
| Silve Creek branch. | Wadsworth, O., | Coal mines. . . | New York, Lake Erie and Western Railroad Co. | 2.96 | . . . |
| Cleveland and Mahoning Valley railway. | Near Wadsworth. | Coal mines. . . | New York, Lake Erie and Western Railroad Co. | 2.65 | . . . |
| Niles and New Lisbon branch. | Cleveland, O. . . | Near state line of Penna. | New York, Lake Erie and Western Railroad Co. | 80.86 | . . . |
| Liberty and Vienna branch. | Niles, O. | Point south of N. Lisbon, O. | New York, Lake Erie and Western Railroad Co. | 36.27 | . . . |
| Westerman railroad. | Vienna Junc. . . | Vienna, O. | New York, Lake Erie and Western Railroad Co. | 6.81 | . . . |
| Sharon railway. | Sharon, Pa. . . . | 1 mile west of Pa. and Ohio state line. | New York, Lake Erie and Western Railroad Co. | 2.00 | 1.34 |
| Middlesex branch. | Sharon, Pa. . . . | Pymatuning, Pa. | New York, Lake Erie and Western Railroad Co. | 7.93 | 7.93 |
| Spearman extension. | Ferrona, Pa. . . | Middlesex, Pa. . | New York, Lake Erie and Western Railroad Co. | 6.86 | 6.86 |
| Newcastle and Shenango Valley railroad. | Boyce, Pa. . . . | Spearman Furnace. | New York, Lake Erie and Western Railroad Co. | 1.56 | 1.56 |
| Youngstown and Austintown railroad. | Middlesex, Pa. | Newcastle, Pa. | New York, Lake Erie and Western Railroad Co. | 16.73 | 16.73 |
| Total mileage. | Youngstown, O., | Coal mines. . . . | New York, Lake Erie and Western Railroad Co. | 9.98 | . . . |
| | | | | 508.54 | 160.40 |

The Cleveland and Mahoning Valley Railway Company owns the Cleveland and Mahoning railroad, the Niles and New Lisbon railway and the Liberty and Vienna railroad, and leases said railroads to this company at a fixed yearly rental of \$514,180. Lease to terminate 1st October, 1902.

The Westerman railroad, owned by Christian H. Buhl, of Detroit, Michigan, is leased to this company from January 1, 1886, to May 1, 1902, at a yearly rental of \$4,800 up to January 1, 1891, after which time the rental is \$4,000 per year.

The Sharon railway owns the Sharon railway and leases it to this company for a rental of 6 per cent. per annum on \$453,350 capital stock and 5½ per cent. per annum on \$164,000 first mortgage bonds, which two amounts represent the cost of road, and for any additional improvements the rental will be increased 6 per cent. per annum upon the cost of the additional improvements, which are paid for by the Sharon railway by the issue of capital stock at its par value.

The Newcastle and Shenango Valley Railroad Company owns the Newcastle and Shenango Valley railroad and leases it to this company for a rental of 32 per cent. of the gross earnings of said road after deducting for the hire of equipment. Lease dated March 1, 1889, and is for a term of ninety-nine years.

The Youngstown and Austintown Railway Company owns the Youngstown and Austintown railway, which is a branch diverging at Youngstown and running to coal mines, and is operated under a lease dated April 25, 1883, at a rental based on 6 per cent. of the valuation.

These several lines are sub-leased to the New York, Lake Erie and Western Railroad Company and are included in the lease of this company's property and leased lines to said company.

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|--------------------|-------------|------------------------------|
| Chicago and Erie Railroad Company, | \$38,000 00 | 4 per cent. | \$3,480 00 |
| Total | \$38,000 00 | | \$3,480 00 |

The interest, \$3,480, is for three semi-annual payments of 2 per cent. each received within the year for which this report is made.

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---------------------------|------------------|-------------|------------------------------|
| Sharon railway, | \$89,000 00 | 6 per cent. | \$2,340 00 |
| Total | \$89,000 00 | | \$2,340 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|-------------------------|---|-------------------------|
| Cost of road | \$160,996,800 92 | Capital stock | \$44,999,350 00 |
| Cost of equipment | 3,438 00 | Funded debt | 115,989,250 25 |
| Bonds of other companies owned | 58,000 00 | Current liabilities | 684,419 30 |
| Stocks of other companies owned | 39,000 00 | Accrued interest on funded debt not yet payable | 160,000 00 |
| Other permanent investments | 1,224,777 63 | Special fund for additions | \$1,020,388 15 |
| Cash and current assets | 1,159,610 31 | Special fund for special additions | 81,353 35 |
| | | Special fund to pay for Sharon railway stock | 44,178 77 |
| | | Special fund for contingent liabilities | 168,334 88 |
| | | Special fund to meet payments on account of capital | 55,067 95 |
| | | Profit and loss | 1,369,323 10 |
| | | | 331,275 21 |
| Total | \$163,483,626 86 | Total | \$163,483,626 86 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| | | | |
| General officers | 9 | \$96,950 02 | \$13 11 |
| General office clerks | 9 | 14,730 00 | 5 22 |
| Total | 18 | \$51,680 02 | \$9 17 |
| Distribution of above: | | | |
| General administration | 18 | \$51,680 02 | \$9 17 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania | 1 | | |

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY—NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY, LESSEE.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|---------------------------|-------------------------------------|------------------------|--|
| | From— | To— | | |
| New York, Pennsylvania and Ohio railroad: | | | | |
| Main line | Salamanca, N. Y. | Dayton, O. | 388.04 | 92.40 |
| Franklin branch | Buchanan Junction, Pa. | Oil City, Pa. | 33.78 | 33.78 |
| Silver Creek branch | Silver Creek Junction, O. | Coal mines | 5.63 | ..... |
| Sharon railway: | | | | |
| Main line | Pymatuning Junction, Pa. | Sharon, Pa. | 7.98 | 7.98 |
| Middlesex branch | Ferrona Junc., Pa. | West Middlesex, Pa. | 6.86 | 6.86 |
| Sharpsville branch | Boyce Junc., Pa. | Sharpsville, Pa. | 1.56 | 1.56 |
| Newcastle and Shenango Valley railroad. | West Middlesex, Pa. | Newcastle, Pa. | 16.73 | 16.73 |
| Westerman railroad | Sharon, Pa. | Pennsylvania and Ohio state line. | 2.09 | 1.47 |
| Cleveland and Mahoning Valley railroad: | | | | |
| Main line | Cleveland, O. | Pennsylvania and Ohio state line. | 80.86 | ..... |
| Niles and New Lisbon branch | Niles, O. | Three miles south of New Lisbon, O. | 36.27 | ..... |
| Liberty and Vienna branch | Mosier Junc., O. | Coal mines near Vienna, O. | 6.78 | ..... |
| Youngstown and Austintown railroad: | | | | |
| Main line | Youngstown, O. | Leadville mines, O. | 3.87 | ..... |
| Manning branch | Manning Junc., O. | Tippecanoe mines, O. | 6.11 | ..... |
| Total mileage | | | 596.51 | 160.78 |

All of these lines are operated by the New York, Lake Erie and Western Railroad Company under lease from the New York, Pennsylvania and Ohio railroad.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---------------------------------------|--------------|---------------------------------|----------------------------------|
| General officers. | 14 | \$48,124 07 | 1 11 |
| General office clerks. | 111 | 73,177 41 | 1 84 |
| Station agents. | 122 | 91,096 41 | 1 44 |
| Other station men. | 478 | 221,632 55 | 2 32 |
| Enginemen. | 302 | 359,492 74 | 1 94 |
| Firemen. | 310 | 211,964 66 | 2 94 |
| Conductors. | 186 | 194,459 88 | 1 84 |
| Other trainmen. | 522 | 343,212 78 | 2 09 |
| Machinists. | 252 | 142,250 46 | 1 94 |
| Carpenters. | 237 | 106,163 96 | 1 83 |
| Other shopmen. | 567 | 270,961 09 | 1 65 |
| Section foremen. | 117 | 67,175 97 | 1 18 |
| Other trackmen. | 739 | 260,800 27 | 1 86 |
| Switchmen, flagmen and watchmen. | 504 | 347,110 85 | 1 65 |
| Telegraph operators and dispatchers. | 207 | 124,226 92 | 2 98 |
| Employees account floating equipment. | 94 | 64,558 39 | 1 42 |
| All other employes and laborers. | 790 | 352,361 01 | 1 42 |
| Total. | 5,552 | \$3,277,841 27 | \$1 72 |
| Distribution of above: | | | |
| General administration. | 125 | \$116,201 48 | 1 18 |
| Maintenance of way and structures. | 1,002 | 369,132 01 | 1 33 |
| Maintenance of equipment. | 1,236 | 696,773 71 | 1 89 |
| Conducting transportation. | 3,189 | 2,205,634 07 | 1 89 |
| Total. | 5,552 | \$3,277,841 27 | \$1 72 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------------|---------------------|
| Bridges: | | |
| Number iron. | 108 | 25 |
| Number wooden. | 5 | 3 |
| Trestles (all on branch lines): | | |
| Number. | 79 | 37 |
| Aggregate length (feet). | 7,066 | 2,778 |
| Telegraph: | | |
| Miles of line owned by this company. | 532 | 156 |
| Miles of wire owned by this company. | 1,518.5 | 347 |
| Miles of line operated by this company. | 532 | 156 |
| Miles of wire operated by this company. | 1,518.5 | 347 |
| Gauge of track. | | 4 ft. 8½ in. |

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization : June 17, 1881.

By what authority incorporated : Organized under the general laws of the States of New Jersey and Pennsylvania.

If a consolidated company, name the constituent companies : Organized by the consolidation of the Midland Railroad Company of New Jersey, the Paterson Extension Railroad Company, the Midland Connecting Railway Company, the North Jersey Railroad Company, and the Blairstown Railway Company, all corporations organized under the general laws of the State of New Jersey ; and the Water Gap Railroad Company and Pennsylvania Midland Railway Company, corporations organized under the general laws of the State of Pennsylvania, May 26, 1881, for all companies except the Blairstown Railway Company. The Blairstown Railway Company was consolidated with the New York, Susquehanna and Western Railroad Company on January 18, 1883.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------------|--|-----------------------------|
| Simon Borg, | 15 Cortlandt street, New York. | February 23, 1896. |
| Jos. W. Ogden, | 54 Wall street, New York, | do. |
| Alfred Sully, | 80 Broadway, New York, | do. |
| Robert K. Dow, | Claremont, N. H., | do. |
| Horace W. Fuller, | 139 Greenwich street, New York. | do. |
| Frank C. Lawrence, Jr., | Bay Shore, L. I., | do. |
| Geo. N. Farwell, | Claremont, N. H., | do. |
| Charles Winscheiner, | 7 Wall street, New York, | do. |
| Henry Sanford, | 59 Broadway, New York, | do. |
| John I. Blair, | Blairstown, N. J., | do. |
| Garrett A. Hobart, | Paterson, N. J., | do. |
| John P. Rafferty, | 15 Cortlandt street, New York, | do. |
| James M. Hartshorne, | 18 Wall street, New York, | do. |

Date of last meeting of stockholders for election of directors : February 25, 1892.
 Postoffice address of general office : 15 Cortlandt street, New York.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------------------|----------------------------|
| President, | Simon Borg, | 15 Cortlandt street, N. Y. |
| First Vice President, | Joseph W. Ogden, | 15 Cortlandt street, N. Y. |
| Second Vice President, | John P. Rafferty, | 15 Cortlandt street, N. Y. |
| Secretary, | Richard C. Shimeall, | 15 Cortlandt street, N. Y. |
| Treasurer, | | 15 Cortlandt street, N. Y. |
| Chief Engineer, | Joseph L. Rusling, | Newark, N. J. |
| General Solicitor, Attorney or Counsel, | John W. Taylor, | 15 Cortlandt street, N. Y. |
| Auditor, | Charles V. Ware, | 15 Cortlandt street, N. Y. |

PROPERTY OPERATED.

| NAME | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--------------------------------|----------------------------------|------------------------|--|
| | From— | To— | | |
| New York, Susquehanna and Western railroad. | Jersey City, N. J. | Gravel Place, Pa. | 101.30 | 7.30 |
| | Two Bridges, N. J. | Unionville, N. Y. | 30.50 | |
| | Delaware, N. J. | Columbia Junction, N. J. | 3.10 | |
| | Paterson, N. J. | Paterson City, N. J., | .75 | |
| | Priceville, Pa. | Winton, Pa. | 4.50 | 4.50 |
| | Winton, Pa. | Tinglepaugh Breaker, Pa. | .90 | .90 |
| | Winton, Pa. | Winton Breaker, Pa. | 1.90 | 1.90 |
| | Spencer, Pa. | Spencer Breaker, Pa. | .85 | .85 |
| | Dunn, Pa. | Dunn Breaker, Pa. | .83 | .83 |
| | Passaic and New York railroad. | Passaic, N. J. | 3 | |
| Lodi Branch railroad. | Lodi, N. J. | 1.75 | | |
| Middletown, Unionville and Water Gap railroad. | Unionville, N. Y. | 13.90 | | |
| Macopin railroad. | Macopin Lake, N. J. | 1.50 | | |
| Pennsylvania railroad. | West End, N. J. | 2.50 | | |
| Total mileage operated. | | | 157.28 | 18.28 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|--------------------|-----------|------------------------------|
| Hudson Connecting Railroad Company. | \$400,000 00 | 7 per ct. | |
| Pennsylvania Anthracite Coal Company. | 111,000 00 | 7 per ct. | \$8,953 70 |
| New York, Susquehanna and Western Coal Company. | 30 00 | 6 per ct. | |
| New York, Susquehanna and Western Railroad Company. | 849 00 | 5 per ct. | 1,400 00 |
| Total. | \$611,879 00 | | \$8,353 70 |

STOCKS OWNED.

| | |
|--|--------------|
| Hudson Connecting Railroad Company, | \$94,000 00 |
| Passaic and New York Railroad Company, | 70,000 00 |
| Middletown, Unionville and Water Gap Railroad Company, | 104,450 00 |
| Middletown and Unionville Telegraph Company, | 2,000 00 |
| Lodi Branch Railroad Company, | 60,000 00 |
| New York, Susquehanna and Western Coal Company, preferred, | 60,000 00 |
| New York, Susquehanna and Western Coal Company, common, | 231,500 00 |
| New York, Susquehanna and Western Railroad Company, | 17,621 00 |
| Total. | \$639,571 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|-----------------|--|-----------------|
| Cost of road. | \$27,205,136 42 | Capital stock. | \$31,000,000 00 |
| Cost of equipment. | 2,014,862 15 | Funded debt. | 9,335,000 00 |
| Bonds of other companies owned. | 511,879 00 | Current liabilities. | 967,506 94 |
| Stocks of other companies owned. | 561,356 00 | Accrued interest on funded debt not yet payable. | 90,174 90 |
| Lands owned. | 19,106 59 | Profit and loss. | 688,618 64 |
| Cash and current assets. | 1,420,028 96 | | |
| Other assets: | | | |
| Sinking fund. | \$23,225 00 | | |
| Sundries. | 375,706 45 | | |
| | 398,931 45 | | |
| Total. | \$32,131,300 57 | Total. | \$32,131,300 57 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|------------|---------------------------------|----------------------------------|
| General Officers, | 13 | \$88,199 96 | 241 51 |
| General Office clerks | 17 | 15,675 65 | 42 51 |
| Station agents, | 76 | 83,143 89 | 1 47 |
| Other station men, | 28 | 9,010 90 | 1 34 |
| Firemen, | 60 | 31,463 75 | 3 80 |
| Conductors, | 34 | 22,146 11 | 1 81 |
| Other trainmen, | 38 | 32,088 27 | 3 00 |
| Mechanists, | 97 | 53,067 84 | 1 81 |
| Carpenters, | 36 | 14,770 88 | 1 96 |
| Other shopmen, | 84 | 20,523 57 | 2 02 |
| Section foremen, | 110 | 49,296 32 | 1 50 |
| Other foremen, | 48 | 17,942 48 | 1 58 |
| Switchmen, flagmen and watchmen, | 169 | 62,516 39 | 1 24 |
| Telegraph operators and dispatchers, | 65 | 18,814 47 | 1 14 |
| All other employes and laborers, | 23 | 13,871 18 | 1 65 |
| | 79 | 40,377 98 | 1 94 |
| Total, | 929 | \$472,764 16 | \$1 82 |
| Distribution of above: | | | |
| General administration, | 29 | \$58,775 61 | \$5 06 |
| Maintenance of way and structures, | 254 | 90,730 16 | 1 85 |
| Maintenance of equipment, | 182 | 74,333 98 | 1 63 |
| Conducting transportation, | 504 | 258,934 41 | 1 86 |
| Total, | 929 | \$472,764 16 | \$1 82 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 61 | \$26,710 42 | \$1 39 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|--------------------|
| Bridges: | | |
| Number stone, | 5 | 10 |
| Number iron, | 64 | |
| Number wooden, | 38 | |
| Trestles: | | |
| Number, | 4 | 1 |
| Aggregate length (feet), | 1,384 | 184 |
| Telegraph: | | |
| Miles of line owned by this company, | 85.6 | |
| Miles of wire owned by this company, | 85.6 | |
| Miles of line operated by Western Union Telegraph Company, | 133.65 | 7.30 |
| Miles of wire operated by Western Union Telegraph Company, | 133.65 | 7.30 |
| Gauge of track, | | 4 ft. 9 in. |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Pennsylvania Railroad Company at Jersey City and New York, and New York, Ontario and Western Railway Company at Middletown, N. Y.

NITTANY VALLEY RAILROAD COMPANY.

Date of organization : March 15, 1887.

By what authority incorporated : Commonwealth of Pennsylvania, an act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Operated by Valentine Iron Company, Bellefonte, Centre county, Pa.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|---|-----------------------------|
| Jones Wister. | Clarkson avenue, Philadelphia. | January 10, 1893. |
| John S. Brown. | Swarthmore, Delaware county, Pa. | do. |
| Samuel Blapham. | 2313 De Lancey Place, Philadelphia. | do. |
| W. Rotch Wister. | 131 South Fifth street, Philadelphia. | do. |
| Charles A. Barte. | 4037 Powelton avenue, Philadelphia. | do. |
| H. E. Young. | 316 Chestnut street, Philadelphia. | do. |
| J. N. M. Shimer. | 4017 Baring street, Philadelphia. | do. |

Date of last meeting of stockholders for election of directors : Adjourned annual meeting January 26, 1892.

Postoffice address of general office : 122 Walnut street, Philadelphia.

Postoffice address of operating company : Valentine Iron Company, Bellefonte, Centre county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|------------------------|--|
| President. | Jones Wister. | Clarkson avenue, or 257 S. Fourth street, Phila. |
| Secretary. | M. W. Walsh. | 4817 Chew street, or 123 Walnut street, Phila. |
| Treasurer. | J. W. Gephart. | Valentine Iron Co., Bellefonte, Centre co., Pa. |
| General Manager. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|---|--------------------|------------------------|--|
| | From— | To— | | |
| The Nittany Valley Railroad Company, . . . | Junction with Bellefonte, Nittany and Lemont railroad, Sidings and other tracks. | Ore banks. | 4.75 | 4.75 |
| | About two miles of tracks to rolling mill and blast furnace of Valentine Iron Company, operated under an agreement, | | .87 | .87 |
| | | | 2 | 2 |
| | Total mileage operated, | | 7.62 | 7.62 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

An agreement between the Nittany Valley Railroad Company and the Centre Iron Company, for use of tracks in the yards of the Centre Iron Company. The Centre Iron Company failed in the fall of 1890. Succeeded by the Valentine Iron Company in the spring of 1891, to whom the Nittany Valley Railroad Company leased their road May, 1891, at a rental of \$7,500.00.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|---------------------|---------------------|---------------------|
| Cost of road | \$166,854 85 | Capital stock | \$75,000 00 |
| Cost of equipment | 14,573 83 | Funded debt | 75,000 00 |
| Cash and current assets | 1,808 26 | Current liabilities | 16,400 00 |
| | | Profit and loss | 16,538 94 |
| Total | \$183,236 94 | Total | \$183,236 94 |

IMPORTANT CHANGES DURING THE YEAR.

The Nittany Valley railroad leased to the the Valentine Iron Company May, 1891, at a rental of \$7,500.00.

EMPLOYES AND SALARIES.

| CLASS. | Total yearly compensation. | Average daily compensation. |
|-------------------|----------------------------|-----------------------------|
| General officers: | | |
| Treasurer | \$300 00 | ..... |
| Secretary | | |
| Total | \$300 00 | \$0.82 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|-------------------------|--------------------------|------------------|
| Trestles: | | |
| Number, wooden | 1 | 1 |
| Aggregate length (feet) | 400 | 400 |
| Gauge of track | 4 ft. 9 in. | |

NORTHERN CENTRAL RAILWAY COMPANY.

Date of organization : December 9, 1854.

By what authority incorporated : State of Maryland, special act 1854, chapter 250. State of Pennsylvania, special act 1854, No. 531; 1855, No. 543, and 1856, No. 198.

If a consolidated company, name the constituent companies : Baltimore and Susquehanna Railroad Company : State of Maryland, 1827, chapter 72; 1829, chapter 49; 1830, chapter 117; 1833, chapter 282; 1845, chapter 361; 1849, chapter 419; 1849, chapter, 532; 1854, chapter 250; 1854, chapter 260.

York and Maryland Line Railroad Company : State of Pennsylvania, 1832, No. 78; 1834, No. 214; 1840, No. 237; 1854, No. 531.

York and Cumberland Railroad Company : State of Pennsylvania, 1846, No. 421; 1851, No. 272; 1854, No. 531.

Susquehanna Railroad Company : State of Pennsylvania, 1851, No. 337; 1852, No. 270; 1854, No. 369; 1854, No. 531.

Date of consolidation, December 9, 1854.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|----------------------------|------------------------------------|
| A. J. Cassatt | Philadelphia | Fourth Thursday in February, 1883. |
| J. N. Hutchinson | Philadelphia | do. do. |
| John P. Green | Philadelphia | do. do. |
| J. N. DuBarry | Philadelphia | do. do. |
| Henry D. Welsh | Philadelphia | do. do. |
| Louis W. Hall | Harrisburg, Pa. | do. do. |
| J. D. Cameron | Harrisburg, Pa. | do. do. |
| Luther S. Bent | Steelton, Pa. | do. do. |
| E. B. Parsons | Sodus Point, N. Y. | do. do. |
| B. F. Newcomer | Baltimore, Md. | do. do. |
| Harry Walters | Baltimore, Md. | do. do. |
| Henry James | Baltimore, Md. | do. do. |

Date of last meeting of stockholders for election of directors, February 25, 1892.

Postoffice address of general office, Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|-----------------------------|----------------|
| President | George B. Roberts | Philadelphia. |
| Vice President | Frank Thompson | Philadelphia. |
| Secretary | Stephen W. White | Philadelphia. |
| Treasurer | John S. Leib | Baltimore, Md. |
| Chief Engineer | William H. Brown | Philadelphia. |
| General Solicitor, Attorney or Counsel | John Scott | Philadelphia. |
| Auditor | James P. Kerr | Baltimore, Md. |
| General Manager | Charles E. Pugh | Philadelphia. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|----------------------|-------------------------|------------------------|--|
| | From— | To— | | |
| Northern Central railway. | Baltimore, Md. | Sunbury, Pa. | 136.82 | 101.20 |
| Green Spring branch. | Hollins, Md. | Green Spring Junc., Md. | 8.59 | |
| Rockville branch railroad. | Rockville, Pa. | Dauphin, Pa. | 2.83 | |
| The railroad of the Lykens Valley Railroad and Coal Co., Summit Branch Railroad Co., lessee. | Millersburg, Pa. | Williamstown, Pa. | 19.70 | 19.70 |
| Northern Central Railway Company, operator: Shamokin Valley and Pottsville railroad, including Lancaster branch. | Sunbury, Pa. | Mt. Carmel, Pa. | 29.78 | 29.78 |
| Elmira and Williamsport railroad. | Williamsport, Pa. | Elmira N. Y. | 75.50 | 69 |
| Elmira and Lake Ontario railroad. | Chemung Junc., N. Y. | Canandaigua, N. Y. | 64 | |
| With branch. | Stanley, N. Y. | Sodus Point, N. Y. | 84.18 | |
| With branch. | Canandaigua, N. Y. | Canandaigua Lake. | 1.43 | |
| Total mileage operated. | | | 372.83 | 223.51 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|---------------------|-------------|------------------------------|
| Sodus Bay and Southern Railroad Company first mortgage. | \$102,000 00 | 5 per cent. | \$5,725 00 |
| Allegheny Valley Railway Company general mortgage. | 138,000 00 | 4 per cent. | |
| Allegheny Valley Railway Company general mortgage scrip. | 333 32 | | |
| Total. | \$236,333 32 | | \$5,725 00 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|-----------------------|--------------|------------------------------|
| Baltimore and Potomac Railroad Company. | \$124,570 00 | | |
| Mineral Railroad and Mining Company. | 199,998 00 | | |
| Union Railroad Company. | 1,200,000 00 | 20 per cent. | \$240,000 00 |
| Shamokin Valley and Pottsville Railroad Company. | 619,400 00 | 6 per cent. | 37,164 00 |
| Pennsylvania Equipment Trust. | 362,000 00 | 4 per cent. | 17,560 00 |
| Elmira and Lake Ontario Railroad Company. | 1,500,000 00 | | |
| Allegheny Valley Railway Company preferred. | 148,350 00 | | |
| Allegheny Valley Railway Company preferred scrip. | 33 87 | | |
| Allegheny Valley Railway Company common. | 208,900 00 | | |
| Total. | \$4,363,251 87 | | \$294,724 00 |

GENERAL BALANCE SHEET.

| DR. | | CH. | |
|----------------------------------|------------------------|--|------------------------|
| Cost of road. | \$15,055,978 67 | Capital stock. | \$7,518,150 00 |
| Cost of equipment. | 4,946,331 60 | Funded debt. | 14,415,000 00 |
| Bonds of other companies owned. | 186,194 21 | Current liabilities. | 1,421,816 91 |
| Stocks of other companies owned. | 3,901,033 95 | Accrued interest on funded debt not yet payable. | 89,659 58 |
| Cash and other assets. | 1,517,688 06 | Mortgages and ground rent payable. | 319,829 96 |
| Sundries. | 812,696 17 | Other liabilities. | 1,020,313 42 |
| | | Profit and loss. | 1,116,000 79 |
| Total. | \$25,899,770 65 | Total. | \$25,899,770 65 |

CONTRACTS. AGREEMENTS. ETC.

Express business done by Adams Express Company, at a fixed percentage of gross receipts.

United States mail carried.

Sleeping and parlor cars furnished by Pullman's Palace Car Company.

Agreement with Western Union Telegraph Company.

EMPLOYES AND SALARIES.

| CLASS | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|--------------|---------------------------------|----------------------------------|
| General officers. | 6 | \$18,420 00 | 50 |
| General office clerks. | 44 | 37,812 00 | 87 75 |
| Station agents. | 117 | 83,916 00 | 72 04 |
| Other station men. | 815 | 387,348 00 | 47 53 |
| Enginemen. | 138 | 194,987 00 | 142 32 |
| Firemen. | 186 | 103,587 60 | 55 74 |
| Conductors. | 227 | 187,816 20 | 82 78 |
| Other trainmen. | 511 | 296,976 00 | 58 23 |
| Machinists. | 123 | 84,335 88 | 68 63 |
| Carpenters. | 355 | 212,477 64 | 60 13 |
| Other shopmen. | 722 | 357,052 98 | 49 45 |
| Section foremen. | 198 | 121,738 06 | 61 73 |
| Other trackmen. | 1,223 | 390,909 84 | 31 97 |
| Switchmen, flagmen and watchmen. | 193 | 71,521 80 | 37 09 |
| Telegraph operators and dispatchers. | 240 | 145,424 00 | 60 59 |
| Employee - account of floating equipment. | 3 | 2,112 00 | 705 33 |
| All other employes and laborers. | 261 | 113,685 12 | 43 54 |
| Total. | 5,417 | \$2,781,039 84 | \$1 74 |
| Distribution of above: | | | |
| General administration. | 50 | \$66,232 00 | 132 44 |
| Maintenance of way and structures. | 1,082 | 626,333 04 | 57 89 |
| Maintenance of equipment. | 1,200 | 633,866 20 | 52 82 |
| Conducting transportation. | 2,485 | 1,444,608 60 | 58 13 |
| Total. | 5,417 | \$2,781,039 84 | \$1 74 |

CHARACTERISTICS OF ROAD OWNED BY NORTHERN CENTRAL RAILWAY COMPANY.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges : | | |
| Number stone. | 36 | 26 |
| Number iron. | 108 | 54 |
| Number wooden. | 22 | 10 |
| Tunnels: | | |
| Number. | 2 | 1 |
| Maximum length (feet). | 256 | 256 |
| Minimum length (feet). | 82 | 82 |
| Aggregate length of all tunnels (feet). | 338 | 256 |
| Telegraph: | | |
| Miles of line owned by this company. | 146.63 | 101.79 |
| Miles of wire owned by this company. | 441.52 | 304.38 |
| Miles of line operated by this company. | 367.84 | 230.10 |
| Miles of wire operated by this company. | 911.93 | 533.44 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire, Union, Green, Canada Southern, Anchor and Midland lines.

NORTHEAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization : December 14, 1870.

By what authority incorporated : State of Pennsylvania, general laws of April 4, 1883, and act of assembly of May 21, 1881.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|---------------------------------|-----------------------------|
| A. A. McLeod | Philadelphia. | January, 1893. |
| A. J. Ritelo | Philadelphia. | do. |
| George DeB. Keim | Philadelphia. | do. |
| James B. Foyl | Norristown, Pa. | do. |
| Samuel R. Shipley | Philadelphia. | do. |
| Thomas Doan | Philadelphia. | do. |
| Peter C. Hollis | Philadelphia. | do. |
| Isaac W. Turner, Jr. | Hatboro, Montgomery county, Pa. | do. |
| J. Newton Evans | Hatboro, Montgomery county, Pa. | do. |
| Samuel H. Thompson | Philadelphia. | do. |
| Charles H. R. Triebels | Philadelphia. | do. |
| Albert S. Parson | Holcoong, Bucks county, Pa. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 240 South Third street, Philadelphia.

Postoffice address of operating company : Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------|------------------|---------------|
| President | Edward C. Knight | Philadelphia. |
| Vice President | A. A. McLeod | do. |
| Secretary | John S. Wise | do. |
| Treasurer | H. K. Nichols | do. |
| Chief Engineer | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-------------------|-------------------|------------------------|--|
| | From— | To— | | |
| Northeast Pennsylvania Railroad Company. | Glenside, Pa. . . | New Hope, Pa. . . | 25.60 | 25.60 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|-----------------------|---|-----------------------|
| Cost of road | \$708,701 34 | Capital stock | \$400,000 00 |
| Cash and current assets | 262,848 24 | Funded debt | 400,000 00 |
| Profit and loss | 311,571 25 | Current liabilities | 478,120 88 |
| | | Accrued interest on funded debt not yet payable | 5,000 00 |
| Total | \$1,283,120 88 | Total | \$1,283,120 88 |

PAYMENTS AND SALARIES

| CLASS | Number | Total yearly compensation | Average daily compensation |
|-----------------|--------|---------------------------|----------------------------|
| President | 1 | \$1,500 00 | 4 11 |
| Vice-President | 1 | 1,200 00 | 3 30 |
| General Manager | 1 | 1,200 00 | 3 30 |
| Superintendent | 1 | 1,200 00 | 3 30 |
| Comptroller | 1 | 1,200 00 | 3 30 |
| Attorney | 1 | 1,200 00 | 3 30 |
| Total | 6 | \$7,200 00 | 2 00 |
| Other officers | 5 | \$1,500 00 | 4 11 |
| Other employees | 6 | \$8,546 40 | 2 35 |
| Total | 11 | \$9,046 40 | 2 35 |

IN WHOLE LENGTH OF ROAD

| | IN WHOLE LENGTH OF ROAD | IN PENNSYLVANIA. |
|--|-------------------------|------------------|
| Stations | | |
| V number stations | 13 | 13 |
| V number with stations | 2 | 2 |
| Trains | | |
| V number | 5 | 5 |
| Average length (feet) | 300 | 300 |
| Telegraph | | |
| Miles of wire operated by the P. & N. R. Co. Reading and Harrisville | 25.7 | 25.7 |
| Telegraph company | 37 | 37 |

Gauge of track 4 ft. 8 1/2 in.

NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization : April 5, 1852.
 By what authority incorporated : State of Pennsylvania, April 5, 1852, January 25, 1853, March 29, 1853, June 20, 1853, April 17, 1854, May 5, 1854.
 Operated by Philadelphia and Reading Railroad Company.

DIRECTORS

| NAME | RESIDENCE ADDRESS | DATE OF EXPIRATION OF TERM |
|-----------------------|-------------------|----------------------------|
| Richard J. DeLoach | Philadelphia | January 10, 1898. |
| Charles A. Sparks | " | do. |
| Edwin H. Frier | " | do. |
| Thomas Cochran | " | do. |
| Thomas McKean | " | do. |
| John H. Mendenhall | " | do. |
| John R. Felt | " | do. |
| Edward C. Knight, Jr. | " | do. |
| Peter C. H. | " | do. |
| Am. Patten, Jr. | " | do. |
| Henry P. McKean, Jr. | " | do. |
| Harriet M. Howe | " | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.
 Postoffice address of general office: 240 South Third street, Philadelphia.
 Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-------------------------------|---------------|
| President. | Edward C. Knight. | Philadelphia. |
| Secretary. | John S. Wise. | do. |
| Treasurer. | William Rotch Wister. | do. |
| General Solicitor, Attorney or Counsel. | David K. Fuller. | do. |
| Cashier. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------------|------------------------------|---|---|----------------|--------------------------------|
| | From— | To— | | | |
| North Pennsylvania Railroad Company. | Philadelphia, Willow street, | Bethlehem. . . | Philadelphia & Reading R. R. Co., lessee. | 56.60 | 56.60 |
| North Pennsylvania Railroad Company. | Jenkinson. | Middle of Delaware river, near Yardley. | Philadelphia & Reading R. R. Co., lessee. | 20.50 | 20.50 |
| North Pennsylvania Railroad Company. | Lansdale. | Doylestown. . . | Philadelphia & Reading R. R. Co., lessee. | 10.30 | 10.30 |
| Total mileage. | | | | 86.40 | 86.40 |

On the 14th day of May, 1879, the railroad property and plant of the company was leased to the Philadelphia and Reading Railroad Company for 990 years, from May 1, 1879, since which time the railroad has been operated by that company.

TERMS.—The lessees to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company. Six per cent. upon the floating debt, and for the first and second years of said term, six per cent., third and fourth years, seven per cent., and during the fifth and succeeding years, eight per cent. upon the capital stock of the company. Lessees to pay all taxes upon the capital stock, gross receipts, etc., as the same shall fall due, and also the yearly sum of \$12,000.00, for defraying the expenses of maintaining the corporate organization of the company.

BONDS OWNED.

Mansion Hotel Company (total amount held), \$6,300 00

STOCKS OWNED.

Northeast Pennsylvania Railroad Company (total par value), \$35,465 00

Yardleyville-Delaware Bridge Company (total par value), 9,000 00

Mansion House Hotel Company (total par value), 5,000 00

Total, \$49,465 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------|--|-----------------|
| Cost of road. | \$10,315,883 97 | Capital stock, | \$4,720,750 00 |
| Cost of equipment. | 1,750,385 86 | Funded debt, | 7,200,000 00 |
| Bonds of other companies owned, | 6,300 00 | Ground rents and mortgages, | 458,128 54 |
| Stocks of other companies owned, | 49,465 00 | Unpaid six per cent. bonds, | 2,000 00 |
| Office building, | 25,285 26 | Interest, dividends, etc., | 155,276 11 |
| Cash and current assets, | 315,114 43 | Accrued interest on funded debt not yet payable, | 157,500 00 |
| Other assets, | 388,605 46 | Profit and loss, | 162,915 12 |
| Total, | \$12,856,569 77 | Total, | \$12,856,569 77 |

NORTH AND WEST BRANCH RAILWAY COMPANY.

Date of organization : July 23, 1881.

By what authority incorporated : General law, April 8, 1861.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPI- RATION OF TERM. |
|-----------------------------|--------------------------|----------------------------------|
| C. R. Buckalew, | Bloomsburg, Pa. | April 25, 1893. |
| William Neal, | Bloomsburg, Pa. | do. |
| Henry W. Palmer, | Wilkesbarre, Pa. | do. |
| Charles Parrish, | Wilkesbarre, Pa. | do. |
| N. P. Shortridge, | Wynnewood, Pa. | do. |
| G. B. Roberts, | Philadelphia, | do. |
| W. H. Barnes, | Philadelphia, | do. |
| A. J. Cassatt, | Philadelphia, | do. |
| J. N. DuBarry, | Philadelphia, | do. |
| John P. Green, | Philadelphia, | do. |
| H. H. Houston, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors : April 26, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|--------------------------|-----------------|
| President, | D. J. Waller, | Bloomsburg, Pa. |
| Vice President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | Albert Hewson, | Philadelphia. |
| Treasurer, | Taber Ashton, | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|------------------|--------------------|------------------------------|----------------|-----------------------------------|
| | From— | To— | | | |
| North and West Branch rail- way, | Catawissa, . . . | Wilkesbarre, . . . | Penna. R. R. Co., . . . | 43.13 | 43.13 |
| Branch, | | | | 4.69 | 4.69 |
| Total mileage, | | | | 47.82 | 47.82 |

Agreement dated November 23, 1881, expiring September 1, 1901. Rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$3,354,926 80 | Capital stock, | \$1,500,000 00 |
| Cash and current assets, | 433,418 24 | Funded debt, | 1,500,000 00 |
| | | Current liabilities, | 47,321 45 |
| | | Profit and loss, | 741,023 39 |
| Total, | \$3,788,344 84 | Total, | \$3,788,344 84 |

EMPLOYES AND SALARIES.

General officers, 8; total yearly compensation, 300 00.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone | 8 | 8 |
| Number iron | 7 | 7 |
| Number wooden | 12 | 12 |
| Trestles: | | |
| Number | 9 | 9 |
| Aggregate length (feet) | 688 | 688 |
| Telegraph: | | |
| Miles of line owned by this company | 42.69 | 42.69 |
| Miles of wire owned by this company | 181.18 | 181.18 |
| Miles of line operated by Pennsylvania Railroad Company, lessee | 42.69 | 42.69 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee | 181.18 | 181.18 |
| Gauge of track, | 4 ft. 9 in. | |

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY.

Date of organization: May 10, 1881.

By what authority incorporated: State of Pennsylvania, act of April 4, 1868.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|-----------------------------|
| W. W. Smith | Washington, Pa. | First Monday in June, 1893. |
| William Workman | Washington, Pa. | do. do. |
| T. M. Bayne | Pittsburg | do. do. |
| Emil Winter | Pittsburg | do. do. |
| W. T. Manning | Pittsburg | do. do. |
| J. Frank Supplee | Baltimore, Md. | do. do. |

Date of last meeting of stockholders for election of directors: June 6, 1892.

Postoffice address of general office: Pittsburg.

Postoffice address of operating company: Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|----------------------------|----------------|
| President | J. E. Washington | Pittsburg. |
| Secretary | A. W. Black | Pittsburg. |
| Treasurer | W. H. Ijams | Baltimore, Md. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|---|-----------------------|--------------------------------------|----------------|--------------------------------|
| | From-- | To-- | | | |
| Ohio and Baltimore Short Line Railway Company. | Morrell Junction, Pa.. | Elm Siding, Pa. | Baltimore and Ohio Railroad Company. | 6.80 | 6.80 |
| | Ohio and Baltimore Short Line Junction, Pa., Lisening, Pa.. | Morrell Junction, Pa. | Baltimore and Ohio Railroad Company. | 1.20 | 1.20 |
| | | Trotters, Pa.. | Baltimore and Ohio Railroad Company. | 1.30 | 1.30 |
| Total mileage, | | | | 9.30 | 9.30 |

Operated by the Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock, from May 10, 1881.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------|----------------|------------------------------|----------------|
| Cost of road. | \$1,541,022 92 | Capital stock. | \$290,000 00 |
| | | Funded debt. | 500,000 00 |
| | | Current liabilities. | 1,022,516 72 |
| Total, | \$1,818,516 72 | Total, | \$1,818,516 72 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Average daily compensation. |
|--|---------|-----------------------------|
| Enginemen. | 1 | \$3 50 |
| Firemen. | 1 | 1 75 |
| Section foremen. | 1 | 1 41 |
| Other trackmen. | 6 | 1 30 |
| Switchmen, flagmen and watchmen. | 3 | 1 12 |
| Total. | 12 | |
| Distribution of above: | | |
| Maintenance of way and structures. | 10 | |
| Conducting transportation. | 2 | |
| Total. | 12 | |
| Employees in Pennsylvania: | | |
| Total number of employees in Pennsylvania. | 12 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|----------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number stone. | 3 | 3 |
| Number iron. | 3 | 3 |
| Number wooden. | 2 | 2 |
| Trestles: | | |
| Number. | 3 | 3 |
| Aggregate length (feet). | 706 | 706 |
| Gauge of track, | | 4 ft. 8½ in. |

OHIO CONNECTING RAILWAY COMPANY.

Date of organization : November 22, 1886.

By what authority incorporated : General railroad law, April 4, 1868.

Operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|---------------------|-----------------------------|
| John E. Davidson | Pittsburg | February 7, 1892. |
| J. J. Brooks | do. | do. |
| James McCrea | do. | do. |
| John W. Renner | do. | do. |
| William Mullins | do. | do. |
| A. McElevy | do. | do. |

Date of last meeting of stockholders for election of directors : February 2, 1892.

Postoffice address of general office : Pittsburg.

Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|-----------------------------|------------|
| President | Thomas D. Messler | Pittsburg. |
| Vice President | John E. Davidson | do. |
| Secretary | S. B. Liggett | do. |
| Treasurer | T. H. B. McKnight | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|---|---|---|----------------|--------------------------------|
| | From— | To— | | | |
| Ohio Connecting railway (the railway crosses the Ohio river). | Connection with P., C., C. & St. L. Ry. near Pittsburg. | Connection with P., Ft. W. & C. Ry., Allegheny. | Pittsburg, Cincinnati, Chicago and St. Louis Railway Company. | 3.27 | 3.27 |
| Total mileage | | | | 3.27 | 3.27 |

The Pittsburg, Cincinnati, Chicago and St. Louis Railway Company operates the railway for cost of such service and pays balance of earnings to the lessor company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|-----------------------|-------------------------------|-----------------------|
| Cost of road | \$1,348,891 04 | Capital stock | \$600,000 00 |
| Cash and current assets | 48,707 83 | Funded debt | 600,000 00 |
| | | Current liabilities | 44,658 58 |
| | | Profit and loss | 27,944 79 |
| Total | \$1,392,598 87 | Total | \$1,392,598 87 |

IMPORTANT CHANGES DURING THE YEAR.

\$60,000.00 additional stock issued.

\$60,000.00 additional obligation issued.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron. | 1 | 1 |
| Telegraph: | | |
| Miles of line owned by this company. | .75 | .75 |
| Miles of wire owned by this company. | 3.01 | 3.01 |
| Miles of line operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company. | .75 | .75 |
| Miles of wire operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company. | 3.01 | 3.01 |
| Gauge of track, | | <u>4 ft. 9 in.</u> |

**OHIO CONNECTING RAILWAY—OPERATED BY PITTSBURG,
CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COM-
PANY.**

See report of Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, operating.

PROPERTY OPERATED

| NAME. | TERMINALS. | | Total mileage of road | Total mileage of road in Penn- sylvania. |
|--|--|--|--------------------------|--|
| | From - | To - | | |
| Ohio Connecting rail- way. | P., C., C. & St. L. railway, two miles west of Birming- ham, Pa., | P., Ft. W. & C. railway at Verner station, Allegheny, Pa., | 2.75 | 2.75 |
| Sheridan Branch. | P., C., C. & St. L. railway, two and one-half miles west of Birmingham, Pa., | Junction with main line Ohio Connecting railway. | .52 | .52 |
| Total mileage oper- ated, | | | 3.27 | 3.27 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| General officers * | | | |
| General office clerks.* | | | |
| Section foremen, | 1 | \$540 00 | \$1 72 |
| Other trackmen, | 4 | 1,585 45 | 1 20 |
| Switchmen, flagmen and watchmen, | 4 | 1,414 80 | 1 16 |
| Telegraph operators and dispatchers, | 6 | 3,900 00 | 2 04 |
| All other employes and laborers, | 3 | 1,648 00 | 1 65 |
| Total, | 18 | \$9,066 25 | \$1 58 |
| Distribution of above: | | | |
| General administration, | 5 | \$2,126 45 | \$1 30 |
| Maintenance of equipment, | 13 | 6,939 80 | 1 09 |
| Total, | 18 | \$9,066 25 | \$1 58 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 18 | \$9,066 25 | \$1 58 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 3 | 3 |
| Number wooden, | 1 | 1 |
| Trestles: | | |
| Number, | 5 | 5 |
| Aggregate length (feet), | 2,789 | 2,789 |
| Telegraph: | | |
| Miles of line operated by this company (Ohio Connecting Railway Company, owner), | .7 | .7 |
| Miles of wire operated by this company (Ohio Connecting Railway Company, owner), | 5.5 | 5.5 |
| Gauge of track, | | 4 ft. 9 in. |

OLEAN, BRADFORD AND WARREN RAILWAY COMPANY.

Date of organization : September 29, 1877.

By what authority incorporated : Organized under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

* The series of general officers and general office clerks are devoted to all the lines operated by the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, and the proportion applicable to the Ohio Connecting railway, on the basis of the ratio of the mileage thereof to the total mileage operated is inconsiderable, and is therefore not stated.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|---------------------------------------|-----------------------------|
| Calvin H. Allen | Mills building, New York city. | January 9, 1898. |
| Samuel G. De Coursey | 242 South Third street Philadelphia. | do. |
| Edward L. Owen | 71 Wall street, New York city. | do. |
| John D. Probst | 52 Exchange Place, New York city. | do. |
| E. W. Clark, Jr. | Bullitt building, Philadelphia. | do. |
| W. T. Tiers | 11 South Front street, Philadelphia. | do. |
| George E. Bartol | 130 South Front street, Philadelphia. | do. |

Date of last meeting of stockholders for election of directors: January 14, 1889.
 Postoffice address of general office: Buffalo, N. Y., 84 Exchange street.
 Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|-----------------------|----------------|
| President | Calvin H. Allen. | New York city. |
| Vice President | Samuel G. De Coursey. | Philadelphia. |
| Secretary | Joseph R. Trimble. | Philadelphia. |
| Treasurer | Franklin S. Buell. | Buffalo, N. Y. |
| Auditor | John F. Reynolds. | Buffalo, N. Y. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|-------------|-----------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Olean, Bradford and Warren Railway Company | State line. | Bradford. | Western New York and Pennsylvania Railroad Co. | 10.11 | 10.11 |

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Olean, Bradford and Warren Railway Company of Pennsylvania.

Recorded in McKean county, February 16, 1882, in mortgage-book volume "M," page 279; also July 21, 1882, in deed-book volume 16, page 121; and in Warren county, March 10, 1883, in deed-book No. 20, page 665. Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

ONTARIO, CARBONDALE AND SCRANTON RAILWAY COMPANY.

Date of organization : October 3, 1889.

By what authority incorporated : An act supplementary to an act regulating railroad companies, approved the 19th day of February, A. D. 1849, approved 24th March, 1865, laws of Pennsylvania, and under general railroad acts of State of New York.

If a consolidated company, name the constituent companies : The Scranton and Forest City Railroad Company, charter dated 21st November, 1838, under general act. The Forest City and State Line Railroad Company, charter dated 16th March, 1839, under general act.

The Hancock and Pennsylvania Railroad Company, organized under laws of State of New York 2d April, 1839.

Operated by the New York, Ontario and Western Railway Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|---------------------------|----------------------------------|
| Edward B. Sturges. | Scranton, Pa. | Last Wednesday of January, 1893. |
| William H. Richmond. | Dickson City, Pa. | do. do. |
| Clarence D. Simpson. | Scranton, Pa. | do. do. |
| John Jermya. | Scranton, Pa. | do. do. |
| O. S. Johnson. | Scranton, Pa. | do. do. |
| William W. Patterson. | Scranton, Pa. | do. do. |
| J. E. Childs. | New York, N. Y. | do. do. |
| John B. Kerr. | New York, N. Y. | do. do. |
| Daniel Scurry. | Carbondale, Pa. | do. do. |
| Edward Clarkson. | Carbondale, Pa. | do. do. |
| Clarence E. Spencer. | Carbondale, Pa. | do. do. |
| Thomas P. Fowler. | New York, N. Y. | do. do. |
| James E. Burr. | Carbondale, Pa. | do. do. |

Date of last meeting of stockholders for election of directors : January 27, 1892.

Postoffice address of general office : Commonwealth building, Scranton Pa., and 56 Beaver street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|----------------------------|-----------------|
| President. | Edward B. Sturges. | Scranton, Pa. |
| Vice President. | James E. Childs. | New York, N. Y. |
| General Manager. | John Fleming. | New York, N. Y. |
| Secretary. | | |
| Treasurer. | John B. Kerr. | New York, N. Y. |
| General Solicitor, Attorney and Counsel. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|--------------------------|----------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| New York, Ontario and Western Railway Company. | Hancock Junction, N. Y., | Scranton, Pa., | New York, Ontario and Western Railway Company. | 53.96 | \$0.75 |

The Ontario, Carbondale and Scranton Railway Company leased all its railroad and property to the New York, Ontario and Western Railway Company by lease dated the tenth day of May, 1890, for the term of ninety-nine (99) years from the first day of July, 1890. The New York, Ontario and Western Railway Company to pay an annual rental of seven-five thousand (75,000) dollars, to be paid in equal semi-annual payments on the last days of November and May in each and every year during said term; also, such other sum as may be necessary to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, the sum of three thousand (3,000) dollars, to be paid in equal quarterly payments on the last days of August, November, February and May in each year; also, five (5) per cent. on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company, from the use and operation of the railway, not exceeding, however, seventy-five thousand (75,000) dollars per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|--|-----------------------|
| Cost of road, | \$3,547,808 29 | Capital stock, | \$1,500,000 00 |
| Cash and current assets, | 10,556 35 | Funded debt, | 1,500,000 00 |
| | | Current liabilities, | 519,491 87 |
| | | Accrued interest on funded debt not yet payable, | 6,250 00 |
| | | Profit and loss, | 32,617 77 |
| Total, | \$3,558,359 64 | Total, | \$3,558,359 64 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|----------|----------------------------|-----------------------------|
| General officers: | | | |
| President, | 1 | \$2,500 00 | |
| Secretary and Treasurer, | 1 | 600 00 | |
| Total, | 2 | \$3,100 00 | \$4 96 |
| Distribution of above: | | | |
| Maintenance of organization, | | \$3,100 00 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 43 | 40 |
| Trestles: | | |
| Number, | 7 | 6 |
| Aggregate length (feet), | 3,000 | 2,508 |
| Telegraph: | | |
| Miles of line owned by this company, | 58.06 | 50.75 |
| Miles of wire owned by this company, | 106.10 | 102.28 |
| Miles of line operated by Western Union Telegraph Company, | 58.06 | 50.75 |
| Miles of wire operated by Western Union Telegraph Company, | 106.10 | 102.28 |

Gauge of track, 4 ft. 8½ in.

PENNSYLVANIA RAILROAD COMPANY.

Date of organization : March 30, 1847. Act of incorporation was approved April 13, 1846; letters patent issued February 25, 1847; first election for directors held March 30, 1847.

By what authority incorporated : Pennsylvania Railroad Company organized under laws of State of Pennsylvania; act of incorporation approved April 13, 1846 (see P. L. page 112); acts supplementary or amendatory thereto have also been approved, as follows : April 13, 1846 (P. L. p. 326), March 17, 1848 (P. L. p. 273), March 20, 1849 (P. L. p. 196), April 5, 1849 (P. L. p. 341), April 5, 1849 (P. L. p. 360), April 2, 1850 (P. L. p. 1031), April 6, 1850 (P. L. p. 373), April 26, 1850 (P. L. p. 533), April 12, 1851 (P. L. p. 518), January 29, 1852 (P. L. p. 639), April 23, 1852 (P. L. p. 394), May 1, 1852 (P. L. p. 508), May 6, 1852 (P. L. p. 616), March 3, 1853 (P. L. p. 137), March 23, 1853 (P. L. p. 219), May 11, 1853 (P. L. p. 672), May 20, 1853 (P. L. p. 677), February 16, 1854 (P. L. p. 72), February 17, 1854 (P. L. p. 76), April 18, 1854 (P. L. p. 385), April 19, 1854 (P. L. p. 392), April 21, 1854 (P. L. p. 453), April 6, 1855 (P. L. p. 196), May 2, 1855 (P. L. p. 409), May 2, 1855 (P. L. p. 412), May 7, 1855 (P. L. p. 459), February 7, 1856 (P. L. p. 33), April 18, 1856 (P. L. p. 447), April 22, 1856 (P. L. p. 526), May 13, 1856 (P. L. p. 554), April 1, 1857 (P. L. p. 209), May 16, 1857 (P. L. p. 519), May 16, 1857 (P. L. p. 539), May 20, 1857 (P. L. p. 598), May 20, 1857 (P. L. p. 599), May 21, 1857 (P. L. p. 649), March 19, 1858 (P. L. p. 136), April 1, 1858 (P. L. p. 197), January 4, 1859 (P. L. p. 827), April 11, 1859 (P. L. p. 512), April 15, 1859 (P. L. p. 679), March 19, 1860 (P. L. p. 175), March 30, 1860 (P. L. p. 365), March 30, 1860 (P. L. p. 379), April 5, 1860 (P. L. p. 667), March 7, 1861 (P. L. p. 88), March 16, 1863 (P. L. p. 132), April 1, 1863 (P. L. p. 194), April 18, 1863 (P. L. p. 512), April 20, 1864 (P. L. p. 514), April 23, 1864 (P. L. p. 535), April 27, 1864 (P. L. p. 615), April 27, 1864 (P. L. p. 634), April 23, 1864 (P. L. p. 650), July 7, 1864 (P. L. p. 951), August 10, 1864 (P. L. p. 1035), August 12, 1864 (P. L. p. 963), March 21, 1865 (P. L. p. 466), March 23, 1865 (P. L. p. 534), March 23, 1865 (P. L. p. 643), April 4, 1866 (P. L. p. 819), March 21, 1866 (P. L. p. 263), April 11, 1866 (P. L. p. 798), March 22, 1867 (P. L. p. 528), April 10, 1867 (P. L. p. 993), April 4, 1868 (P. L. p. 58), December 29, 1869 (P. L. p. 1874), April 6, 1870 (P. L. p. 1008), February 17, 1871 (P. L. p. 55), March 8, 1871 (P. L. p. 188), March 8, 1871 (P. L. p. 189), March 8, 1871 (P. L. p. 190), March 25, 1871 (P. L. p. 451), March 6, 1872 (P. L. p. 220), March 7, 1872 (P. L. p. 259), February 18, 1873 (P. L. p. 146), March 12, 1873 (P. L. p. 253), June 6, 1873 (P. L. p. 415).

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|--|-----------------------------|
| George B Roberts. | 233 South Fourth street, Philadelphia. | March 26, 1863. |
| Alexander M. Fox. | 1415 North Broad street, Philadelphia. | do. |
| Alexander Biddle. | 1307 Walnut street, Philadelphia. | do. |
| N. Parker Shortridge. | Wynnewood, Montgomery county, Pa. | do. |
| Henry D. Welsh. | Wissahickon Heights, Chestnut Hill, Phila. | do. |
| William L. Elkins. | 423 Walnut street, Philadelphia. | do. |
| H. H. Houston. | 308 Walnut street, Philadelphia. | do. |
| A. J. Cassatt. | Haverford, Montgomery county, Pa. | do. |
| C. A. Griscom. | 307 Walnut street, Philadelphia. | do. |
| B. B. Comegys. | Philadelphia National Bank, Philadelphia. | do. |
| Amos E. Little. | Aldine Hotel, Philadelphia. | do. |
| William H. Barnes. | 234 South Fourth street, Philadelphia. | do. |
| George Wood. | 626 Chestnut street, Philadelphia. | do. |
| Frank Thomson. | 233 South Fourth street, Philadelphia. | do. |
| Joseph N. DuBarry. | 233 South Fourth street, Philadelphia. | do. |
| John P. Green. | 233 South Fourth street, Philadelphia. | do. |

Total number of stockholders at date of last election : 23,846.

Date of last meeting of stockholders for election of directors : March 22, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|-----------------------|-------------------------------------|
| President. | George B. Roberts. | 233 S. Fourth street, Philadelphia. |
| Assistant to President. | Samuel Rea. | do. do. |
| First Vice President. | Frank Thomson. | do. do. |
| Second Vice President. | J. N. DuBarry. | do. do. |
| Third Vice President. | John P. Green. | do. do. |
| Secretary. | John C. Blms. | do. do. |
| Assistant Secretary. | Daniel S. Newhall. | do. do. |
| Treasurer. | Robert W. Smith. | do. do. |
| Assistant Treasurer. | George E. Peabody. | do. do. |
| Cashier. | Benjamin F. Crawford. | do. do. |
| Chief Engineer. | William H. Brown. | do. do. |
| Assistant Chief Engineer. | Joseph T. Richards. | do. do. |
| General Solicitor, Attorney or Counsel. | John Scott. | do. do. |
| Assistant General Solicitor. | James A. Logan. | do. do. |
| Comptroller. | Robert W. Downing. | do. do. |
| Assistant Comptroller. | M. Klebenack. | do. do. |
| Assistant to Second Vice President. | Joseph M. Crawford. | do. do. |
| General Manager. | Charles N. Fugh. | do. do. |
| General Passenger Agent. | James R. Wood. | do. do. |
| Assistant General Passenger Agent. | George W. Boyd. | do. do. |
| General Freight Agent. | William H. Joyce. | do. do. |
| Assistant General Freight Agent. | Charles A. Chipley. | do. do. |
| General Superintendent Motive Power. | Theodore N. Ely. | Altoona, Pa. |
| General Superintendent Transportation. | S. M. Prevost. | 233 S. Fourth street, Philadelphia. |
| General Superintendent Penna. R. R. Div. | Frank L. Sheppard. | Altoona, Pa. |
| General Supt' United R. R. of N. J. Div. | F. Wolcott Jackson. | Jersey City, N. J. |
| General Supt' Phila. & Erie R. R. Div. | Robert Neilson. | Williamsport, Pa. |
| Coal Freight Agent. | J. G. Searles. | 233 S. Fourth street, Philadelphia. |
| Supt' Voluntary Relief Department. | J. A. Anderson. | Trenton, N. J. |
| Superintendent of Employes Saving Fund. | Daniel S. Newhall. | 233 S. Fourth street, Philadelphia. |
| General Baggage Agent. | F. J. McWade. | Broad Street Station, Philadelphia. |
| Manager of Empire Line. | George M. Ball. | 233 S. Fourth street, Philadelphia. |
| Manager of Union Line. | D. S. Gray. | Columbus, Ohio. |
| Purchasing Agent. | Enoch Lewis. | 233 S. Fourth street, Philadelphia. |
| Assistant Purchasing Agent. | A. W. Sumner. | 233 S. Fourth street, Philadelphia. |
| Real Estate Agent. | John C. Wilson. | 233 S. Fourth street, Philadelphia. |
| Chief Conveyancer. | George W. I. Ball. | 233 S. Fourth street, Philadelphia. |
| Secretary Insurance Department. | Hugh B. Ely. | 233 S. Fourth street, Philadelphia. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania |
|-------------------------------------|------------------------|----------------------|------------------------|---------------------------------------|
| | From— | To— | | |
| <i>Main line owned:</i> | | | | |
| Filbert Street Extension. | Broad St. sta., Phila. | West Philadelphia. | 1.00 | 1.00 |
| Philadelphia and Columbia railroad. | West Philadelphia. | Columbia, Pa. | 80.15 | 80.15 |
| Pennsylvania railroad. | Harrisburg, Pa. | Pittsburg. | 248.64 | 248.64 |
| Total. | | | 329.99 | 329.99 |
| <i>Branch lines owned:</i> | | | | |
| Delaware Extension. | In Philadelphia. | | 7.84 | 7.84 |
| Swanson Street branch. | In Philadelphia. | | 1.23 | 1.23 |
| Grand Point branch. | In Philadelphia. | | 2.06 | 2.06 |
| Schoykill River branch. | In Philadelphia. | | 1.70 | 1.70 |
| Fifty-second Street branch. | In Philadelphia. | | .14 | .14 |
| Frazier branch. | Frazier, Pa. | Zermatt, Pa. | 1.80 | 1.80 |
| Trenton Cut-off. | Glen Loch, Pa. | Morrisville, Pa. | 45.67 | 45.67 |
| Lancaster Cut-off. | At Lancaster, Pa. | | 2.42 | 2.42 |
| Columbia Bridge. | Columbia, Pa. | Wrightsville, Pa. | 1.11 | 1.11 |
| York branch. | Wrightsville, Pa. | York, Pa. | 11.77 | 11.77 |
| Tyrene branch. | Tyrene, Pa. | Vail, Pa. | 3.15 | 3.15 |
| Holidaysburg branch. | Altoona, Pa. | Holidaysburg, Pa. | 9.60 | 9.60 |
| Morrison's Cove branch. | Holidaysburg, Pa. | Henrietta, Pa. | 18.90 | 18.90 |
| Martinsburg branch. | Martinsburg Jc. Pa. | Martinsburg, Pa. | .70 | .70 |
| Bloomfield branch. | Roaring Spring, Pa. | Ore Hill, Pa. | 3.00 | 3.00 |
| Williamsburg branch. | Williamsburg Jc. Pa. | Carlisle, Pa. | 17.90 | 17.90 |
| Springfield branch. | Springfield Jc., Pa. | Oreminia, Pa. | 8.30 | 8.30 |
| Lilly branch. | Lilly, Pa. | Coal Mines, Pa. | .76 | .76 |
| Ben's Creek branch. | Ben's Creek, Pa. | Coal Mines, Pa. | 1.61 | 1.61 |
| Martin's branch. | Near Portage, Pa. | Coal Tipple, Pa. | 3.63 | 3.63 |
| Willmore branch. | Near Ben's Creek, Pa. | Near Summerhill, Pa. | .67 | .67 |
| Summerhill branch. | Summerhill, Pa. | South Fork, Pa. | 2.08 | 2.08 |
| Alexandria branch. | Donohue, Pa. | Crabtree, Pa. | 4.56 | 4.56 |

PROPERTY OPERATED—Continued.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|---|--|------------------------|--|
| | From— | To— | | |
| Bull Run branch, | Jeannette, Pa. | Glass Works, Pa. | .67 | .67 |
| Manor branch, | Manor, Pa. | Claridge, Pa. | 4.30 | 4.30 |
| Indiana branch, | Dilliersville Int., Pa. | Indiana, Pa. | 18.91 | 18.91 |
| Fort Ferry branch, | Near Brinton, Pa. | Thomson, Pa. | 1.37 | 1.37 |
| Brush Creek branch, | Jeannette, Pa. | Terminus, Pa. | .54 | .54 |
| Turtle Creek branch, | Brinton, Pa. | Near Wilmerding, Pa. | 2.02 | 2.02 |
| New Portage railroad branch, | Bennington Furnace, Pa. | Terminus, Pa. | .82 | .82 |
| Tearing Run branch, | Tearing Run Jc. Pa. | Terminus, Pa. | .96 | .96 |
| Total. | | | 180.02 | 180.02 |
| <i>Lines operated under lease, contract, etc.</i> | | | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, | Dilliersville, Pa. | Harrisburg, Pa. | 58.74 | 58.74 |
| West Chester railroad, | Columbia, Pa. | Branch Int., Pa. | 5.00 | 5.00 |
| Pennsylvania Schuylkill Valley railroad, | Zermatt, Pa. | West Chester, Pa. | 120.19 | 120.19 |
| Downingtown and Lancaster railroad, | Downingtown, Pa. | New Boston, Pa., and branches, | 37.98 | 37.98 |
| Pomeroy and Newark railroad, | Pomeroy, Pa. | Conestoga, Pa. | 26.70 | 21.65 |
| Columbia and York Deposit railroad, | Columbia, Pa. | Newark, Del. | 43.53 | 28.97 |
| Hanover and York railroad, | Hanover, Pa. | Perryville, Md., | 18.35 | 18.35 |
| Littlestown railroad, | Hanover, Pa. | Penn'a. and Md. State line, | 9.30 | 9.30 |
| Frederick and Pennsylvania Line railroad, | Penn'a and Maryland State line, | Frederick, Md., | 28.00 | |
| Mifflin and Centre County railroad, | Lewistown Jc., Pa. | Milroy, Pa. | 12.43 | 12.43 |
| Sunbury and Lewistown railway, | Lewistown boro' Pa. | Sellingrove Jc., Pa. | 43.45 | 43.45 |
| Bedford and Bridgeport railway, | Mt. Dallas, Pa. | Penn'a. and Md. State line and branches, | 49.17 | 49.17 |
| Lewitsburg and Tyrone railroad, | Tyrone, Pa. | Fairbrook, Pa., and branches, | 85.08 | 85.08 |
| Bald Eagle Valley railroad, | Montandon, Pa. | Near Lemont, Pa., | 90.68 | 90.68 |
| Tyrone and Clearfield railway, | Vall, Pa. | Lock Haven, Pa., and branches, | 124.32 | 124.32 |
| Tipton railroad, | Tipton, Pa. | Curwensville, Pa., and branches, | 4.44 | 4.44 |
| Cambria and Clearfield railroad, | La Jose, Pa. | Coal Mines, Pa. | 60.95 | 60.95 |
| South Fork railroad, | South Fork, Pa. | Brubaker Jc., Pa., and branches, | 8.12 | 8.12 |
| Western Pennsylvania railroad, | Boltvar, Pa. | End of track, Pa. | 117.16 | 117.16 |
| South West Pennsylvania railway, | Near Greensburg, Pa., | Allegheny City, Pa., and branches, | 108.90 | 108.90 |
| Turtle Creek Valley railroad, | Stewart, Pa. | Fairhance, Pa., and branches, | 6.37 | 6.37 |
| Pittsburg, Virginia and Charleston railway, | Pittsburg (S. side), | End of track, Pa., | 72.52 | 72.52 |
| McKeesport and Bessemer railroad, | Near Cochran, Pa., | West Brownsville, Pa., and branches, | 1.47 | 1.47 |
| United New Jersey Railroad and Canal Companies lines, | Trenton and Camden, N. J., | National Tube Works, Pa. | 144.72 | |
| Hudson River ferries, | Jersey City, N. J., | Jersey City, S. Amboy, N. J., and branches, | 1.00 | |
| Trenton Delaware bridge, | Morrisville, Pa. | New York, N. Y., | .19 | |
| Philadelphia and Trenton railroad, | Kensington, Phila., | Trenton, N. J., | 26.50 | 26.50 |
| Connecting railway, | Mantua, Phila., | Morrisville, Pa., | 8.75 | 8.75 |
| Kensington and Tacony railroad, | In Philadelphia, | Frankford Jc., Phila., | 8.77 | 8.77 |
| River Front railroad, | Near Waverly, N. J., | Crossing Central R. R. of N. J., and branches, | 3.86 | 3.86 |
| New York Bay railroad, | Rahway, N. J., | Perth Amboy, N. J., | 6.40 | |
| Perth Amboy & Woodbridge railroad, | New Brunswick, N. J., | East Millstone, N. J., | 6.64 | |
| Millstone & New Brunswick railroad, | Kingston, N. J., | Rocky Hill, N. J., | 2.38 | |
| Rocky Hill railroad, | Trenton, N. J., | Manunka Chunk, N. J., and branch, | 79.04 | |
| Belvidere Delaware railroad, | Coalport, N. J., | East Trenton, N. J., | 1.20 | |
| Enterprise railroad, * | Middle Delaware river, | Near Martin's Creek, N. J., | .14 | |
| Martin's Creek Railway of N. J., * | Middle Delaware river, | Junction Bangor and Portland R. R., Pa. | .15 | .15 |
| Martin's Creek Railway of Pennsylvania, * | Holmesburg Jc. Phila., | Bustleton, Phila., | 4.16 | 4.16 |
| Bustleton railroad, | Germantown Junction Philadelphia, | Chestnut Hill, Phila., | 6.75 | 6.75 |
| Philadelphia, Germantown and Chestnut Hill railroad, | Jamesburg, N. J., | Sea Girt, N. J., | 27.54 | |
| Freehold & Jamesburg Agricultural railroad, | Kinkora, N. J., | New Lisbon, N. J., | 14.16 | |
| Columbus, Kinkora and Springfield railroad, | Birmingham, N. J., | Bay Head Jc., N. J., and branches, | 49.09 | |
| Philadelphia and Long Branch railroad, | | | | |

* Operations included with Belvidere Delaware railroad.

PROPERTY OPERATED—Continued.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-------------------------|---------------------------------|------------------------|--|
| | From— | To— | | |
| Long Beach railroad. | Manahawkin, N. J., . . | Beach Haven, N. J., and branch. | 20.50 | 20.50 |
| Camden and Burlington County railroad. | Camden, N. J., | Pemberton, N. J., and branch. | 29.61 | 29.61 |
| Vincentown Branch railroad. | Evansville, N. J., . . | Vincentown, N. J., . . | 2.84 | 2.84 |
| Mt. Holly, Lumberton and Medford railroad. | Mt. Holly, N. J., . . . | Medford, N. J., | 5.95 | 5.95 |
| Philadelphia and Erie railroad. | Sunbury, Pa., | Erie, Pa., | 287.56 | 287.56 |
| Sunbury, Hazleton and Wilkesbarre railway. | Sunbury, Pa., | Tomhicken, Pa., | 45.44 | 45.44 |
| North and West Branch railway. | Catawissa, Pa., | Wilkesbarre, Pa., and branch. | 47.82 | 47.82 |
| Nescopec railroad. | Hock Glen Jc., Pa., . . | Nescopec, Pa., | 11.96 | 11.96 |
| Susquehanna and Clearfield railroad. | Keating, Pa., | Karhaus, Pa., and branch. | 24.89 | 24.89 |
| Ridgway and Clearfield railroad. | Ridgway, Pa., | Falis Creek, Pa., | 27.23 | 27.23 |
| Johnsonburg railroad. | Johnsonburg, Pa., . . . | Clermont, Pa., | 19.69 | 19.69 |
| Total, | | | <u>2,042.77</u> | <u>1,504.84</u> |
| Total mileage operated. | | | 2,551.98 | 2,104.55 |

CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total amount authorized by law. | Amount outstanding. | DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892. | | Manner of payment for capital stock. | Number of shares. | Total cash paid. |
|------------------------|----------------------|---------------------------------|---------------------|--|----------------|--------------------------------------|-------------------|------------------|
| | | | | Rate. | Amount. | | | |
| Capital stock, common. | 850 00 | \$151,700,000 00 | \$126,774,050 00 | November, 1891, 3 per cent. on \$126,774,000 00. | \$8,803,186 00 | Issued for cash, common. | 2,535,461 | \$126,774,050 00 |
| | | | | March, 1892, 3 per cent. on \$126,774,050 00. | 3,803,321 50 | | | |
| Total. | | | | | \$7,606,357 50 | | | |

FUNDED DEBT.
COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of au- thorized issue. | Amount is- sued. | Amount out- standing. | INTEREST. | | | | |
|--|-------------------|--------------|----------------------------------|---------------------|--------------------------|--------------------|------------------------|-------------------------------------|-----------------------------|--|
| | Date of issue. | When due. | | | | Rate. | When payable. | Amount ac- crued during year. | Amount paid during year. | |
| General mortgage bonds. | | | 835,000,000 00 | | | | | | | |
| Sterling coupon. | 1870. | 1910. | | \$13,490,750 00 | \$13,498,820 00 | 6 per ct. | January and July, 9. | 890,329 20 | 805,897 18 | |
| Dollar coupon. | 1870. | 1910. | | 2,000,000 00 | 2,000,000 00 | 6 do. | January and July. | 120,000 00 | 119,000 00 | |
| Dollar registered. | 1870. | 1910. | | 4,509,000 00 | 4,509,000 00 | 6 do. | April and October. | 270,640 00 | 272,480 00 | |
| | | | | \$19,999,750 00 | \$19,997,820 00 | | | \$1,190,969 20 | \$1,197,457 18 | |
| Consolidated mortgage bonds. | | | 100,000,000 00 | | | | | | | |
| Sterling coupon. | 1873. | 1905. | | \$24,250,000 00 | \$23,762,000 00 | 6 per ct. | January and July. | \$1,365,731 20 | \$1,365,315 20 | |
| Dollar coupon. | 1873. | 1905. | | 3,000,000 00 | 2,757,000 00 | 6 do. | June and December. | 185,420 00 | 168,110 00 | |
| Dollar registered. | 1873. | 1905. | | 3,000,000 00 | 1,861,000 00 | 6 do. | Mar. June, Sept., Dec. | 117,690 00 | 116,400 00 | |
| Dollar coupon. | 1879. | 1919. | | 3,500,000 00 | 3,498,000 00 | 5 do. | Sept. and December. | 174,900 00 | 178,762 50 | |
| | | | | 1,500,000 00 | 1,500,000 00 | 5 do. | March and September. | 75,000 00 | 74,850 00 | |
| | | | | \$34,250,000 00 | \$32,478,000 00 | | | \$1,896,701 20 | \$1,890,338 40 | |
| Navy Yard mortgage registered bonds. | 1876. | 1901. | 1,000,000 00 | \$1,000,000 00 | \$1,000,000 00 | 5 per ct. | January and July. | 850,000 00 | 850,000 00 | |
| P. W. & B. R. K. stock trust certificates. | 1881. | 1921. | 10,000,000 00 | 10,000,000 00 | 7,500,000 00 | 4 do. | January and July. | 316,480 00 | 316,480 00 | |
| Collateral trust loan. | 1888. | 1918. | 10,000,000 00 | 10,000,000 00 | 9,900,000 00 | 4 do. | June and December. | 445,500 00 | 445,500 00 | |
| Equipment trust bonds. | 1890. | 1914. | 3,000,000 00 | 3,000,000 00 | 3,000,000 00 | 4 do. | March and September. | 54,295 00 | 54,295 00 | |
| Real estate mortgages and ground rents. | Various. | Various. | Not applicable. | 3,044,295 20 | 3,044,295 20 | 4 to 6 1/2 per ct. | Various. | 109,511 20 | 109,511 20 | |
| Total. | | | \$156,000,000 00 | \$61,394,046 20 | \$77,077,126 20 | | | \$4,074,366 00 | \$4,073,961 97 | |

* The actual amount of interest accrued and paid was \$113,060.00, of which amount the above sum \$54,295.00, is paid by Pennsylvania railroad lines east of Pittsburgh, and \$58,765.00 by the Pennsylvania lines west of Pittsburgh, a portion of the equipment covered by the loan being assigned to the western lines.

FUNDED DEBT—Continued.
A. GENERAL STATEMENT—CAR TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | EQUIPMENT COVERED. | | | | | Explanatory remarks. | |
|--|----------------|-----------|---------------------|--------------------|--------|---------------|----------|-------|----------------------|--|
| | | | | Box. | Stock. | Refrigerator. | Gondola. | Flat. | | Total. |
| Pennsylvania Car Trust, Series B. | Jan. 1, 1883. | 10 years. | Ten. | 500 | 500 | | | | 1,650 | <p>Paid off December 31, 1891. These obligations are issued by the Pennsylvania Car Trust, the details of which do not appear on the books of the Pennsylvania Railroad Company as part of its funded debt.</p> <p>The Pennsylvania Railroad Company leases the cars from the trustees of the Car Trust Associations at a yearly rental which is sufficient to pay one-tenth of the principal, the interest on the outstanding stock, and the expenses of the trust.</p> |
| Pennsylvania Car Trust, Series C. | Jan. 1, 1883. | do. | do. | 600 | | | 1,150 | | 1,750 | |
| Pennsylvania Car Trust, Series D. | Oct. 1, 1882. | do. | do. | 982 | | | 2,100 | | 3,082 | |
| Pennsylvania Car Trust, Series E. | May 1, 1882. | do. | do. | 1,322 | | | 1,552 | 200 | 3,074 | |
| Pennsylvania Car Trust, Series F. | Aug. 1, 1883. | do. | do. | 1,322 | 60 | | | | 1,382 | |
| Pennsylvania Car Trust, Series G. | Sept. 1, 1883. | do. | do. | 1,350 | 350 | | | | 1,700 | |
| Pennsylvania Car Trust, Series H. | June 1, 1884. | do. | do. | | | 500 | | | 1,700 | |
| Pennsylvania Car Trust, Series I. | Dec. 1, 1884. | do. | do. | | | | 1,152 | | 1,152 | |
| Pennsylvania Equipment Trust, Series A. | Feb. 1, 1887. | do. | do. | 255 | | | 2,100 | 150 | 2,516 | |
| Pennsylvania Equipment Trust, Series B. | Nov. 1, 1886. | do. | do. | 1,000 | | | 1,210 | | 2,210 | |
| Pennsylvania Equipment Trust, Series C. | Feb. 1, 1887. | do. | do. | 1,250 | | | 2,256 | | 3,506 | |
| Pennsylvania Equipment Trust, Series D. | Aug. 1, 1887. | do. | do. | | | | 376 | 250 | 1,876 | |
| Pennsylvania Equipment Trust, Series E. | May 1, 1887. | do. | do. | | | | 1,985 | | 1,985 | |
| Pennsylvania Equipment Trust, Series F. | Feb. 1, 1888. | do. | do. | 350 | | 50 | | | 1,965 | |
| Pennsylvania Equipment Trust, Series G. | May 1, 1888. | do. | do. | 1,050 | | | 1,115 | | 2,165 | |
| Pennsylvania Equipment Trust, Series H. | Aug. 1, 1889. | do. | do. | 1,040 | | | 1,525 | | 2,565 | |
| Pennsylvania Equipment Trust, Series I.* | Apr. 1, 1890. | do. | do. | 1,440 | | | 1,300 | | 2,740 | |
| Pennsylvania Rolling Stock Trust, Series A. | Nov. 1, 1891. | do. | do. | 1,000 | | | | | 1,000 | |
| Pennsylvania Rolling Stock Trust, Series B.† | April 1, 1892. | do. | do. | 1,569 | | | | | 1,569 | |
| Pennsylvania Rolling Stock Trust, Series C.† | April 1, 1892. | do. | do. | 1,602 | | | | | 1,602 | |

* Six hundred and forty gondola cars added during the year.

† No certificates issued prior to July 1, 1892.

FUNDED DEBT—Continued.
B. STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | | Rate. |
|---|-------------------------------------|------------------------------|-----------------------------------|-----------------------------|----------------------|-----------------------------|--------------------------|-----------|-------|
| | | Original amount. | Amount out-standing July 1, 1892. | Original amount. | Amount out-standing. | Amount accrued during year. | Amount paid during year. | | |
| Pennsylvania Car Trust, Series B. | \$1,000,000 00 | \$1,000,000 00 | ..... | \$275,000 00 | ..... | \$2,500 00 | \$2,500 00 | 5 per ct. | |
| Pennsylvania Car Trust, Series C. | 1,000,000 00 | 1,000,000 00 | ..... | 275,000 00 | ..... | 2,500 00 | 2,500 00 | 5 do. | |
| Pennsylvania Car Trust, Series D. | 1,000,000 00 | 1,000,000 00 | \$100,000 00 | 275,000 00 | ..... | 6,250 00 | 6,250 00 | 5 do. | |
| Pennsylvania Car Trust, Series E. | 1,000,000 00 | 1,000,000 00 | 100,000 00 | 275,000 00 | ..... | 10,000 00 | 10,000 00 | 5 do. | |
| Pennsylvania Car Trust, Series F. | 1,000,000 00 | 1,000,000 00 | 200,000 00 | 275,000 00 | ..... | 11,250 00 | 11,250 00 | 5 do. | |
| Pennsylvania Car Trust, Series G. | 1,000,000 00 | 1,000,000 00 | 200,000 00 | 275,000 00 | ..... | 11,250 00 | 11,250 00 | 5 do. | |
| Pennsylvania Car Trust, Series H. | 1,000,000 00 | 1,000,000 00 | 200,000 00 | 275,000 00 | ..... | 15,000 00 | 15,000 00 | 5 do. | |
| Pennsylvania Car Trust, Series I. | 500,000 00 | 500,000 00 | 170,000 00 | 145,125 00 | ..... | 15,000 00 | 15,000 00 | 5 do. | |
| Pennsylvania Equipment Trust, Series A. | 1,000,000 00 | 1,000,000 00 | 170,000 00 | 230,000 00 | ..... | 23,125 00 | 10,125 00 | 5 do. | |
| Pennsylvania Equipment Trust, Series B. | 1,000,000 00 | 1,000,000 00 | 500,000 00 | 230,000 00 | ..... | 55,000 00 | 23,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series C. | 1,000,000 00 | 1,000,000 00 | 500,000 00 | 230,000 00 | ..... | 50,000 00 | 23,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series D. | 1,000,000 00 | 1,000,000 00 | 500,000 00 | 230,000 00 | ..... | 55,000 00 | 23,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series E. | 1,000,000 00 | 1,000,000 00 | 600,000 00 | 230,000 00 | ..... | 66,000 00 | 25,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series F. | 1,000,000 00 | 1,000,000 00 | 600,000 00 | 230,000 00 | ..... | 66,000 00 | 25,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series G. | 1,000,000 00 | 1,000,000 00 | 600,000 00 | 230,000 00 | ..... | 90,000 00 | 24,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series H. | 1,000,000 00 | 1,000,000 00 | 600,000 00 | 230,000 00 | ..... | 78,000 00 | 27,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series I. | 1,000,000 00 | 1,000,000 00 | 700,000 00 | 230,000 00 | ..... | 84,000 00 | 28,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series J. | 1,000,000 00 | 1,000,000 00 | 800,000 00 | 230,000 00 | ..... | 106,000 00 | 28,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series K. | 1,000,000 00 | 1,000,000 00 | 800,000 00 | 188,400 00 | ..... | 120,000 00 | 31,000 00 | 4 do. | |
| Pennsylvania Equipment Trust, Series L. | 1,000,000 00 | 1,000,000 00 | 800,000 00 | 188,400 00 | ..... | 120,000 00 | 31,000 00 | 4 do. | |
| Pennsylvania Rolling Stock Trust, Series A. | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 367,000 00 | ..... | 76,000 00 | 12,500 00 | 4 do. | |
| Pennsylvania Rolling Stock Trust, Series B. | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | ..... | 210,000 00 | 12,500 00 | 4 do. | |
| Total. | \$19,167,000 00 | \$19,167,000 00 | \$8,892,000 00 | \$4,525,285 00 | \$1,228,795 00 | \$315,885 00 | \$315,885 00 | | |

RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount out-standing. | INTEREST. | |
|---|------------------|----------------------|-----------------------------|--------------------------|
| | | | Amount ac-crued during year | Amount paid during year. |
| Common, income and collateral trust bonds, etc. | \$81,294,046 39 | \$77,077,126 39 | \$4,074,356 69 | \$4,072,561 87 |
| Car trust obligations (not on company's books), | 19,167,000 00 | 8,892,000 00 | 496,367 97 | 496,367 97 |
| Total. | \$100,461,046 39 | \$85,969,126 39 | \$4,560,724 66 | \$4,568,929 84 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892. | |
|---|-----------------|---|-----------------|
| Cash. | \$4,164,076 75 | Loans and bills payable, * | \$11,977,717 99 |
| Bills receivable, | 7,205,848 97 | Audited vouchers and accounts, | 5,999,988 56 |
| Due from agents, | 3,463,243 06 | Wages and salaries, | 2,963,330 01 |
| Due from solvent companies and in-dividuals, | 22,078,160 80 | Net traffic balances due to other companies, | 769,562 55 |
| Other cash assets(excluding material and supplies on hand), as follows: | | Dividends not called for, | 111,305 00 |
| Cash on deposit in London, Eng., for payment of interest, etc. | 1,139,963 53 | Matured interest coupons unpaid, | 151,926 81 |
| Miscellaneous, | | Miscellaneous, | 1,004,733 87 |
| Total, | \$38,060,282 11 | Balance, cash assets, | 15,063,738 32 |
| | | Total, | \$38,060,282 11 |

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | Total amount outstanding. | AMOUNT PER MILE OF ROAD. | |
|----------------------------------|---------------------------|--------------------------|--------------|
| | | Miles. | Amount. |
| Capital stock, | \$126,774,060 00 | 509.71 | \$248,718 00 |
| Bonds, | 77,077,126 39 | 509.71 | 151,217 68 |
| Car trust obligations, | 8,892,000 00 | 509.71 | 17,445 21 |
| Total, | \$212,743,176 39 | 509.71 | \$417,380 84 |

NOTE.—In any use made of the amount of stock, bonds, etc., per mile of road shown in Statement A, it should be borne in mind that as this company has over one hundred and five millions of dollars invested in the stocks and bonds of other companies, and that the equipment owned by it is used on all its leased and operated lines, no averages obtained by dividing the length of the road owned by this company into its capital stock and funded debt can be of any use in comparison with similar data furnished by another road owning no securities, and only having sufficient equipment for its own lines.

* The amount shown above as loans and bills payable (\$11,977,717.99) does not represent money borrowed by the company as indicated by the item, but represents balances due to the various railroads, other corporations, etc., controlled by the Pennsylvania Railroad Company, which under its method of transacting business are required to be deposited with the treasurer of that company.

RECAPITULATION—Continued.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|---|------------------|-----------------|----------------------|------------------|--------------------------|--------------|
| | | | | | Miles. | Amount. |
| Pennsylvania railroad. | \$126,774,050 00 | \$77,077,126 89 | ..... | \$208,851,176 89 | 509.71 | \$399,985 68 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad. | 1,182,500 00 | 700,000 00 | ..... | 1,882,500 00 | 53.74 | 35,030 00 |
| West Chester railroad. | 165,000 00 | 75,000 00 | ..... | 240,000 00 | 5.00 | 48,000 00 |
| Pennsylvania Seaboard Valley railroad. | 7,092,450 00 | 7,000,000 00 | \$688,108 29 | 14,666,558 29 | 120.19 | 122,196 14 |
| Gettysburg and Lancaster railroad. | 405,000 00 | 300,000 00 | 108,947 85 | 813,947 85 | 21.38 | 21,194 75 |
| Pomona and York railroad. | 500,000 00 | 300,000 00 | 59,369 77 | 859,369 77 | 43.75 | 60,253 08 |
| Columbia and Port Deposit railroad. | 200,000 00 | 1,900,000 00 | ..... | 2,400,000 00 | 43.63 | 60,253 08 |
| Hanover and York railroad. | 24,500 00 | 191,100 00 | ..... | 415,550 00 | 18.35 | 22,634 87 |
| Littleton railroad. | 34,500 00 | 191,100 00 | ..... | 415,550 00 | 18.35 | 22,634 87 |
| Fredrick and Pennsylvania Line railroad. | 779,195 00 | 400,000 00 | 16,439 17 | 91,289 17 | 9.30 | 9,816 04 |
| Mifflin and Centre County railroad. | 157,775 00 | 350,000 00 | 292,150 78 | 1,321,250 78 | 28.00 | 47,187 53 |
| Sunbury and Lewisport railroad. | 600,000 00 | 500,000 00 | 44,841 14 | 1,100,000 00 | 12.43 | 33,196 13 |
| Bedford and Bridgeport railroad. | 600,000 00 | 500,000 00 | ..... | 1,100,000 00 | 43.45 | 25,316 46 |
| Lewisburg and Tyrone railroad. | 1,200,000 00 | 1,700,000 00 | ..... | 2,900,000 00 | 49.17 | 46,776 49 |
| Bald Eagle Valley railroad. | 1,535,000 00 | 352,000 00 | 265,060 11 | 1,897,000 00 | 90.68 | 20,809 43 |
| Tyrone and Clearfield railroad. | 1,000,000 00 | 1,000,000 00 | ..... | 2,000,000 00 | 124.32 | 16,067 60 |
| South Branch and Clearfield railroad. | 750,000 00 | 606,000 00 | 470,581 89 | 1,826,581 89 | 61.44 | 37,740 99 |
| South Branch and Clearfield railroad. | 750,000 00 | 606,000 00 | 76,166 19 | 1,426,166 19 | 61.12 | 19,977 31 |
| Western Pennsylvania railroad. | 1,425,000 00 | 4,225,000 00 | ..... | 6,000,000 00 | 117.16 | 61,212 01 |
| Southwest Pennsylvania railroad. | 250,000 00 | 500,000 00 | ..... | 2,390,800 00 | 108.98 | 22,023 51 |
| Turtle Creek Valley railroad. | 2,023,900 00 | 3,610,000 00 | 87,635 06 | 2,897,535 06 | 6.37 | 45,138 94 |
| McKeesport and Bessemer railroad. | 22,000 00 | 200,000 00 | 502,699 90 | 5,867,147 78 | 72.52 | 80,912 13 |
| Philadelphia and Charleston railroad. | 10,375,000 00 | 19,674,000 00 | ..... | 30,049,000 00 | 1.47 | 356,988 70 |
| Johnsborough and Erie railroad. | 200,000 00 | 200,000 00 | 24,968 89 | 424,968 89 | 287.56 | 104,486 45 |
| Ridgway and Clearfield railroad. | 296,000 00 | 491,000 00 | ..... | 952,000 00 | 19.69 | 21,563 47 |
| Susquehanna and Clearfield railroad. | 259,000 00 | 285,000 00 | 79,925 19 | 650,925 99 | 27.23 | 36,063 16 |
| Nesqueop railroad. | 1,500,000 00 | 2,500,000 00 | 74,980 84 | 3,000,000 00 | 11.96 | 44,645 01 |
| North and West Branch railway. | 21,126,400 00 | 20,560,000 00 | ..... | 3,226,000 00 | 45.74 | 62,785 26 |
| United New England Railroad and Canal Company. | 21,126,400 00 | 20,560,000 00 | 11,422,882 65 | 58,226,000 00 | 146.73 | 81,376 60 |
| Trenton Delaware Bridge and Canal Company. | 21,126,400 00 | 20,560,000 00 | ..... | 58,226,000 00 | 146.73 | 81,376 60 |
| Philadelphia and Trenton railroad. | 1,278,800 00 | 991,000 00 | 1,855,177 33 | 3,114,877 33 | 26.50 | 2,868 947 38 |
| Kennington and Trenton railroad. | 200,000 00 | 216,000 00 | 1,068,390 36 | 8,337,960 36 | 6.75 | 117,519 90 |
| River Front railroad. | 228,400 00 | 100,000 00 | 98,257 34 | 296,257 34 | 3.77 | 78,563 65 |
| Perth Amboy and Woodbridge railroad. | 228,400 00 | 100,000 00 | 147,041 32 | 579,041 32 | 8.86 | 150,010 70 |
| Millstone and New Brunswick railroad. | 95,750 00 | ..... | ..... | 329,400 00 | 6.40 | 51,312 50 |
| Becky's Hill railroad. | 45,000 00 | ..... | 66,681 13 | 162,361 13 | 2.38 | 24,454 99 |
| Bethlehem Delaware railroad. | 1,150,000 00 | 2,932,000 00 | ..... | 4,082,000 00 | 79.04 | 19,159 66 |
| | | | | | | 51,644 74 |

| | | | | | | |
|--|-------------------------|-------------------------|------------------------|-------------------------|-----------------|--------------|
| Enterprise railroad. | 30,000 00 | 15,000 00 | ..... | 45,000 00 | 1.26 | 26,714 29 |
| Martin's Creek Railway of New Jersey. | 25,000 00 | ..... | ..... | 25,000 00 | .14 | 200,000 00 |
| Martin's Creek Railway of Pennsylvania. | 100,000 00 | ..... | ..... | 100,000 00 | .16 | 200,000 00 |
| Punxsutawney railroad. | 1,000,000 00 | ..... | ..... | 1,000,000 00 | 4.70 | 339,570 94 |
| Philadelphia, Germantown and Chestnut Hill railroad. | 1,000,000 00 | 1,000,000 00 | 12,322 50 | 2,000,000 00 | 27.54 | 39,544 93 |
| Philadelphia and Lancaster railroad. | 200,000 00 | ..... | 221,125 87 | 2,221,125 87 | ..... | 28,955 54 |
| Columbus, Kintora and Springfield railroad. | 200,000 00 | 498,000 00 | 19,376 81 | 2,118,376 81 | ..... | 43,947 99 |
| Philadelphia and Long Branch railroad. | 765,000 00 | 173,900 00 | 140,324 45 | 390,374 45 | 14.16 | 18,475 90 |
| Long Beach railroad. | 250,000 00 | 750,000 00 | 642,401 94 | 2,157,401 94 | 49.09 | 24,998 41 |
| Camden and Burlington County railroad. | 891,925 00 | 350,000 00 | 125,753 99 | 740,054 79 | 29.61 | 14,084 51 |
| Vincetown branch. | 25,000 00 | 15,000 00 | 8,129 79 | 40,000 00 | 2.84 | 28,980 07 |
| Mt. Holly, Lumberton and Medford railroad. | 95,650 00 | 75,000 00 | ..... | 170,650 00 | 6.95 | 98,596 49 |
| New York Bay railroad. | 400,000 00 | ..... | 424,750 38 | 824,750 38 | 8.37 | ..... |
| Total.* | \$192,746,400 00 | \$153,499,994 14 | \$19,355,053 05 | \$665,981,477 19 | 2,551.96 | ..... |

* No. "Amount per Mile of Road" given for the United New Jersey Railroad and Canal Company; also no grand total "Amount per Mile of Road" for the reason that the stocks and bonds cover both railroad and canal.

PERMANENT IMPROVEMENTS FOR THE YEAR.

It is not possible from the system of accounts used by this company to give the expenditures for the year for construction under the headings called for.

The expenditures for the year and the total expenditures are given below.

COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1891. | Net additions during year. | Total cost to June 30, 1892. | Cost per mile. |
|---|------------------------------|----------------------------|------------------------------|---------------------|
| Construction: | | | | |
| Other real estate | \$15,723,777 76 | \$340,972 35 | \$16,064,750 11 | \$31,517 43 |
| Cost of construction | 45,952,256 12 | 2,730,749 06 | 48,683,005 30 | 95,511 18 |
| Shop machinery and tools | 1,728,219 08 | 558 19 | 1,728,777 23 | 3,391 68 |
| Total construction. | \$63,404,252 91 | \$3,072,274 62 | \$66,476,527 53 | \$130,420 29 |
| Equipment: | | | | |
| Locomotives | \$11,944,248 87 | \$637,328 24 | \$12,581,577 11 | \$24,688 79 |
| Passenger cars | 5,154,419 49 | 535,796 04 | 5,690,215 53 | 11,163 62 |
| Sleeping, parlor and dining cars, | | | | |
| Baggage, express and postal cars, | | | | |
| Combination cars | 11,885,211 53 | 668,399 10 | 12,553,610 63 | 24,828 96 |
| Freight cars | 179,542 52 | *2,331 37 | 177,161 15 | 347 56 |
| Other cars of all classes | 1,435,641 45 | 100,238 85 | 1,535,880 30 | 3,131 06 |
| Floating equipment | | | | |
| Total equipment. | \$30,599,063 86 | \$1,999,435 86 | \$32,598,499 72 | \$63,954 99 |
| Grand total cost, construction and equipment. | \$94,003,316 77 | \$5,071,710 48 | \$99,075,027 25 | \$194,375 28 |
| Give cost of construction of that portion of road located in Pennsylvania | | | \$66,476,527 53 | |

INCOME ACCOUNT.

| | | |
|---|-----------------|------------------------|
| Gross earnings from operation | \$26,260,900 86 | |
| Less operating expenses | 46,947,686 07 | |
| Income from operation. | | \$21,313,214 79 |
| Interest on bonds owned | \$1,940,740 67 | |
| Dividends on stocks owned | 2,303,431 33 | |
| Net miscellaneous income | 1,107,897 55 | |
| Income from other sources. | | 5,352,119 55 |
| Total income. | | \$27,265,334 34 |
| Deductions from income: | | |
| Interest on funded debt accrued | \$4,560,724 06 | |
| Rentals, including tracks, yards and terminals | 10,374,360 30 | |
| Taxes, State of Pennsylvania, tax on stock and bonds of Pennsylvania Railroad Company | 425,500 25 | |
| Other deductions | 2,220,263 09 | |
| Total deductions from income. | | 17,580,868 90 |
| Net income. | | \$9,684,465 44 |
| Dividends, six per cent., common stock | | 7,606,357 50 |
| Surplus from operations of year ending June 30, 1892 | | \$2,078,107 94 |
| Surplus on June 30, 1891 | | 23,591,938 11 |
| | | \$25,670,046 05 |
| Additions for year | | 1,053,119 43 |
| Surplus on June 30, 1892 | | \$26,723,165 48 |

* Deduction.

EARNINGS FROM OPERATION.

| | |
|--|------------------------|
| Total passenger revenue, | \$17,080,949 13 |
| Mail, | 1,856,742 15 |
| Express, | 1,249,384 49 |
| Total passenger earnings, | \$19,686,075 77 |
| Total freight earnings, | 47,619,280 40 |
| Total passenger and freight earnings, | \$67,255,356 18 |
| Other sources, | 1,005,544 69 |
| Total gross earnings from operation, | \$68,260,900 86 |

BONDS OWNED.

| NAME. | Total amount held. | Rate—per ct. | Income or interest received. |
|--|--------------------|--------------|------------------------------|
| Allegheny Valley railway general mortgage, 4 per cent., gold, | \$985,000 00 | 6 | |
| American Bottom Marble, Lime and Coal Company, | 200 000 00 | 7 | \$14,000 00 |
| Belvidere Delaware railroad consolidated mortgage, | 682,000 00 | 7 | 49,140 00 |
| Baltimore and Potomac railroad consolidated mortgage, gold, | 1,389,000 00 | 5 | 109,225 00 |
| Burlington County railroad (Vincentown Branch) first mortgage, registered, | 15,000 00 | 6 | |
| Bedford and Bridgeport railway 5 per cent. debenture certificates of indebtedness, | 1,700,000 00 | 5 | 65,000 00 |
| Cambrid and Clearfield railroad first mortgage, coupon, | 116,000 00 | 5 | 2,075 00 |
| Central Stock Yard and Transit Company first mortgage, coupon, | 300,000 00 | 7 | 21,000 00 |
| Cincinnati and Muskingum Valley first mortgage, coupon, | 754,000 00 | 7 | |
| Cincinnati, Richmond and Chicago railroad second mortgage, coupon, | 65,000 00 | 7 | |
| Cresson Springs Company first mortgage, | 100,000 00 | 6 | |
| Columbia and Port Deposit Railway Company mortgage, coupon, | 1,800,000 00 | 4 | 72,000 00 |
| Downingtown and Lancaster railroad coupon, | 210,500 00 | 4 | |
| Frederick and Pennsylvania Line railway first mortgage, gold, | 232,500 00 | 6 | |
| Freehold and Jamesburg Agricultural railroad certificates of indebtedness, | 200 000 00 | 6 | 45 00 |
| Freehold and Jamesburg Agricultural railroad consolidated mort., | 6,000 00 | 6 | |
| Gilrad Point Storage Company first mortgage, registered, | 908,000 00 | 3½ | 47,670 00 |
| Grand Rapids and Indiana railroad second mortgage, coupon, | 2,700,000 00 | 6 | |
| Gettysburg and Harrisburg railroad first mortgage, coupon, | 19,000 00 | 6 | 1,140 00 |
| Iron Car Equipment Company second mortgage, coupon, | 10,800 00 | 5 | 540 00 |
| Indianapolis and St. Louis railway mortgage, gold, | 500,000 00 | 6 | 30,000 00 |
| International Navigation Company coupon, | 340,000 00 | 6 | 20,400 00 |
| Jersey City and Bergen railroad first mortgage, coupon, | 239,000 00 | 7 | 16,730 00 |
| Jeffersonville, Madison and Indianapolis first mortgage, coupon, | 306,000 00 | 7 | 21,455 00 |
| Johnsonburg railroad first mortgage, coupon, | 150,000 00 | 6 | |
| Mifflin and Centre County railroad first mortgage, coupon, | 300,000 00 | 6 | |
| Maryland Steel Company first mortgage, registered, | 180,000 00 | 5 | |
| McKeesport and Bessemer railroad debenture certificates of indebtedness, | 514,524 73 | 4 | |
| Mont Alto railroad first mortgage, coupon, | 20,000 00 | 7 | |
| Nescopee railroad debenture, | 200,000 00 | 5 | |
| Northern Central railway consolidated general mortgage, | 27,000 00 | 6 | 1,620 00 |
| North and West Branch railway first mortgage, coupon, | 1,400,000 00 | 6 | 84,000 00 |
| Old Point Comfort Hotel Company first mortgage, | 10,000 00 | 6 | |
| Philadelphia and Baltimore Central railroad first mortgage, | 245,000 00 | 4½ | 23,040 00 |
| Philadelphia and Erie Railroad Company general mortgage, coupon, | 40,000 00 | 4 | 5,200 00 |
| Philadelphia and Erie Railroad Company general mortgage, reg., | 263,000 00 | 5 | 18,150 00 |
| Philadelphia and Erie Railroad Company consolidated general mortgage, coupon, | 3,680,000 00 | 6 | 220,800 00 |
| Piedmont and Cumberland railway first mortgage, gold, | 100,000 00 | 5 | 5,000 00 |
| Pittsburg, Virginia and Charleston railway first mortgage, registered, | 3,000,000 00 | 5 | 150,000 00 |
| Pennsylvania Company secured loan, | 15,000 00 | 6 | 900 00 |
| Pennsylvania Canal Company general mortgage, | 384,000 00 | 6 | |
| Philadelphia, Wilmington and Baltimore railroad registered, debentures, | 19,000 00 | 6 | |
| Pittsburg, Cincinnati and St. Louis Railway Company first consolidated mortgage, | 328,000 00 | 7 | 22,820 00 |
| Pittsburg, Wheeling and Kentucky railroad first mortgage, reg., | 88,000 00 | 7 | 6,186 00 |
| Pennsylvania Schuylkill Valley railroad first mortgage, registered, | 7,000,000 00 | 5 | 175,000 00 |
| Philadelphia and Long Branch railroad first mortgage, | 750,000 00 | 5 | |
| Philadelphia and Delaware County railroad certificates of indebtedness, | 250,000 00 | 5 | |
| Ridgway and Clearfield railroad first mortgage, registered, | 491,000 00 | 5 | 24,650 00 |
| Sunbury, Hazleton and Wilkesbarre railway first mortgage, coupon, series B, | 179,000 00 | 6 | 10,740 00 |
| Sunbury, Hazleton and Wilkesbarre railway second mortgage, | 488,600 00 | 6 | 29,316 00 |
| Stuebenville and Indiana railroad first mortgage, registered, | 51,000 00 | 6 | 2,550 00 |
| St. Louis, Vandalia and Terre Haute railroad second mortgage, | 225,000 00 | 7 | 15,750 00 |
| South West Pennsylvania Railway Company first mortgage, reg., | 600,000 00 | 7 | 42,000 00 |

BONDS OWNED—Continued.

| NAME. | Total amount held. | Rate—per ct. | Income or interest received. |
|---|--------------------|--------------|------------------------------|
| Shamokin Valley and Pottsville railroad first mortgage, gold, | \$580,000 00 | 7 | \$41,475 00 |
| Summit Branch railroad first mortgage, coupon, | 480,000 00 | 7 | 33,600 00 |
| Susquehanna and Clearfield railroad first mortgage, registered, | 285,000 00 | 5 | 14,250 00 |
| Tyrone and Clearfield railroad first mortgage, 5 per cent., registered, | 1,000,000 00 | 5 | 50,000 00 |
| Western Pennsylvania railroad (Pittsburg Branch) first mortgage, | 600 00 | 6 | 30 00 |
| Western Pennsylvania railroad first mortgage, | 6,500 00 | 6 | 385 00 |
| Western Pennsylvania railroad mortgage, registered, | 48,000 00 | 4 | 1,720 00 |
| Washington Southern railway first mortgage, | 1,000,000 00 | 5 | 25,000 00 |
| Western Pennsylvania Exposition Society first mortgage, | 27,000 00 | 6 | 1,620 00 |
| Interest received on bonds disposed of during the year, | | | 468,269 67 |
| Total, | \$87,616,224 78 | | \$1,940,740 67 |

STOCKS OWNED.

| NAME. | Total par value. | Rate—per cent. | Income or dividend received. |
|---|------------------|----------------|------------------------------|
| Allegheny Valley Railway Company common, | \$9,663,800 00 | | |
| Allegheny Valley Railway Company preferred, | 10,411,800 00 | | |
| Altoona Mechanics' Library and Reading-room Association, | 8,715 00 | | |
| Bald Eagle Valley Railroad Company, | 706,250 00 | 10 | \$70,625 00 |
| Belvidere Delaware Railroad Company, | 141,350 00 | 6 | 8,481 00 |
| Baltimore and Potomac Railroad Company, | 4,081,100 00 | | |
| Bustleton Railroad Company, | 100,000 00 | | |
| Bedford and Bridgeport Railway Company, | 600,000 00 | | |
| Cresson Springs Company common, | 182,160 00 | | |
| Cresson Springs Company preferred, | 50,000 00 | | |
| Cleveland, Mt. Vernon and Delaware Railroad Company common, | 1,100,000 00 | | |
| Columbia and Port Deposit Railway Company, | 600,000 00 | 6 | 36,000 00 |
| Camden and Philadelphia Steamboat Ferry Company, | 215,800 00 | 10 | 21,580 00 |
| Columbus and Xenia Railroad Company, | 500 00 | 8 | 42 00 |
| Camden and Atlantic Railroad Company common, | 284,100 00 | | |
| Camden and Atlantic Railroad Company preferred, | 451,950 00 | | |
| Connecting Railway Company, | 1,277,700 00 | 6 | 76,662 00 |
| Charters Railway Company, | 338,850 00 | | 26,708 00 |
| Cumberland Valley Railroad Company common, | 975,800 00 | | |
| Cumberland Valley Railroad Company preferred, | 287,200 00 | | |
| Cambria and Clearfield Railroad Company, | 750,000 00 | | |
| Cumberland Valley and Martinsburg Railroad Company, | 200,000 00 | | |
| Downingtown and Lancaster Railroad Company, | 405,650 00 | | |
| Delaware and Schuylkill Market Company, | 250,000 00 | | 10,000 00 |
| Freehold and Jamesburg Agricultural Railroad Company, | 37,800 00 | | 1,184 00 |
| Frederick and Pennsylvania Line Railroad Company preferred, | 461,000 00 | | |
| Fair Hill Railroad Company, | 5,000 00 | | |
| Girard Point Storage Company, | 1,064,200 00 | | |
| Harrisburg and Bedford Railroad Company instalment, | 20,000 00 | | |
| Hanover and York Railroad Company, | 224,250 00 | | |
| Homer and Susquehanna Railroad Company instalment, | 10,500 00 | | |
| International Navigation Company, | 725,000 00 | | |
| Junction Railroad Company, | 76,850 00 | | 30,680 00 |
| Jersey City and Bergen Railroad Company, | 448,000 00 | | 38,100 00 |
| Johnsonburg Railroad Company, | 75,000 00 | | |
| Kensington and Tacony Railroad Company, | 200,000 00 | | |
| Lewisburg and Tyrone Railroad Company, | 1,110,450 00 | | |
| Little Miami Railroad Company, | 500 00 | 8 | 40 00 |
| Louisville Bridge Company, | 901,800 00 | 8 | 72,104 00 |
| Long Beach Railroad Company, | 253,750 00 | | |
| Littlestown Railroad Company, | 1,050 00 | | |
| Lebanon and Reading Railroad Company instalment, | 30,000 00 | | |
| Mifflin and Centre County Railroad Company, | 187,100 00 | | |
| Manor Real Estate and Trust Company, | 1,083,150 00 | | |
| Mifflin and Bay Shore Railroad Company instalment, | 1,012 50 | | |
| Mineral Railroad and Mining Company instalment, | 100,000 00 | | |
| McKeesport and Bessemer Railroad Company, | 22,000 00 | | |
| Northern Central Railway Company, | 3,488,950 00 | 7 | 244,226 50 |
| North and West Branch Railway Company, | 925,000 00 | 6 | 55,500 00 |
| Nesqueop Railroad Company, | 259,000 00 | | |
| Newark Plank Road Company, | 68,375 00 | 10 | 6,837 50 |

STOCKS OWNED—Continued.

| NAME | Total par value | Rate—per cent. | Income or dividend received. |
|--|-------------------------|----------------|------------------------------|
| New Jersey Warehouse and Guaranty Company | 825,000 00 | | |
| New York Bay Railroad Company | 400,000 00 | | |
| Old Point Comfort Hotel Company | 1,000 00 | | |
| Pennsylvania Company common | 21,000,000 00 | | |
| Philadelphia Bourse | 1,000 00 | | |
| Pittsburg, Virginia and Charleston Railway Company | 1,690,400 00 | 5 | 861,520 00 |
| Philadelphia and Erie Railroad Company preferred | 2,400,000 00 | 7 | 168,000 00 |
| Philadelphia and Erie Railroad Company common | 3,501,800 00 | 6 | 70,086 00 |
| Pennsylvania Canal Company | 3 517,150 00 | | |
| Philadelphia, Germantown and Chestnut Hill Railroad Company | 999,760 00 | | |
| Pittsburg, Ft. Wayne and Chicago Railway Company guaranteed special | 1,472,512 54 | | 105,070 00 |
| Philadelphia and Long Branch Railroad Company | 785,000 00 | | |
| Fiedmont and Cumberland Railway Company | 300,000 00 | | |
| Ferth Amboy and Woodbridge Railroad Company | 198,400 00 | | 16,656 00 |
| Pennsylvania and North Western Railroad Company | 28,250 00 | | 1,412 50 |
| Philadelphia and Trenton Railroad Company | 500 00 | 10 | 50 00 |
| Philadelphia, Wilmington and Baltimore Railroad Company | 10,890,950 00 | 7 | 762,366 50 |
| Pennsylvania Steel Company | 418,500 00 | | 48,584 00 |
| Pomeroy and Newark Railroad Company | 500,000 00 | | |
| Pennsylvania Schuylkill Valley Railroad Company | 7,092,200 00 | | |
| Port Richmond and Bergen Point Ferry Company | 40,000 00 | | |
| Philadelphia and Delaware County Railroad Company | 250,000 00 | | |
| Pittsburg, Cincinnati, Chicago and St. Louis Railway Company preferred | 2,406,426 00 | | 124,016 00 |
| Pittsburg, Cincinnati, Chicago and St. Louis Railway Company common | 2,245,500 00 | | |
| Pennsylvania Car Trust | 145,000 00 | 5 | 8,124 56 |
| Pennsylvania Equipment Trust | 90,000 00 | 4 | 24,770 00 |
| Philadelphia and Bustleton Railway Company instalment | 70,000 00 | | |
| River Front Railroad Company | 216,000 00 | | 10,800 00 |
| Ridgway and Clearfield Railroad Company | 491,000 00 | | 29,490 00 |
| Roxborough Railroad Company instalment | 10,000 00 | | |
| Susquehanna Coal Company | 2,198,800 00 | 6 | 128,208 00 |
| Summit Branch Railroad Company | 2,190,200 00 | | |
| St. Louis, Vandalia and Terre Haute Railroad Company first preferred | 887,000 00 | | |
| South West Pennsylvania Railway Company | 1,037,250 00 | 10 | 106,725 00 |
| Susquehanna and Clearfield Railroad Company | 226,000 00 | | |
| Sunbury, Hazleton and Wilkesbarre Railway Company | 1,000,000 00 | 6 | 60,000 00 |
| South Fork Railroad Company | 28,000 00 | | |
| Trenton Cut-off Railroad Company | 100,000 00 | | |
| Turtle Creek Valley Railroad Company | 250,000 00 | | |
| Tipton Railroad Company | 43,250 00 | | |
| Tyrone and Clearfield Railway Company | 1,000,000 00 | 5 | 50,000 00 |
| Toledo, Walbonding Valley and Ohio Railroad Company | 1,920,000 00 | | |
| United New Jersey Railroad and Canal Company | 1,350,000 00 | 10 | 135,000 00 |
| West Jersey Railroad Company | 264,550 00 | | 15,509 75 |
| West Jersey Ferry Company | 143,250 00 | | 11,480 00 |
| Western Pennsylvania Railroad Company | 1,758,500 00 | | 140,274 00 |
| West Chester Railroad Company | 165,000 00 | | 8,250 00 |
| West Penn and Shenango Connecting Railway Company | 83,000 00 | | |
| Washington Southern Railway Company | 992,900 00 | | |
| Total | \$121,237,292 04 | | \$2,908,481 88 |

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

| DESIGNATION OF PROPERTY. | Situation of property leased. | Name of company using property leased. | Item. | Total. |
|---|---|--|------------|-------------|
| Tracks, | Over Susquehanna river, Rockville, Pa. | Northern Central railway.. | \$6,000 00 | |
| | Between Octoraro Junction and Fort Deposit, Md. | Philadelphia and Baltimore Central railway. | 4,000 00 | |
| | Between Pine Creek and Willow Grove, Pa. | Pittsburg and Western railroad. | 10,000 00 | |
| | Union station, Pittsburg, . . | Pittsburg, Ft. Wayne and Chicago railway. | 1,875 00 | |
| | Union station, Pittsburg, . . | Pittsburg, Cincinnati, Chicago and St. Louis railroad. | 2,500 00 | |
| | Camden, | West Jersey railroad, . . . | 2,500 00 | |
| Total, | | | | \$26,875 00 |
| Terminals, | Union station, Pittsburg, . . | Allegheny Valley Railroad Company. | \$2,453 48 | |
| | Union station, Pittsburg, . . | Pittsburg, Ft. Wayne and Chicago railway. | 3,968 24 | |
| | Union station, Pittsburg, . . | Pittsburg, Cincinnati, Chicago and St. Louis railway. | 3,606 64 | |
| | Union station, Pittsburg, . . | Cleveland and Pittsburg railroad. | 1,442 88 | |
| | Station, Harrisburg, | Northern Central railway.. | 2,074 68 | |
| | Station, Harrisburg, | Cumberland Valley railroad. | 2,074 68 | |
| | Pier at New York, | Lehigh Valley railroad, . . . | 22,500 00 | |
| | Pier at New York, | West Shore Railroad Company (11 months). | 26,491 66 | |
| | Pier at New York, | Baltimore and Ohio Railroad Company (1 month). | 2,500 00 | |
| | Station, Huntingdon, | Huntingdon and Broad Top Mountain railroad. | 360 00 | |
| | Station, Williamsport, | Northern Central railway.. | 774 84 | |
| | Vine street, Philadelphia, . . . | Camden and Atlantic railroad. | 900 00 | |
| | Station, Driftwood, Pa., | Allegheny Valley railway, . | 540 00 | |
| | Station, Emporium, Pa., | Western New York and Pennsylvania railroad. | 480 00 | |
| Total, | | | | \$70,164 10 |
| Grand total rentals received, | | | | \$97,039 10 |

MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---------------|----------------|---------------------------|
| Delaware and Raritan canal, | \$385,961 02 | \$370,446 75 | \$15,514 27 |
| Empire Line, | | | 22,122 99 |
| Received from branch and other roads for interest on valuation of equipment furnished such roads, | | | 360,371 67 |
| Interest received on securities received with lease of United New Jersey Railroad and Canal Company's property, | | | 251,050 50 |
| Rents of properties, United Railroad of New Jersey and Philadelphia and Trenton railroad, | | | 262,284 44 |
| Interest on loans and on general accounts, | | | 175,724 68 |
| Total, | | | \$1,107,897 56 |

OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|----------------------------------|--------------------------------|------------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway. | \$1,287,916 86 | \$2,693,476 47 | \$3,981,392 83 |
| Renewals of rails. | 235,755 70 | 510,896 18 | 746,641 88 |
| Renewals of ties. | 261,919 87 | 536,650 85 | 778,570 22 |
| Repairs of bridges and culverts. | 431,426 70 | 919,268 98 | 1,350,694 06 |
| Repairs of fences, road-crossings, signs and cattle guards. | 205,696 52 | 414,011 63 | 619,708 15 |
| Repairs of buildings. | 735,457 23 | 738,577 04 | 1,474,034 32 |
| Repairs of docks and wharves. | 65,068 66 | 271,583 62 | 336,652 18 |
| Repairs of telegraph. | 29,750 35 | 62,593 63 | 92,343 98 |
| Other expenses. | 11,602 96 | 24,271 06 | 35,874 06 |
| Taxes. | 55,388 98 | 112,008 02 | 167,396 00 |
| Total. | \$3,259,951 80 | \$6,273,621 90 | \$9,533,573 70 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives. | \$1,021,296 41 | \$2,149,251 59 | \$3,170,547 00 |
| Repairs and renewals of passenger cars. | 1,022,437 33 | | 1,022,437 33 |
| Repairs and renewals of freight cars. | | 4,209,196 32 | 4,209,196 32 |
| Repairs and renewals of ferry-boats, tugs, floats and barges. | 151,480 20 | 179,722 07 | 331,202 27 |
| Shop machinery, tools, etc., | 73,456 01 | 186,438 37 | 259,894 38 |
| Other expenses. | 345,044 16 | 550,688 70 | 795,732 86 |
| Taxes. | 17,070 66 | 51,232 47 | 68,303 13 |
| Total. | \$2,539,783 77 | \$7,326,521 52 | \$9,866,305 29 |
| Conducting transportation: | | | |
| Wages of enginemen, firemen and roundhousemen. | \$966,992 07 | \$2,602,536 41 | \$3,569,528 48 |
| Fuel for locomotives. | 1,151,375 20 | 2,844,276 86 | 3,995,652 06 |
| Water supply for locomotives. | 95,783 09 | 205,010 98 | 300,794 07 |
| All other supplies for locomotives. | 102,865 62 | 209,041 55 | 311,907 17 |
| Wages of other trainmen. | 1,148,538 16 | 3,682,225 91 | 4,830,764 07 |
| All other train supplies. | 301,544 89 | 145,558 95 | 447,103 84 |
| Wages of switchmen, flagmen and watchmen. | 300,301 73 | 677,409 72 | 977,711 45 |
| Expense of telegraph, including train dispatchers and operators. | 347,315 16 | 750,530 96 | 1,108,846 12 |
| Wages of station agents, clerks and laborers. | 880,178 61 | 3,888,168 90 | 4,768,347 51 |
| Station supplies. | 367,489 18 | 263,256 74 | 630,745 92 |
| Car mileage—balance. | 224,190 01 | 1,215,618 63 | 1,449,808 64 |
| Loss and damage. | 11,737 05 | 219,397 20 | 231,134 25 |
| Injuries to persons. | 106,638 46 | 24,377 47 | 130,016 98 |
| Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies. | 207,125 21 | 479,525 41 | 686,650 62 |
| Other expenses. | 259,627 91 | 406,372 83 | 666,000 74 |
| Taxes. | 123,914 94 | 259,991 25 | 383,906 19 |
| Total. | \$6,624,707 29 | \$17,882,107 77 | \$24,506,815 06 |
| General expenses: | | | |
| Salaries of officers. | \$108,843 06 | \$251,894 33 | \$360,207 39 |
| Salaries of clerks. | 307,314 52 | 653,494 74 | 960,809 23 |
| General office expenses and supplies. | 24,011 22 | 66,631 22 | 90,642 44 |
| Agencies, including salaries and rent. | 159,245 05 | 10,043 55 | 169,288 60 |
| Advertising. | 197,911 83 | 61,333 40 | 259,245 23 |
| Insurance. | 60,317 23 | 152,384 78 | 212,702 01 |
| Expense of traffic associations. | 13,230 87 | 46,970 27 | 60,201 14 |
| Expense of stock-yards and elevators. | | 36,073 67 | 36,073 67 |
| Rentals not otherwise provided for. | 4,342 88 | 75,333 08 | 79,675 96 |
| Legal expenses. | 29,353 79 | 53,328 56 | 82,682 35 |
| Stationery and printing. | 203,988 70 | 423,892 09 | 627,880 79 |
| Other general expenses. | 21,221 55 | 57,708 51 | 78,930 06 |
| Taxes. | 2,481 10 | 6,936 72 | 9,417 82 |
| Rents for tracks, yards and terminals (page 299, B). | 5,587 00 | 16,733 00 | 22,320 00 |
| Total. | \$1,137,299 10 | \$1,912,692 92 | \$3,049,992 02 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures. | \$3,259,951 80 | \$6,273,621 90 | \$9,533,573 70 |
| Maintenance of equipment. | 2,539,783 77 | 7,326,521 52 | 9,866,305 29 |
| Conducting transportation. | 6,624,707 29 | 17,882,107 77 | 24,506,815 06 |
| General expenses. | 1,137,299 10 | 1,912,692 92 | 3,049,992 02 |
| Grand total. | \$13,552,741 96 | \$33,394,944 11 | \$46,947,686 07 |

Percentage of operating expenses to earnings, 68.78

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | Interest on bonds guaranteed. | Dividends on stock guaranteed. | Cash. | Total. |
|--|-------------------------------|--------------------------------|-----------------------|------------------------|
| Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company | \$28,000 00 | \$82,778 50 | \$11,527 06 | \$122,305 56 |
| West Chester Railroad Company | 3,750 00 | 8,250 00 | 1,104 23 | 13,104 23 |
| Pennsylvania Schuylkill Valley Railroad Company, | | | 590,858 57 | 590,858 57 |
| Columbia and Port Deposit Railway Company, | | | 203,365 81 | 203,365 81 |
| Hanover and York Railroad Company, | | | 27,294 50 | 27,294 50 |
| Littlestown Railroad Company, | | | 888 44 | 888 44 |
| Mifflin and Centre County Railroad Company, | | | 34,630 11 | 34,630 11 |
| Sunbury and Lewistown Railway Company, | | | 195,131 31 | 195,131 31 |
| Bedford and Bridgeport Railway Company, | | | 108,190 46 | 108,190 46 |
| Lewisburg and Tyrone Railroad Company, | | | 13,891 27 | 13,891 27 |
| Bald Eagle Valley Railroad Company, | | | 242,037 69 | 242,037 69 |
| Tyrone and Clearfield Railway Company, | 50,000 00 | 50,000 00 | 12,500 00 | 112,500 00 |
| Tipton Railroad Company, | | | 4,902 89 | 4,902 89 |
| Cambria and Clearfield Railroad Company, | | | 36,108 02 | 36,108 02 |
| Western Pennsylvania Railroad Company, | | | 517,916 33 | 517,916 33 |
| South West Pennsylvania Railway Company, | | | 476,166 82 | 476,166 82 |
| Pittsburg, Virginia and Charleston Railway Co., | | | 415,313 97 | 415,313 97 |
| McKeesport and Bessemer Railroad Company, | | | 34,355 48 | 34,355 48 |
| Philadelphia and Erie Railroad Company, | | | 1,658,223 12 | 1,658,223 12 |
| Sunbury, Hazleton and Wilkesbarre Railway Co., | | | 226,814 06 | 226,814 06 |
| North and West Branch Railway Company, | | | 334,096 00 | 334,096 00 |
| Nesqueop Railroad Company, | | | 1,121 22 | 1,121 22 |
| Susquehanna and Clearfield Railroad Company, | | | 5,043 32 | 5,043 32 |
| Ridgway and Clearfield Railroad Company, | | | 114,557 92 | 114,557 92 |
| Johnsonburg Railroad Company, | | | 23,987 36 | 23,987 36 |
| United New Jersey Railroad and Canal Company, | 1,036,557 20 | 2,124,040 00 | 818,374 92 | 3,978,972 12 |
| Perth Amboy and Woodbridge Railroad Company, | | | 72,279 12 | 72,279 12 |
| Rocky Hill Railroad and Transportation Company, | | 1,122 00 | 100 00 | 1,222 00 |
| Beividere Delaware Railroad Company, | | | 357,224 28 | 357,224 28 |
| Philadelphia, Germantown and Chestnut Hill Railroad Company, | | | 85,873 63 | 85,873 63 |
| Freehold and Jamesburg Agricultural Railroad Co., | | | 51,836 12 | 51,836 12 |
| Camden and Burlington County Railroad Co., | 21,000 00 | 22,915 50 | 500 00 | 44,415 50 |
| Vincetown Branch, | | 500 00 | | 500 00 |
| Mt. Holly, Lumberton and Medford Railroad Co., | 5,250 00 | 5,739 00 | 200 00 | 11,189 00 |
| River Front Railroad Company, | 9,730 00 | 10,800 00 | 2,480 00 | 23,000 00 |
| Philadelphia and Trenton Railroad Company, | | 49,410 00 | 4,785 50 | 54,175 50 |
| Connecting Railway Company, | 59,460 00 | 76,698 00 | 17,286 06 | 153,444 06 |
| Kensington and Tacony Railroad Company, | | | 30 00 | 30 00 |
| Trenton Delaware Bridge Company, | 24,500 00 | | 3,500 00 | 28,000 00 |
| Total rentals—A. | \$1,228,237 20 | \$2,432,653 00 | \$6,708,470 10 | \$10,374,360 30 |

RENTALS PAID—Continued.

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|----------------------------|----------------------------------|--|------------|-------------|
| Tracks, | Washington avenue, Philadelphia. | Philadelphia, Wilmington and Baltimore Railroad Co. | \$4,800 00 | |
| | Cumberland, Md., | West Virginia, Central and Pittsburg Railroad Co. | 250 00 | |
| | Pittsburg, | Pittsburg, Cincinnati, Chicago and St. Louis Railway Co. | 3,600 00 | |
| | Port Deposit to Perryville. | Philadelphia, Wilmington and Baltimore Railroad Co. | 18,000 00 | |
| | Falls Creek, Pa., | Allegheny Valley railway, . . | 120 00 | |
| | York, Pa., | Northern Central railway, . . | 250 00 | |
| Total, | | | | \$22,020 00 |
| Terminals, | Station, Falls Creek, Pa., . . | Allegheny Valley Railway Co., | \$180 00 | |
| | Station, Clermont, Pa., . . . | Western New York and Pennsylvania Railroad Company, | 60 00 | |
| | Turn-table, Clermont, | Western New York and Pennsylvania Railroad Company, | 60 00 | |
| | Philadelphia, | Philadelphia, Wilmington and Baltimore Railroad Co. | 10,000 00 | |
| | West Chester, Pa., | Philadelphia, Wilmington and Baltimore Railroad Co. | 459 00 | |
| | Cumberland, Pa., | West Virginia, Central and Pittsburg Railroad Co. | 1,000 00 | |
| | New York, N. Y., | West Shore Railroad Co., . . . | 2,500 00 | |
| | Corry, Pa., | New York, Lake Erie and Western Railroad Company, | 300 00 | |
| | Erie, Pa., | Lake Shore and Michigan Southern Railway Company, | 2,000 00 | |
| | York, Pa., | Northern Central Railway Co., | 120 00 | |
| | Landenberg, | Baltimore and Ohio Railroad Company, | 120 00 | |
| Total, | | | | 16,799 00 |
| Total rentals—B, | | | | \$38,819 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|------------------|---|------------------|
| Cost of road, | \$66,476,537 53 | Capital stock, | \$126,774,060 00 |
| Cost of equipment, | 32,568,499 72 | Funded debt, | 77,077,126 89 |
| Bonds of other companies owned, | 29,887,465 68 | Current liabilities, | 22,966,548 79 |
| Stocks of other companies owned, | 76,068,173 21 | Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad guaranteed stock and bonds, | 1,882,550 00 |
| Other permanent investments, | 120,208 28 | Equipment of United New Jersey Railroad and Canal Company, | 853,626 37 |
| Grard Life Insurance, Annuity and Trust Company, trustee, special equipment account of equipment trust, gold loan, | 3,065,360 44 | Securities of United New Jersey Railroad and Canal Company, | 3,733,444 60 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, cost as represented by guaranteed stock and bonds, | 1,882,550 00 | Fund for purchase of securities guaranteed by Pennsylvania Railroad Company, created October 9, 1878, | 4,257,815 40 |
| United New Jersey Railroad and Canal Company equipment, | 853,626 37 | Sinking fund, Pennsylvania Railroad Company's consolidated mortgage bonds, | 4,040,680 00 |
| United New Jersey Railroad and Canal Company securities, | 3,733,444 60 | Profit and loss, | 26,723,165 48 |
| Managers of trust created October 9, 1878, | 4,257,815 40 | | |
| Cash and current assets, | 88,050,232 11 | | |
| Other assets: | | | |
| Sinking fund, | 2,268,700 00 | | |
| Bundries, | 3,586,765 91 | | |
| Materials and supplies, | 5,427,592 78 | | |
| Total, | \$268,309,012 08 | Total, | \$268,309,012 08 |

* Charged to operating expenses, page 297, \$22,320.00; balance charged to other accounts.

IMPORTANT CHANGES DURING THE YEAR.

| | <i>Miles.</i> |
|---|------------------|
| Owned lines : | |
| Harrisburg to Pittsburg, account change of line, | Increase, .04 |
| Trenton Cut-off, extended from Glen Loch, Pa., to Earnest, Pa., | do. 14.61 |
| Martin's Branch extended, | do. .49 |
| Brush Creek branch opened, | do. .54 |
| Turtle Creek branch opened, | do. 2.02 |
| New Portage railroad branch opened, | do. .82 |
| Tearing Run branch opened, | do. .96 |
| Total, | do. <u>19.48</u> |
| Operated lines : | |
| Tyrone and Clearfield railway extended, | do. 7.81 |
| Kensington and Tacony railroad extended, | do. 1.49 |
| South West Pennsylvania railway extended, | do. 1.17 |
| Western Pennsylvania railroad extended, | do. 1.16 |
| New York Bay railroad extended, | do. 1.14 |
| South Fork railroad opened, | do. 8.12 |
| Turtle Creek Valley railroad opened, | do. 6.37 |
| McKeesport and Bessemer railroad opened, | do. 1.47 |
| Cambria and Clearfield railroad by consolidation of Ebensburg and Cresson railroad, 11 miles and extension of 20.77 miles, . | do. 31.77 |
| Total, | do. <u>60.50</u> |
| Belvidere Delaware railroad by change of line, decrease, . . .12 | |
| Philadelphia and Long Branch railroad by change of line, decrease, | .02 |
| Ebensburg and Cresson railroad (see below), | 11.00 |
| Total increase, | <u>68.84</u> |

Agreements made with South Fork railroad, Turtle Creek Valley railroad and McKeesport and Bessemer railroad for operation of such roads. Rental, net earnings. Ebensburg and Cresson railroad, sold under foreclosure of mortgage, re-organized as Cresson Railroad Company. Cresson Railroad Company merged into Cambria and Clearfield Railroad Company.

\$3,189,300.00 stock issued in conversion of scrip issued for dividends of May, 1891.
\$6,000.00 Philadelphia, Wilmington and Baltimore railroad stock trust certificates.
\$114,000.00 equipment trust bonds and \$40,000.00 mortgages paid off.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company under contract.
United States mails carried under regulations of United States Government.
Sleeping, parlor and dining cars furnished by Pullman's Palace Car Company.
Agreement with International Navigation Company, dated October 10, 1884, and January 13, 1886.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the West Virginia, Central and Pittsburg railway, Piedmont and Cumberland railway, and the Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between the Huntingdon and Broad Top Mountain Railroad Company and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, in Maryland, and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between West Virginia, Central and Pittsburg railway, Piedmont and Cumberland railway, Pennsylvania railroad, in Maryland, Huntingdon and Broad Top Mountain railroad, and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, Martin's Creek railway of Pennsylvania, Martin's Creek railway of New Jersey, and the Bangor and Portland Railway Company, dated April 15, 1885.

Agreement with Western Union Telegraph Company, September 20, 1881.

SECURITY FOR FUNDED DEBT.

General mortgage, executed July 1, 1867, to Wistar Morris and Josiah Bacon in trust, from Pittsburg to Harrisburg, 248.26 miles; leasehold interest in Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, connecting at Harrisburg and extending to Dillerville and Columbia, in Pennsylvania, 53.90 miles; from last-named point to Philadelphia, 81.15 miles; branches, 130.25 miles; equipment and property of all kinds, excepting the following which appear fully described in the mortgage:

1st. The Steubenville extension in the city of Pittsburg.

2d. Two certain lots or pieces of ground in the city of Pittsburg.

3d. Certain real estate in the Twenty-fourth ward of the city of Philadelphia.

Consolidated mortgage, executed July 1, 1873, to Wistar Morris, Josiah Bacon and Edmund Smith in trust, covering same property as described in the general mortgage with the addition of following items: Leasehold interest in the United Railroad and Canal Company of New Jersey, the Philadelphia and Trenton Railroad Company, the Connecting Railway Company, the Philadelphia and Erie Railroad Company, the Harsimus Cove property, being real estate situated in Jersey City and Hoboken, N. J. Certain securities covered by this mortgage and charged at a valuation of \$54,417,931.16.

Navy Yard mortgage, covering real estate situated in Philadelphia, on the river Delaware. Mortgage executed January 1, 1876, to the Fidelity Insurance, Trust and Safe Deposit Company in trust.

Philadelphia, Wilmington and Baltimore Railroad Company stock trust certificates issued by the Pennsylvania Company for Insurance on Lives and Granting Annuities, secured by deposit of 170,000 shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company, at the par value of \$50.00 per share, and by contract of the Pennsylvania Railroad Company, made July 1, 1881.

Collateral trust loan, secured by deed of trust, dated June 1, 1883, to the Provident Life and Trust Company in trust, with securities deposited with the trustee, for the redemption of the loan, amounting to the par value of \$13,600,000.00.

Equipment trust gold coupon bonds. Lien upon 6,000 cars purchased with proceeds of sale of bonds, and upon other cars that may be purchased under terms of sinking fund. Cars held by the Girard Life Insurance, Annuity and Trust Company of Philadelphia as trustee.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|---------------|---------------------------------|----------------------------------|
| General officers, | 248 | \$745,197 80 | \$3 19 |
| General office clerks | 1,551 | 1,391,444 55 | 2 45 |
| Station agents, | 844 | 581,389 29 | 1 72 |
| Other station men, | 6,896 | 3,735,307 33 | 1 73 |
| Enginemen, | 2,013 | 2,258,018 67 | 3 66 |
| Firemen, | 2,106 | 1,267,827 84 | 1 88 |
| Conductors, | 1,560 | 1,538,651 79 | 3 14 |
| Other trainmen, | 5,891 | 3,133,130 55 | 1 76 |
| Machinists, | 2,798 | 2,154,300 07 | 2 45 |
| Carpenters, | 3,300 | 2,067,266 14 | 2 00 |
| Other shopmen, | 5,461 | 2,687,777 54 | 1 86 |
| Section foremen, | 960 | 626,852 12 | 1 78 |
| Other trackmen, | 10,000 | 3,632,548 56 | 1 16 |
| Switchmen, flagmen and watchmen, | 2,490 | 1,233,369 49 | 1 67 |
| Telegraph operators and dispatchers, | 1,627 | 1,066,111 70 | 2 10 |
| Employes—account floating equipment, | 588 | 410,533 70 | 2 23 |
| All other employes and laborers, | 6,890 | 3,043,191 68 | 1 52 |
| Total, including general officers, | 54,527 | \$31,628,443 30 | \$1 83 |
| Less—general officers, | 248 | 745,197 80 | 3 19 |
| Total, excluding general officers, | 54,279 | \$30,885,245 50 | \$1 80 |
| Distribution of above (estimated): | | | |
| General administration, | 1,870 | \$2,176,047 99 | \$3 18 |
| Maintenance of way and structures, | 13,988 | 5,728,050 85 | 1 31 |
| Maintenance of equipment, | 14,042 | 8,186,455 95 | 1 86 |
| Conducting transportation, | 24,627 | 15,498,888 51 | 2 00 |
| Total, | 54,527 | \$31,628,443 30 | \$1 83 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania: Impossible to determine, as employes are not confined to one state. | | | |

PASSENGER, FREIGHT AND TRAIN MILEAGE.

| ITEM. | Column for tonnage, number passengers, number trains, mileage, number cars. | COLUMN FOR REVENUE AND RATES. | | |
|--|---|-------------------------------|------|--------|
| | | Dollars. | Cts. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue, | 45,388,637 | | | |
| Number of passengers carried one mile, | 806,451,856 | | | |
| Average distance carried, | 17.8 miles. | | | |
| Total passenger revenue, | | \$16,391,506 | 84 | |
| Average amount received from each passenger, | | | 26 | 193 |
| Average receipts per passenger per mile, | | | 03 | 028 |
| Estimated cost of carrying each passenger one mile, | | | 01 | 607 |
| Passenger earnings per mile of road, | | 7,697 | 46 | |
| Passenger earnings per train mile, | | 1 | 25 | |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue, | 69,196,328 | | | |
| Number of tons carried one mile, | 7,862,618,999 | | | |
| Average distance haul of one ton, | 106 | | | |
| Total freight revenue, | | 47,619,280 | 40 | |
| Average amount received for each ton of freight, | | | 68 | 819 |
| Average receipts per ton per mile, | | | 05 | 647 |
| Estimated cost of carrying one ton one mile, | | | 06 | 454 |
| Freight earnings per mile of road, | | 18,667 | 06 | |
| Freight earnings per train mile, | | 2 | 08 | |
| Passenger and freight: | | | | |
| Passenger and freight revenue, | | 64,650,229 | 54 | |
| Passenger and freight revenue per mile of road, | | 25,343 | 29 | |
| Expense per mile of road, | | 18,408 | 73 | |
| Total earnings per mile of road, including mails, express, etc., | | 26,738 | 70 | |
| Number of passenger trains, | 429,902 | | | |
| Number of freight trains, | 517,216 | | | |
| Number of mixed trains, | 27,983 | | | |
| Train mileage: | | | | |
| Miles run by passenger trains, | 15,179,245 | | | |
| Miles run by freight trains, | 22,860,721 | | | |
| Total mileage of trains earning revenue, | 38,039,966 | | | |
| Miles run by switching trains, | 11,627,371 | | | |
| Miles run by construction and other trains, | 1,660,448 | | | |
| Grand total train mileage, | 51,247,785 | | | |
| Average number of freight cars in train, | 80,017 | | | |
| Average number of loaded cars in train, | 19,280 | | | |
| Average number of empty cars in train, | 10,757 | | | |
| Average number of tons of freight in train, | 819,061 | | | |
| Average number of tons of freight in each loaded car, | 16,566 | | | |

| ITEM. | P. R. R. Div. | U. R. R. N. J. Division. | P. & E. R. R. Div. |
|--|---------------|--------------------------|--------------------|
| Average speed adopted by ordinary passenger trains (miles per hour), | 38 | 30 | 25 |
| Average speed adopted by ordinary express trains (miles per hour), | 38 | 40 | |
| Average speed adopted by ordinary freight trains (miles per hour), | 15 | 18 | 12 |

FREIGHT TRAFFIC MOVEMENT.

| COMMODITY. | Freight originating on this road. | Freight received from connecting roads and other carriers. | TOTAL FREIGHT TONNAGE. | |
|--|-----------------------------------|--|------------------------|---------------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | <i>Whole tons.</i> | <i>Whole tons.</i> | | |
| Grain, | 148,874 | 1,729,480 | 1,878,354 | 3.43 |
| Flour, | 118,588 | 474,731 | 593,319 | 1.08 |
| Other mill products, | 56,759 | 330,873 | 387,632 | .53 |
| Hay, | 65,925 | 137,443 | 203,368 | .35 |
| Tobacco, | 25,919 | 28,415 | 54,334 | .10 |
| Cotton, | 6,116 | 106,793 | 112,909 | .21 |
| Fruit and vegetables, | 121,867 | 329,251 | 451,118 | .84 |
| Other articles, | 87,770 | 125,192 | 212,962 | .41 |
| Products of animals: | | | | |
| Live stock, | 216,008 | 301,624 | 517,632 | .93 |
| Dressed meats, | 10,185 | 92,429 | 102,614 | .19 |
| Other packing-house products, | 14,012 | 78,179 | 92,191 | .17 |
| Poultry, game and fish, | 18,506 | 34,844 | 53,350 | .09 |
| Wool, | 7,951 | 14,963 | 22,914 | .04 |
| Hides and leather, | 62,406 | 70,477 | 132,883 | .24 |
| Other articles, | 296,910 | 179,067 | 475,977 | .87 |
| Products of mines: | | | | |
| Anthracite coal, | 2,022,629 | 6,730,007 | 8,752,636 | 15.98 |
| Bituminous coal, | 9,722,185 | 5,948,091 | 15,670,276 | 28.61 |
| Coke, | 5,445,975 | 302,936 | 5,748,911 | 10.68 |
| Ores, | 918,495 | 1,216,389 | 2,134,884 | 3.90 |
| Stone, sand and other like articles, | 2,753,827 | 486,454 | 3,240,281 | 5.92 |
| Other articles, | 45,561 | 72,197 | 117,748 | .21 |
| Products of forest: | | | | |
| Lumber, | 1,134,086 | 1,424,978 | 2,559,064 | 4.67 |
| Other articles, | 231,404 | 133,328 | 364,732 | .66 |
| Manufactures: | | | | |
| Petroleum and other oils, | 137,909 | 626,328 | 764,237 | 1.40 |
| Sugar, | 250,842 | 51,000 | 301,842 | .56 |
| Naval stores, | 1,636 | 5,184 | 6,820 | .01 |
| Iron, pig and bloom, | 1,196,356 | 872,406 | 2,068,762 | 3.78 |
| Iron and steel rails, | 308,865 | 55,452 | 364,317 | .67 |
| Other castings and machinery, | 1,142,063 | 570,810 | 1,712,873 | 3.13 |
| Bar and sheet metal, | 843,560 | 396,308 | 1,239,868 | 2.25 |
| Cement, brick and lime, | 510,861 | 308,576 | 819,437 | 1.50 |
| Agricultural implements, | 7,026 | 18,424 | 25,450 | .04 |
| Wagons, carriages, tools, etc., | 14,136 | 9,922 | 24,058 | .04 |
| Wines, liquors and beers, | 123,946 | 60,242 | 184,188 | .34 |
| Household goods and furniture, | 34,910 | 32,227 | 67,137 | .12 |
| Other articles, | 1,529,054 | 1,542,112 | 3,071,166 | 5.67 |
| Merchandise: | 109,051 | 148,551 | 257,602 | .46 |
| Miscellaneous: Other commodities not mentioned above, | 232,530 | 172,115 | 404,645 | .74 |
| Total tonnage, | 29,565,637 | 25,213,745 | 54,779,382 | 100.00 |

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at start of year. | EQUIPPED WITH TRAIN BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---------------------------|--------------------------------|----------------------------|---------------|-------------------------------------|------------|
| | | | Number. | Kind. | Number. | Kind. |
| Locomotives: | | | | | | |
| Passenger | 11 | 428 | 428 | Westinghouse. | | |
| Freight | 37 | 1,025 | 1,025 | do. | | |
| Switching | 8 | 198 | 198 | do. | | |
| Total | 56 | 1,645 | 1,645 | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars | 65 | 980 | 980 | Westinghouse. | 980 | Janney. |
| Second-class passenger cars | 9 | 64 | 64 | do. | 64 | do. |
| Combination passenger cars | 9 | 169 | 169 | do. | 169 | do. |
| Emigrant cars | 2 | 70 | 70 | do. | 70 | do. |
| Dining cars | 2 | 8 | 8 | do. | 8 | do. |
| Parlor cars | 11 | 15 | 15 | do. | 15 | do. |
| Baggage, express and postal cars | 11 | 271 | 271 | do. | 271 | do. |
| Total | 87 | 1,577 | 1,577 | | 1,577 | do. |
| Cars in freight service: | | | | | | |
| Box cars | 2,334 | 9,417 | 4,165 | Westinghouse. | 4,237 | do. |
| Flat cars | 1 | 13 | 13 | do. | 8 | do. |
| Stock cars | 644 | 2,929 | 1,473 | do. | 1,502 | do. |
| Coal cars | 1,021 | 19,116 | 1,480 | do. | 289 | do. |
| Tank cars | 1 | 1,095 | 17 | do. | 16 | do. |
| Refrigerator cars | 1 | 52 | 17 | do. | 16 | do. |
| *Total | 3,999 | 32,622 | 7,184 | | 6,022 | do. |
| Cars in company's service: | | | | | | |
| Gravel cars | 107 | 1,120 | 447 | Westinghouse. | | |
| Derrick cars | 1 | 87 | 7 | do. | | |
| Caboose cars | 21 | 785 | 1 | do. | 1 | do. |
| Other road cars | 35 | 1,714 | 40 | do. | 9 | do. |
| Total | 164 | 3,686 | 495 | | 10 | do. |
| Cars contributed to fast freight line service: | | | | | | |
| Box cars—100 Southern Fast Freight, 3,373 Empire Line | | 3,473 | 318 | Westinghouse. | 323 | do. |
| Refrigerator cars, 150 Union Line | | 150 | 180 | do. | 150 | do. |
| Rack cars, 33 Empire Line | | 33 | | | | |
| Total owned | 4,250 | 41,521 | 9,874 | | 8,082 | do. |
| Cars leased | 4,001 | 16,151 | 5,305 | Westinghouse. | 5,814 | do. |
| | | 115,128 | 1,237 | do. | 1,915 | do. |
| | | \$550 | 147 | do. | 147 | do. |
| Grand total | 7,238 | 63,348 | 16,364 | | 15,468 | do. |

* 1,070 coal cars purchased from car trust during the year and added to cars owned; 500 stock cars purchased from car trust during the year and added to cars owned.
 * 600 cars are in Empire Line fast freight service. 2,500 in Union Line fast freight service.
 † 552 coal cars leased from car trust during the year.
 ‡ 50 cars are in Empire Line fast freight service, 500 in Union Line fast freight service.

MILEAGE.
MILEAGE OF ROAD BY COMPANY MAKING OPERATING REPORT.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease, contract, or otherwise. | Total mileage operated. | Total mileage operated in Penna. | New line constructed during year. | RAILS. | | AVERAGE WEIGHT OF RAIL PER YARD. | |
|---|------------------|--------------------|--|-------------------------|----------------------------------|-----------------------------------|----------|---------------|----------------------------------|--------|
| | | | | | | | Iron. | Steel. | Iron. | Steel. |
| Miles of single track. | 829.69 | 180.02 | 2,041.27 | 2,560.98 | 68.64 | 147.89 | 2,408.09 | | | |
| Miles of second track. | 723.08 | 38.29 | 340.86 | 104.96 | 28.65 | .21 | 704.74 | | | |
| Miles of third track. | 122.43 | 3.02 | 184.40 | 297.18 | 5.76 | .21 | 173.87 | | | |
| Miles of fourth track. | 77.43 | | 98.40 | 173.87 | 2.18 | | 173.87 | | | |
| Miles of yard track, sidings and spurs. | 419.47 | 135.19 | 929.83 | 1,538.90 | 137.64 | 844.02 | 1,192.97 | 40 to 60 lbs. | 50 to 88 lbs. | |
| Total mileage operated (all tracks). | 1,335.38 | 344.12 | 3,576.32 | 5,257.80 | 238.18 | 492.44 | 4,765.36 | | | |

* Hudson river ferries not included here.

RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|--------|------------------|--|----------------------------|---------|--------------------------------------|
| Kind. | Tons. | Weight per yard. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| | | <i>Pounds.</i> | | | | <i>Cents.</i> |
| Steel, | 417 | 60 | \$30 10 | White oak, No. 1, | 94,149 | 70 |
| do. | 243 | 70 | 30 10 | do. do. | 335 | 65 |
| do. | 23,893 | 85 | 30 10 | do. do. | 61,235 | 60 |
| do. | 125 | 88 | 30 10 | do. do. | 106,674 | 55 |
| | | | | do. do. | 3,863 | 53 |
| | | | | White oak, No. 2, | 73,656 | 55 |
| | | | | do. do. | 18,215 | 40 |
| | | | | do. do. | 56,967 | 35 |
| | | | | do. do. | 3,551 | 30 |
| Total steel, | 24,178 | 60 to 88 | \$30 10 | Total, | 418,635 | 30 to 70 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling, | 20 | 950 | 1 | 58 | 1 | 30 | 22 | 1,028 |
| Falling from trains and engines, | 21 | 159 | 1 | 12 | 1 | 13 | 22 | 184 |
| Overhead obstructions, | 3 | 45 | 1 | 1 | 1 | 3 | 3 | 45 |
| Collisions, | 3 | 181 | 1 | 3 | 1 | 33 | 3 | 216 |
| Deraillments, | 5 | 87 | 1 | 1 | 1 | 1 | 8 | 38 |
| Other train accidents, | 6 | 49 | 1 | 1 | 1 | 1 | 6 | 50 |
| At highway crossings, | 1 | 1 | 1 | 4 | 1 | 5 | 1 | 10 |
| At stations, | 1 | 12 | 1 | 1 | 1 | 7 | 4 | 50 |
| Other causes, | 28 | 749 | 12 | 82 | 36 | 619 | 76 | 1,400 |
| Total, | 89 | 2,188 | 14 | 110 | 45 | 768 | 148 | 8,061 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|----------------------------------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions, | 13 | 71 | 1 | 6 | 3 | 4 | 4 | 10 |
| Deraillments, | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 |
| Other train accidents, | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 3 |
| At highway crossings, | 1 | 1 | 1 | 14 | 16 | 93 | 17 | 107 |
| At stations, | 1 | 192 | 1 | 1 | 3 | 3 | 3 | 3 |
| Other causes, | 5 | 106 | 321 | 385 | 10 | 51 | 331 | 436 |
| Total, | 18 | 374 | 323 | 406 | 31 | 154 | 354 | 560 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges : | | |
| Number stone. | 194 | 194 |
| Number iron. | 160 | 160 |
| Number wooden. | 40 | 40 |
| Trestles: | | |
| Number. | 23 | 23 |
| Aggregate length (feet). | 2, 633 | 2, 633 |
| Tunnels: | | |
| Number | 8 | 8 |
| Maximum length (feet). | 3, 505 | 3, 505 |
| Minimum length (feet). | 234 | 234 |
| Aggregate length of all tunnels (feet). | 8, 956 | 8, 956 |
| Telegraph: | | |
| Miles of line owned by this company. | 480.23 | 480.23 |
| Miles of wire owned by this company. | 3, 918.35 | 3, 918.35 |
| Miles of line operated by this company. | 497.86 | 497.86 |
| Miles of wire operated by this company. | 3, 945.25 | 3, 945.25 |

Gauge of track, 4 ft. 9 in.

PENNSYLVANIA COMPANY.

Date of organization : April 1, 1871.

By what authority incorporated : Chartered by the Legislature of Pennsylvania, April 7, 1870, and amendments thereto dated February 18, 1871, and April 10, 1873.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|----------------------------|-----------------------|----------------------------------|
| Geo. B. Roberts. | Philadelphia. | June 6, 1893. |
| James McCrea. | Pittsburg. | do. |
| J. T. Brooks. | Pittsburg. | do. |
| Thomas D. Messier. | Pittsburg. | do. |
| John E. Davidson. | Pittsburg. | do. |
| Henry H. Houston. | Philadelphia. | do. |
| Frank Thomson. | Philadelphia. | do. |
| Henry D. Welsh. | Philadelphia. | do. |
| J. N. DuBarry. | Philadelphia. | do. |
| John P. Green. | Philadelphia. | do. |
| Wm. H. Barnes. | Philadelphia. | do. |
| Amos K. Little. | Philadelphia. | do. |
| N. P. Shortridge. | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors : June 7, 1892.

Postoffice address of general office : Corner Penn avenue and Tenth street, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------|---------------------|---------------|
| President. | Geo. B. Roberts. | Philadelphia. |
| First Vice President. | James McCrea. | Pittsburg. |
| Second Vice President. | J. T. Brooks. | Pittsburg. |
| Third Vice President. | Thomas D. Messler. | Pittsburg. |
| Fourth Vice President. | John E. Davidson. | Pittsburg. |
| Secretary. | S. B. Leggett. | Pittsburg. |
| Treasurer. | T. H. B. McKnight. | Pittsburg. |
| Assistant Treasurer. | J. P. Henderson. | Pittsburg. |
| Consulting Engineer. | Feliclan Slataper. | Pittsburg. |
| Chief Engineer. | Thomas Rodd. | Pittsburg. |
| General Counsel. | J. T. Brooks. | Pittsburg. |
| Assistant Counsel. | J. J. Brooks. | Pittsburg. |
| Comptroller. | John W. Renner. | Pittsburg. |
| Assistant Comptroller. | A. McElevay. | Pittsburg. |
| Auditor of | Freight Receipts. | John M. Lyon. |
| | Passenger Receipts. | J. F. Farley. |
| | Disbursements. | James Instan. |
| General Manager. | Joseph Wood. | Pittsburg. |

PROPERTY OPERATED.*

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|-----------------------|--|------------------------|--|
| | From— | To— | | |
| South Chicago and Southern railroad, | Colehour June., Ill., | P., C., C. & St. Louis Railway June., Ill. | 9.32 | ..... |
| Hammond branch. | Hegewisch, Ill., | Indiana State Line, | 3.83 | ..... |
| State Line and Indiana City railway, | Illinois State Line. | East Chicago, Ind., | 3.86 | ..... |
| Pittsburg, Ft. Wayne and Chicago railway. | Pittsburg, | Chicago, Ill., | 469.32 | 48.74 |
| Cummings branch. | South Chicago, Ill., | Cummings, Ill., | 1.57 | ..... |
| Masillon and Cleveland railroad, | Masillon, Ohio, | Chippewa, O., | 12.23 | ..... |
| Newcastle and Beaver Valley railroad. | Homewood, Pa., | Newcastle, Pa., | 14.98 | 14.98 |
| Erie and Pittsburg railroad, | Newcastle, Pa., | Girard Junction, Pa., | 81 | 81 |
| Dock branch at Erie, Pa., | Junc. with main line, | State street, | 3.47 | 3.47 |
| Cleveland and Pittsburg railroad, | Rochester, Pa., | Cleveland, O., | 123.90 | 14.93 |
| River division. | Yellow Creek, O., | Bellaire, O., | 45.44 | ..... |
| Tuscarawas branch. | Bayard, O., | New Philadelphia, O., | 31.10 | ..... |
| Indianapolis and Vincennes railroad, | Indianapolis, Ind., | Vincennes, Ind., | 116.92 | ..... |
| Bushrod branch. | Bushrod, Ind., | Duggersville, Ind., | 11.88 | ..... |
| Gosport branch. | Gosport, Ind., | Stinesville, Ind., | 4.29 | ..... |
| Union railway. | Indianapolis, Ind., | ..... | .12 | ..... |
| Pittsburg, Youngstown and Ashtabula railroad. | Kenwood, Pa., | Ashtabula Harbor, O., | 90.00 | 27.78 |
| Canfield branch. | Junc. near Hazelton, | Youngstown Tube Works. | 1.29 | ..... |
| Alliance branch. | Niles, O., | Alliance Junction, O., | 24.90 | ..... |
| Toledo, Walbonding Valley and Ohio railroad. | Toledo Junction, O., | Toledo, O., | 79.98 | ..... |
| Lake Shore and Michigan Southern railway. | Girard Junction, Pa., | Erie, Pa., | 16.74 | 16.74 |
| Total mileage operated. | ..... | ..... | 1,148.64 | 207.64 |

* This company has filed with the Secretary of Internal Affairs, separate operating reports for each road operated by it in the State of Pennsylvania.

BONDS OWNED.

| NAME. | Total amount held. | Income or interest received. |
|--|--------------------|------------------------------|
| Calumet River Railway Company, | 965,000 00 | |
| Cincinnati Street Connection railway, L. M. R. R., | 225,000 00 | \$13,500 00 |
| Continental Improvement Company, | 71,000 00 | |
| Grand Rapids and Indiana Railroad Company, five per cent., | 123,000 00 | 6,150 00 |
| Grand Rapids and Indiana Railroad Company, first mortgage extended, | 65,000 00 | 1,525 00 |
| Newport and Cincinnati Bridge Company, | 1,100,000 00 | *115,500 00 |
| Ohio Connecting Railway Company, | 660,000 00 | 45,500 00 |
| Pittsburg, Cincinnati and St. Louis Railway Company, first mortgage, | 39,000 00 | 2,730 00 |
| Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, consolidated mortgage, | 9,393,000 00 | 225,357 50 |
| Pittsburg, Wheeling and Kentucky Railroad Company, | 110,500 00 | 6,097 53 |
| South Chicago and Southern Railroad Company, | 127,000 00 | |
| Toledo, Ann Arbor and Grand Trunk Railway Company, | 18,000 00 | 1,080 00 |
| Union Depot Company, Columbus, Ohio, | 167,000 00 | 11,736 70 |
| Union Bridge Company, Toledo, Ohio, | 54,000 00 | |
| Cleveland and Pittsburg Railroad Company, C. and E. mortgage, † | | 5,705 00 |
| Cleveland and Pittsburg Railroad Company, general mortgage, † | | 731 25 |
| Chicago, St. Louis and Pittsburg Railroad Company, † | | 304,500 00 |
| Erie and Pittsburg Railroad Company, general mortgage, † | | 2,461 90 |
| United States, four and one-half per cent. bonds, † | | 2,374 73 |
| Total par value, | \$12,219,500 00 | |
| Total value as carried on company's books, | 89,784,849 70 | \$769,516 91 |

STOCKS OWNED.

| NAME. | Total par value. | Income or dividend received. |
|--|------------------|------------------------------|
| Alleghen and South Eastern Railroad Company, | 862,075 00 | |
| Cincinnati and Muskingum Valley Railway Company, | 2,430,900 00 | |
| Cincinnati and Springfield Railroad Company, | 60,000 00 | |
| Cincinnati, Richmond and Fort Wayne Railroad Company, | 1,256,900 00 | |
| Chicago, St. Louis and Pittsburg Railroad Company, | 421,800 00 | |
| Chicago Union Transfer Railway Company, common, | 40,000 00 | |
| Chicago Union Transfer Railway Company, preferred, | 40,000 00 | |
| Continental Improvement Company, | 1,562 50 | |
| Calumet River Railway Company, | 65,500 00 | |
| East St. Louis and Carondelet railway, | 308,100 00 | |
| Erie and Pittsburg Railroad Company, | 200 00 | |
| Fairport and Youngstown Railroad Company, | 25,200 00 | |
| Granite Improvement Company, | 70,000 00 | |
| Holliday's Cove Railroad Company, | 300,000 00 | |
| Indianapolis and Vincennes Railroad Company, | 1,401,900 00 | |
| Illinois Steel Company, | 11,700 00 | |
| Lake Erie and Louisville Railroad Company, | 908,300 00 | |
| Mayville and Lexington Railroad Company, | 350,000 00 | |
| Newport and Cincinnati Bridge Company, preferred, | 801,700 00 | \$16,084 00 |
| Newport and Cincinnati Bridge Company, common, | 1,013,400 00 | |
| Ohio Connecting Railway Company, | 660,000 00 | 33,000 00 |
| Pittsburg, Ohio Valley and Cincinnati Railroad Company, | 185,000 00 | |
| Pittsburg, Wheeling and Kentucky Railroad Company, | 254,300 00 | 15,266 00 |
| Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, preferred, | 15,354,830 37 | 574,192 00 |
| Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, common, | 12,349,000 00 | |
| Pittsburg, Ft. Wayne and Chicago Railway Co., guaranteed special, | 7,543,176 53 | 558,534 75 |
| Pittsburg, Youngstown and Ashtabula Railroad Company, preferred, | 1,550,000 00 | 103,500 00 |
| Pittsburg, Youngstown and Ashtabula Railroad Company, common, | 375,000 00 | 22,500 00 |
| Rochester, Beaver Falls and Western Railway Company, | 75,000 00 | |
| Sharpsville Railroad Company, | 170,100 00 | |
| State Line and Indiana City Railway Company, | 57,000 00 | |
| St. Louis National Stock Yards, | 40,000 00 | 2,000 00 |
| St. Louis, Vandalia and Terre Haute Railroad Company, | 1,850,000 00 | |
| St. Louis, Vandalia and Terre Haute Railroad Co., first preferred, | 381,700 00 | 106,976 00 |
| South Chicago and Southern Railroad Company, | 127,000 00 | |
| Southwestern Car Company, | 25,000 00 | |
| Toledo, Walhonding Valley and Ohio Railroad Company, | 590,000 00 | |
| Union Bridge Company, Toledo, Ohio, | 6,000 00 | |
| Total par value, | \$50,640,244 40 | |
| Total value as carried on company's books, | \$21,589,348 70 | \$1,433,794 75 |

* Includes interest due July 1, 1892, paid in June, 1892.

† Disposed of prior to June 30, 1892.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|------------------------|--|------------------------|
| Cost of real estate, | \$1,780,867 15 | Capital stock, | \$21,000,000 00 |
| Cost of equipment, | 5,130,238 69 | Funded debt, | 26,345,444 00 |
| Bonds of other companies owned, | 9,784,849 70 | Current liabilities, | 4,164,651 73 |
| Stocks of other companies owned, | 21,589,348 70 | Accrued obligations on car trust | |
| Other permanent investments, | 8,880,873 77 | equipment not yet payable, | 83,149 85 |
| Betterments to leased roads, | 1,869,639 06 | Due lessor companies for supplies, | 881,831 58 |
| Car trust equipment, | 3,145,444 00 | Profit and loss, | 4,070,076 82 |
| Cash and current assets, | 7,466,631 80 | | |
| Other assets: | | | |
| Sinking fund, | 2,487,000 00 | | |
| Sundries, | 451,215 61 | | |
| Total, | \$57,065,152 48 | Total, | \$57,065,152 48 |

IMPORTANT CHANGES DURING THE YEAR.

During the year this company issued 20,000 shares of its capital stock at par \$1,000,000.00.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this company for the payment of its funded debt? Sinking fund four and one-half per cent. first mortgage bonds.

The contributions to this fund are one per cent. per annum on outstanding bonds and interest on such bonds as shall have been before purchased with same fund.

Sinking fund six per cent. registered bonds. The contribution to this fund is the remainder of \$280,000.00 (being dividend of seven per cent. on \$4,000,000.00, Pittsburg, Ft. Wayne and Chicago Railway Company betterment stock), after paying the quarterly interest on outstanding bonds.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

Date of organization : May 15, 1858; name changed March 20, 1865.

By what authority incorporated : Laws of State of Pennsylvania, April 21, 1858, April 12, 1859, March 29, 1860, March 20, 1865, May 1, 1861, April 10, 1863, April 11, 1866, April 6, 1869, April 2, 1870, May 9, 1870, June 28, 1871, April 2, 1872.

Operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|---------------------------------|---------------------------------|
| Charles Hartshorne, | Philadelphia, | Second Monday in January, 1893. |
| Robert H. Sayre, | South Bethlehem, Pa., | do. do. |
| William H. Sayre, | South Bethlehem, Pa., | do. do. |
| Robert Lockhart, | South Bethlehem, Pa., | do. do. |
| James I. Blaklee, | Mauch Chunk, Pa., | do. do. |
| Howard Elmer, | Waverly, N. Y., | do. do. |
| William Stevenson, | Sayre, Pa., | do. do. |
| John B. Garrett, | Philadelphia, | do. do. |
| Robert A. Lamberton, | South Bethlehem, Pa., | do. do. |
| Albert Lewis, | Bear Creek, Pa., | do. do. |
| Warren A. Wilbur, | South Bethlehem, Pa., | do. do. |
| George H. Myers, | South Bethlehem, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Philadelphia.

Postoffice address of operating company : Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------|----------------------|----------------------|
| President. | Elijah P. Wilbur. | South Bethlehem, Pa. |
| Vice President. | Charles Hartshorne. | Philadelphia. |
| Second Vice President. | Robert H. Sayre. | South Bethlehem, Pa. |
| Third Vice President. | John B. Garrett. | Philadelphia. |
| Secretary. | John R. Fanshaw. | Philadelphia. |
| Treasurer. | William C. Alderson. | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHEAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|--------------|----------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Pennsylvania and New York Canal and Railroad Company. | Wilkesbarre. | New York State line. | Philadelphia and Reading R. R. Co., lessee of Lehigh Valley R. R. Co. | 96.68 | 96.68 |
| Branch lines and connections. | Various. | Various. | Philadelphia and Reading R. R. Co., lessee of Lehigh Valley R. R. Co. | 14.86 | 14.86 |
| Total mileage. | | | | 111.54 | 111.54 |

Road is operated by the Philadelphia and Reading Railroad Company under terms of lease existing between the Lehigh Valley Railroad Company and the Philadelphia and Reading Railroad Company, dated February 11, 1892, for a term of 999 years—agreeing to pay for maintenance of way, etc., interest on bonds, all taxes and expenses.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------|-----------------|----------------------|-----------------|
| Cost of road. | \$8,124,890 65 | Capital stock. | \$1,061,700 00 |
| Land owned. | 130,668 75 | Funded debt. | 10,000,000 00 |
| Profit and loss. | 2,887,900 25 | Current liabilities. | 81,319 65 |
| Total. | \$11,143,019 65 | Total. | \$11,143,019 65 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone (arches). | 33 | 37 |
| Number iron. | 30 | 30 |
| Tunnels: | | |
| Number. | 1 | 1 |
| Maximum length (feet). | 3,902 | 3,902 |
| Minimum length. | 3,902 | 3,902 |
| Aggregate length of all tunnels. | 3,902 | 3,902 |
| Telegraph: | | |
| Miles of line owned by this company. | 147 | 147 |
| Miles of wire owned by this company. | 540 | 540 |
| Miles of line operated by this company. | 147 | 147 |
| Miles of wire operated by this company. | 540 | 540 |
| Gauge of track. | | 4 ft. 8½ in. |

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road : Traders' Dispatch, Lehigh and Wabash Dispatch, Commercial Express.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

Date of organization : September 7, 1887.

By what authority incorporated : Act of April 4, 1868.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|-------------------------|-----------------------------|
| Arthur E. Newbold, | Philadelphia, | September 5, 1892 |
| William E. Scott, | do. | do. |
| William W. Gibbs, | do. | do. |
| Morris R. Bockius, | do. | do. |
| Alfred N. Chandler, | do. | do. |
| Henry H. Kingston, | do. | do. |
| Randall Morgan, | do. | do. |

Date of last meeting of stockholders for election of directors : September 7, 1891.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------|------------------------------|---------------|
| Receiver, | Henry H. Kingston, | Philadelphia. |
| President, | William W. Gibbs, | do. |
| Secretary, | Morris R. Bockius, | do. |
| Treasurer, | Joseph R. Sagee, | do. |
| Auditor, | E. J. Fallon, | do. |
| General Manager, | Henry H. Kingston, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania |
|---|-------------------------|------------------------|------------------------|---------------------------------------|
| | From— | To— | | |
| Pennsylvania, Poughkeepsie and Boston railroad. | Slatington, Pa., . . | Bender's Junction, Pa. | 14.28 | 14.28 |
| Pennsylvania, Poughkeepsie and Boston railroad. | Pen Argyl, Pa., . . | Hainesburg, N. J., | 12.27 | 9.76 |
| Pennsylvania, Poughkeepsie and Boston railroad. | Swartwood, N. J., | Liberty Corner, N. Y. | 21.22 | |
| Pennsylvania, Poughkeepsie and Boston railroad. | Hower's Branch, Pa., | Howerton, Pa., . . | .80 | .80 |
| Campbell Hall Connecting railroad, | Liberty Corner, N. Y., | Pine Island, N. Y., | 3.78 | |
| Lehigh and Lackawanna railroad, | Bender's Junction, Pa., | Pen Argyl, Pa., . . | 8.18 | 8.18 |
| New York, Susquehanna and Western railroad. | Hainesburg, N. J., | Swartwood, N. J., | 18.47 | |
| New York, Lake Erie and Western railroad. | Pine Island, N. Y., | Campbell Hall, N. Y., | 16.84 | |
| Total mileage operated, | | | 95.84 | 88.02 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|--------------------|-------------|------------------------------|
| Campbell Hall Connecting Railroad Company, | \$500,000 00 | 6 per cent. | \$247,364 00 |

STOCKS OWNED.

| | |
|---|--------------|
| Campbell Hall Connecting Railroad Company (valuation, \$1.00), total par value, | \$120,000 00 |
|---|--------------|

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$3,850,452 26 | Capital stock, | \$2,000,000 00 |
| Cost of equipment, | 506,910 00 | Funded debt, | 2,083,550 20 |
| Bonds of other companies owned, | 247,364 00 | Current liabilities, | 1,375,376 25 |
| Stocks of other companies owned, | 1 00 | | |
| Cash and current assets, | 49,572 99 | | |
| Profit and loss, | 805,236 20 | | |
| Total, | \$5,459,436 45 | Total, | \$5,459,436 45 |

IMPORTANT CHANGES DURING THE YEAR.

May 1, 1892, by agreement between Henry H. Kingston, receiver, and the Philadelphia and Reading Railroad Company, the latter company operates the Pennsylvania, Poughkeepsie and Boston railroad as agent for the receiver, paying all operating expenses and retaining all receipts.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Railroad company receives 40 per cent of gross receipts.

Pullman Palace Car Company—Railroad company pays two cents per mile run for use of cars.

Lehigh and Lackawanna railroad—Use of Lehigh and Lackawanna tracks by Pennsylvania, Poughkeepsie and Boston railroad between Bender's Junction and Pen Argyl, Pa.; Pennsylvania, Poughkeepsie and Boston railroad pays 42½ per cent. of gross receipts.

New York, Susquehanna and Western railroad—Use of New York, Susquehanna and Western tracks by Pennsylvania, Poughkeepsie and Boston railroad between Hainesburg and Swatswood; Pennsylvania, Poughkeepsie and Boston railroad pays per train.

New York, Lake Erie and Western railroad—Use of New York, Lake Erie and Western tracks between Pine Island and Campbell Hall, N. Y., on wheelage basis.

Western Union Telegraph Company—Railroad company leases telegraph company's poles and wires for railroad telegraph facilities.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|------------|---------------------------------|----------------------------------|
| General officers, | 8 | \$19,800 00 | ..... |
| General office clerks, | 10 | 5,780 00 | \$1 83 |
| Station agents, | 15 | 6,887 64 | 1 26 |
| Other station men, | 2 | 568 45 | 92 |
| Enginemen, | 14 | 15,555 63 | 3 10 |
| Firemen, | 14 | 8,077 82 | 1 00 |
| Conductors, | 12 | 8,043 50 | 2 18 |
| Other trainmen, | 24 | 16,610 44 | 1 40 |
| Machinists, | 6 | 4,245 50 | 2 24 |
| Carpenters, | 6 | 3,838 20 | 3 07 |
| Other shopmen, | 14 | 7,375 42 | 1 78 |
| Section foremen, | 8 | 4,463 27 | 1 53 |
| Other trackmen, | 45 | 15,302 77 | 1 12 |
| Switchmen, flagmen and watchmen, | 4 | 2,217 78 | 1 51 |
| Telegraph operators and dispatchers, | 10 | 4,606 11 | 1 43 |
| All other employes and labors, | 18 | 6,463 72 | 1 36 |
| Total, | 206 | \$129,881 25 | \$1 81 |
| Distribution of above: | | | |
| General administration, | 18 | \$25,500 00 | \$4 21 |
| Maintenance of way and structures, | 58 | 19,786 04 | 1 19 |
| Maintenance of equipment, | 28 | 15,517 12 | 1 95 |
| Conducting transportation, | 108 | 69,088 09 | 1 67 |
| Total, | 206 | \$129,881 25 | \$1 81 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 70 | \$42,137 48 | \$1 92 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 14 | 10 |
| Number wooden, | 13 | 9 |
| Trestles: | | |
| Number, | 55 | 1 |
| Aggregate length (feet), | 2,393 | 10 |
| Telegraph: | | |
| Miles of line operated by this company, | 51.5 | 24.04 |
| Miles of wire operated by this company, | 51.5 | 24.04 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? The depot and station tracks of Lehigh Valley Railroad Company at Slatington.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

Date of organization : June 1, 1883.

By what authority incorporated : General law, April 4, 1868.

If a consolidated company, name the constituent companies : Philadelphia, Norristown and Phoenixville Railroad Company, Phoenixville, Pottstown and Reading Railroad Company, Phoenixville and West Chester Railroad Company, were consolidated June 1, 1883, forming the Pennsylvania Schuylkill Valley Railroad Company. The Reading and Pottsville Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company October 29, 1885, under agreement dated October 7, 1885. The Pottsville and Mahanoy Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company November 29, 1886, under agreement dated November 8, 1886. All of these companies were organized under general law of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------------|-----------------------------|
| J. C. Bright, | Pottsville, Pa., | May 9, 1896. |
| Henry Eppheimer, | Reading, Pa., | do. |
| Heber S. Thompson, | Pottsville, Pa., | do. |
| N. F. Shortridge, | Wynnewood, Pa., | do. |
| W. H. Barnes, | Philadelphia, | do. |
| B. B. Comegys, | Philadelphia, | do. |
| John P. Green, | Philadelphia, | do. |
| H. H. Houston, | Philadelphia, | do. |
| Amos R. Little, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors : May 10, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|---------------|-----------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Pennsylvania Schuylkill Valley railroad. | Philadelphia. | New Boston, . . | Pennsylvania Railroad Company. | 101.90 | 101.90 |
| Branches, . . . . . | ..... | ..... | ..... | 18.89 | 18.89 |
| Total mileage, . . . . . | ..... | ..... | ..... | 120.19 | 120.19 |

Leased to the Pennsylvania Railroad Company for fifty years, from December 1, 1885. Rental : Net earnings.

STOCKS OWNED.

Philadelphia, Bala and Bryn Mawr Turnpike Company, total par value, \$3,750 00

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|---|------------------------|---|------------------------|
| Cost of road | \$14,368,443 00 | Capital stock | \$7,092,450 00 |
| Stocks of other companies owned | 124 16 | Funded debt | 7,000,000 00 |
| Cash and current assets | 151,223 64 | Current liabilities | 744,326 98 |
| Profit and loss | 317,702 20 | Mortgages and ground rent payable | 716 67 |
| Total | \$14,537,498 00 | Total | \$14,537,498 00 |

IMPORTANT CHANGES DURING THE YEAR.

Stock issued December 31, 1891, \$181,450 00
 Bonds issued December 31, 1891, 200,000 00

EMPLOYES AND SALARIES.

General officers, 3; no compensation.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone | 61 | 61 |
| Number iron | 76 | 76 |
| Number wooden | 12 | 12 |
| Trestles: | | |
| Number | 23 | 23 |
| Aggregate length (feet) | 9,313 | 9,313 |
| Tunnels: | | |
| Number | 2 | 2 |
| Maximum length (feet) | 815 | 815 |
| Minimum length (feet) | 748 | 748 |
| Aggregate length of all tunnels (feet) | 1,563 | 1,563 |
| Telegraph: | | |
| Miles of line owned by this company | 118.7 | 118.7 |
| Miles of wire owned by this company | 279 | 279 |
| Miles of line operated by Pennsylvania Railroad Company, lessee | 118.7 | 118.7 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee | 279 | 279 |

Gauge of track, 4 ft. 9 in.

PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization : March 9, 1879.

By what authority incorporated : An act of assembly approved April 8, 1861, "An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads."

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|----------------------------|-------------------------------|
| S. R. Peale, | Lock Haven, Pa., | Holding over since May, 1890. |
| R. R. Peale, | Philadelphia, | do. do. |
| F. E. Herriman, | Philadelphia, | do. do. |
| C. F. Cox, | New York, N. Y., | do. do. |
| Allyn Cox, | New York, N. Y., | do. do. |

Date of last meeting of stockholders for election of directors: May 1, 1889.

Postoffice address of general office: Grand Central Depot, New York.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|------------------------|-----------------|
| President, | S. R. Peale, | Lock Haven, Pa. |
| Secretary, | Allyn Cox, | New York, N. Y. |
| Treasurer, | | |

PROPERTY OPERATED.

This company has no railroad in operation and has done no work during the past year.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|--------------|--------------------------|--------------|
| Cost of road, | \$100,000 00 | Capital stock, | \$100,000 00 |
| Total, | \$100,000 00 | Total, | \$100,000 00 |

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization : By merger approved by stockholders, December 27, 1889, to take effect January 1, 1890.

By what authority incorporated : General railroad laws as follows : P. L. 1861, p. 702 to 704, approved May 16, 1861 ; P. L. 1869, p. 24 to 25, approved April 10, 1869 ; P. L. 1889, p. 205, approved May 13, 1889.

If a consolidated company, name the constituent companies : Bell's Gap Railroad Company, act approved May 11, 1871, P. L. 1871, p. 737. Supplements : Act May 17, 1871, P. L. 1871, p. 886 ; act March 29, 1872, P. L. 1872, p. 700.

The Clearfield and Jefferson Railway Company: Articles of association filed in the office of the Secretary of the Commonwealth of Pennsylvania, on February 27, 1885. Date of consolidation December 27, 1889, to take effect January 1, 1890.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|-------------------------|-----------------------------|
| Edward J. Berwind, | Philadelphia, | February 15, 1898. |
| H. A. Berwind, | do. | do. |
| John H. Converse, | do. | do. |
| Aaron Fries, | do. | do. |
| Stephen Greene, | do. | do. |
| Samuel G. Lewis, | do. | do. |
| John Reilly, | do. | do. |

Date of last meeting of stockholders for election of directors: February 17, 1892.
 Postoffice address of general office: Room 257 Bullitt Building, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|----------------|
| President, | Edward J. Berwind, | Philadelphia. |
| Vice President, | Aaron Fries, | Philadelphia. |
| Secretary, | Frank S. Lewis, | Philadelphia. |
| Treasurer, | C. F. Moore, | Bellewood, Pa. |
| Engineer, Maintenance of Way, | George H. Biddle, | Philadelphia. |
| Counsel, | C. K. Elder, | Bellewood, Pa. |
| Auditor, | Frank S. Lewis, | Philadelphia. |
| General Manager, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. |
|---|--|---|------------------------|
| | From— | To— | |
| Pennsylvania and Northwestern railroad, | Bellwood, Blair county, Pa., | A point 3.165 feet west of Horatio, Jefferson county, Pa. | 60.97 |
| Stroud branch, | Near Hommer's station in Cambria county, Pa. | Coal mine of Max Frick, | 1.45 |
| South Witmer branch, | Irvona, Clearfield county, Pa., | Coal mines No. 1 and No. 2, Philadelphia C. and C. Company, | 2.55 |
| Blk Run branch, | Punxsutawny, Jefferson county, Pa., | West Eureka min No. 10, B. W. C. M. Company, | 4.63 |
| Eureka branch, | End of main track, | West Eureka mine No. 4, B. W. C. M. Company, | 2.51 |
| Total mileage operated, | | | 72.11 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|----------------------------|----------------|
| Cost of road, | \$3,330,192 07 | Capital stock, | \$2,000,000 00 |
| Cost of equipment, | 255,304 10 | Funded debt, | 2,000,000 00 |
| Cash and current assets, | 84,485 95 | Sundries, | 23,747 80 |
| Sundries, | 575 79 | Profit and loss, | 141,710 31 |
| Total, | \$4,170,457 91 | Total, | \$4,170,457 91 |

IMPORTANT CHANGES DURING THE YEAR.

The line between Lloydsville and Irvona (16.40) miles was straightened, involving a shortening of the distance, and the grades were improved. This part of the line was also second tracked.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--------------------------------------|------------|---------------------------------|----------------------------------|
| General officers. | 4 | \$18,300 00 | ..... |
| General office clerks. | 15 | 11,089 09 | 82 36 |
| Station agents. | 12 | 6,473 30 | 1 72 |
| Other station men. | 6 | 2,186 72 | 1 16 |
| Enginemen. | 42 | 42,064 86 | 3 24 |
| Firemen. | 44 | 29,535 65 | 1 71 |
| Conductors. | 19 | 14,975 47 | 3 58 |
| Other trainmen. | 78 | 44,262 35 | 1 81 |
| Machinists. | 25 | 17,762 86 | 2 30 |
| Carpenters. | 18 | 9,727 71 | 1 73 |
| Other shopmen. | 86 | 17,273 34 | 1 53 |
| Section foremen. | 27 | 14,917 46 | 1 77 |
| Other trackmen | 315 | 106,538 40 | 1 10 |
| Switchmen, flagmen and watchmen. | 10 | 3,187 54 | 1 02 |
| Telegraph operators and dispatchers. | 30 | 12,314 74 | 1 97 |
| All other employes and laborers. | 129 | 52,986 66 | 1 31 |
| Total. | 797 | \$81,632 95 | 1 56 |
| Distribution of above: | | | |
| General officers. | 4 | \$18,300 00 | ..... |
| General administration. | 15 | 11,089 09 | ..... |
| Maintenance of way and structures. | 368 | 198,597 08 | 81 20 |
| Maintenance of equipment. | 249 | 142,413 91 | 1 83 |
| Conducting transportation. | 164 | 89,632 92 | 1 74 |
| Total. | 797 | \$381,632 95 | 81 56 |

CHARACTERISTICS OF ROAD.

| | |
|--------------------------------------|--------------------|
| Bridges: | |
| Number iron, | 16 |
| Number wooden, | 6 |
| Trestles: | |
| Number, | 3 |
| Aggregate length (feet), | 1,415 |
| Telegraph: | |
| Miles of line owned by this company, | 60.74 |
| Miles of wire owned by this company, | 121.48 |
| Gauge of track, | <u>4 ft. 9 in.</u> |

PENN GAS COAL COMPANY'S YOUGHIOGHENY RAILROAD.

By what authority incorporated : The act of assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|---------------------------|-----------------------------|
| F. A. Dingee. | Philadelphia. | February 6, 1898. |
| H. A. Stiles. | Philadelphia. | do. |
| Charles Hacker. | Philadelphia. | do. |
| A. G. Richey. | Trenton. N. J., | do. |
| John T. Knight. | Easton. Pa. | do. |

Date of last meeting of stockholders for election of directors : February 1, 1892.
 Postoffice address of general office : 209 South Third street, Philadelphia.
 Postoffice address of operating company : Penn Gas Coal Company, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------------|------------------------|--------------------|
| President. | F. A. Dingee. | Philadelphia. |
| Vice President. | H. A. Stiles. | Philadelphia. |
| Secretary. | A. K. Gregory. | Philadelphia. |
| Treasurer. | John F. Wolf. | Irwin Station. Pa. |
| General Superintendent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------|----------------|--------------------|------------------------|--|
| | From-- | To-- | | |
| Youghiogheny. | Irwin. | Sewickley. | 10 | 10 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers,* | 2 | \$1,000 00 | |
| General office clerks,* | 1 | 200 00 | 20 66 |
| Station agents, | 2 | 900 00 | 1 56 |
| Enginemen, | 1 | 1,080 00 | 3 60 |
| Firemen, | 1 | 628 00 | 2 00 |
| Conductors, | 1 | 900 00 | 3 00 |
| Other trainmen, | 3 | 1,592 83 | 1 80 |
| Section foremen, | 3 | 1,346 00 | 2 25 |
| Other trackmen, | 12 | 5,804 87 | 1 50 |
| Telegraph operators and dispatchers, | 1 | 800 00 | 2 00 |
| Total, | 26 | \$18,861 70 | |
| Distribution of above: | | | |
| General administration, | 3 | \$1,200 00 | \$1 40 |
| Maintenance of way and structures, | 15 | 7,560 87 | 1 61 |
| Conducting transportation, | 8 | 5,100 83 | 2 03 |
| Total, | 26 | \$18,861 70 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 26 | \$18,861 70 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------------|------------------|
| Bridges: | | |
| Number iron, | 6 | 6 |
| Tunnels: | | |
| Maximum length (feet), | 640 | 640 |
| Telegraph: | | |
| Miles of line owned by this company, | 10 | 10 |
| Miles of wire owned by this company, | 10 | 10 |
| Miles of line operated by this company, | 10 | 10 |
| Miles of wire operated by this company, | 10 | 10 |
| Gauge of track, | | 4ft. 9 in. |

PEOPLE'S RAILWAY COMPANY.

Date of organization : May 24, 1865.

By what authority incorporated: Special acts, April 4, 1865, April 28, 1871, February 10, 1872, March 14, 1873.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------|---------------------|--------------------------------|
| Thomas A. Reilly, | Pottsville, Pa., | November 1, 1892. |
| Wm. D. Baber, | do. | do. |
| Frank Carter, | do. | do. |
| R. C. Luther, | do. | do. |
| C. E. Henderson, | do. | do. |

Date of last meeting of stockholders for election of directors : November 3, 1891.

Postoffice address of general office : No. 221 South Centre street, Pottsville, Pa.

* All officers of the Penn Gas Coal Company performing the duties of the Youghiogheny railroad.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|-----------------------------|-----------------|
| President, | Thomas A. Reilly, | Pottsville, Pa. |
| Secretary, | Wm. D. Pollard, | do. |
| Treasurer, | | |
| Superintendent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------|-----------------------|------------------------|------------------------|--|
| | From— | To— | | |
| People's railway, | Pottsville, | Minersville, | 4.61 | 4.61 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|--------------------------------|---------------------|
| Cost of road, | \$98,004 84 | Capital stock, | \$100,000 00 |
| Cost of equipment, | 27,287 29 | Funded debt, | 36,000 00 |
| Other permanent investments, | 1,122 07 | Current liabilities, | 1,084 88 |
| Cash and current assets, | 16,696 67 | Profit and loss, | 6,025 49 |
| Total, | \$143,110 87 | Total, | \$143,110 87 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 3 | |
| Gauge of track, | 4 ft. 8½ in | |

PERKIOMEN RAILROAD COMPANY.

Date of organization : March 23, 1865.

By what authority incorporated : Laws of the State of Pennsylvania. Under act March 23, 1865.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------------|-------------------------------|---------------------------------|
| F. G. Stinson | Norristown, Pa. | Second Monday in January, 1898. |
| John Slingluff | Norristown, Pa. | do. do. |
| J. P. Hale Jenkins | Norristown, Pa. | do. do. |
| Thomas P. Hillegas | Red Hill, Pa. | do. do. |
| Noah D. Frank | Red Hill, Pa. | do. do. |
| Charles T. Waage | Pennsburg, Pa. | do. do. |
| Jonathan P. Hillegas | Pennsburg, Pa. | do. do. |
| D. M. Casselbury | Lower Providence, Pa. | do. do. |
| John S. Rahn | Perkiomenville, Pa. | do. do. |
| David S. Rudy | Perkiomenville, Pa. | do. do. |
| William H. Seipt | Worcester, Pa. | do. do. |
| D. K. Graber | Pennsburg, Pa. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 318 Dekalb street, Norristown, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|---------------------------|-----------------|
| President | James Boyd | Norristown, Pa. |
| Secretary | Howard Boyd | do. |
| Treasurer | George B. Boggs | do. |
| Chief Engineer | James Boyd | do. |
| General Solicitor, Attorney or Counsel | F. C. Boggs | do. |
| Auditor | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|----------------------------------|---------------------|-------------------------|------------------------|--|
| | From- | To- | | |
| Perkiomen railroad | Perkiomen Junction. | Emaus Junction. | 38.50 | 38.50 |
| Total mileage operated | | | 38.50 | 38.50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|----------------|-------------------------------|----------------|
| Cost of road | \$2,065,389 82 | Capital stock | \$38,040 00 |
| Cost of equipment | 4,257 03 | Funded debt | 1,224,600 00 |
| Cash and current assets | 60,240 13 | Current liabilities | 1,016,897 58 |
| Sundries | 1,682 74 | | |
| Profit and loss | 827,967 86 | | |
| Total | \$2,979,537 58 | Total | \$2,979,537 58 |

CONTRACTS, AGREEMENTS, ETC.

An agreement with the United States Express Company.
 Compensation for carrying the United States mails during the year was \$2,056.86.
 No contract.

No contracts or agreements with other railroad companies. In the regular interchange of business transactions there is a mutual arrangement in the proration of passenger and freight traffic, generally upon a mileage basis.

An arrangement with the Philadelphia, Reading and Pottsville Telegraph Company, whereby this company has the right of its line for the transaction of railroad business.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|------------|----------------------------|-----------------------------|
| General officers. | 8 | \$2,700 12 | |
| General office clerks. | 2 | 1,100 00 | \$1 77 |
| Station agents. | 17 | 7,704 16 | 1 24 |
| Other station men. | 4 | 1,074 00 | 73 |
| Enginemen. | 9 | 2,200 00 | 3 01 |
| Firemen. | 9 | 5,120 00 | 1 67 |
| Conductors. | 7 | 5,147 20 | 2 16 |
| Other trainmen. | 38 | 20,584 80 | 1 61 |
| Machinists. | 1 | 824 00 | 1 99 |
| Carpenters. | 9 | 5,820 00 | 1 89 |
| Section foreman. | 1 | 720 00 | 1 97 |
| Other trackmen. | 30 | 11,479 08 | 1 26 |
| Switchmen, flagmen and watchmen. | 5 | 1,485 00 | 81 |
| Telegraph operators and dispatchers. | 10 | 5,968 38 | 1 64 |
| All other employes and laborers. | 13 | 5,248 00 | 1 40 |
| Total. | 156 | \$63,729 69 | \$1 59 |
| Distribution of above: | | | |
| General administration. | 5 | \$3,810 12 | \$2 43 |
| Maintenance of way and structures. | 45 | 19,128 08 | 1 26 |
| Conducting transportation. | 106 | 60,791 54 | 1 55 |
| Total. | 156 | \$63,729 69 | \$1 59 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 156 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number iron. | 9 | 9 |
| Number wooden. | 14 | 14 |
| Number overhead highway. | 8 | 8 |
| Trestles: | | |
| Number. | 8 | 8 |
| Aggregate length (feet). | 2,900 | 2,900 |
| Tunnels: | | |
| Number. | 1 | 1 |
| Maximum length. | 1,668 | 1,668 |
| Minimum length. | 1,668 | 1,668 |
| Aggregate length of all tunnels. | 1,668 | 1,668 |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company. | 37.25 | |
| Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company. | 74.50 | |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? General mortgage loan of \$2,250,000 which provides for the retirement of funded debt.

PERRY COUNTY RAILROAD COMPANY.

Date of organization: February 3, 1887.

By what authority incorporated: Incorporated under general act of assembly passed April 4, 1868, and its supplement of date May 13, 1876.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|----------------------|---------------------------------|
| Hon. Chas. H. Smiley. | New Bloomfield, Pa. | Second Monday in January, 1892. |
| John Wistar. | Duncannon, Pa. | do. do. |
| Hon. B. F. Junkin. | New Bloomfield, Pa. | do. do. |
| Hon. Chas. A. Barnett. | New Bloomfield, Pa. | do. do. |
| Silas W. Conn. | New Bloomfield, Pa. | do. do. |
| J. H. Shelbley. | New Bloomfield, Pa. | do. do. |
| Abram Bower. | Falling Springs, Pa. | do. do. |
| E. S. Minch. | New Bloomfield, Pa. | do. do. |
| Dr. D. B. Milligan. | Landisburg, Pa. | do. do. |
| Samuel Ebert. | Loyaville, Pa. | do. do. |
| L. C. Zimmerman. | Duncannon, Pa. | do. do. |
| H. C. Shearer. | New Bloomfield, Pa. | do. do. |

Date of last meeting of stockholders for election of directors: Second Monday in January, 1892.

Postoffice address of general office: New Bloomfield, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-----------------------|---------------------|
| President. | Hon. Chas. H. Smiley. | New Bloomfield, Pa. |
| Vice President. | John Wistar. | Duncannon, Pa. |
| First Vice President. | Wm. A. Miller. | York, Pa. |
| Second Vice President. | Dr. A. R. Johnson. | New Bloomfield, Pa. |
| Secretary. | Jas. W. Shull. | New Bloomfield, Pa. |
| Treasurer. | W. N. Seibert. | New Bloomfield, Pa. |
| Chief Engineer. | Dr. A. R. Johnson. | New Bloomfield, Pa. |
| General Solicitor, Attorney or Counsel. | Jas. W. Shull. | New Bloomfield, Pa. |
| Auditor. | W. E. Shelbley. | New Bloomfield, Pa. |
| General Manager. | F. K. Holtzinger. | New Bloomfield, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-------------------------|------------|-----------------|------------------------|--|
| | From— | To— | | |
| Perry County railroad. | Duncannon. | New Bloomfield. | 11.10 | 11.10 |
| Total mileage operated. | | | 11.10 | 11.10 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$120,899 08 | Capital stock, | \$65,500 00 |
| Cost of equipment, | 8,477 80 | Funded debt, | 51,000 00 |
| Cash and current assets, | 7,308 22 | Current liabilities, | 8,587 50 |
| Total, | \$186,180 10 | Total, | \$125,087 50 |

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company. U. S. Mail. Pennsylvania railroad.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|--|-----------|----------------------------|
| General officers, | 1 | \$840 00 |
| General office clerks, | 1 | 120 00 |
| Station agents, | 2 | 840 00 |
| Other stationmen, | 2 | 185 96 |
| Enginemen, | 2 | 1,000 00 |
| Firemen, | 2 | 500 00 |
| Conductors, | 1 | 450 00 |
| Other trainmen, | 2 | 258 33 |
| Section foremen, | 2 | 940 00 |
| Other trackmen, | 12 | 1,737 09 |
| Switchmen, flagmen and watchmen, | 1 | 74 61 |
| Total, | 28 | \$6,889 99 |
| Distribution of above: | | |
| General administration, | 2 | 960 00 |
| Maintenance of way and structures, | 16 | 2,877 09 |
| Conducting transportation, | 10 | 3,252 90 |
| Total, | 28 | \$6,889 99 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number combination, | 20 | 20 |
| Telegraph: | | |
| Miles of line owned by this company (Phone), | 11.10 | 11.10 |
| Gauge of track, | 4 ft. 8½ in. | |

QUESTIONS FOR GENERAL INFORMATION.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: Perry County Railroad Extension Company.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Date of organization : Chartered March 17, 1853.

By what authority incorporated : Chartered, special act, March 17, 1853 ; amendments, April 6, 1854, February 12, 1856, May 1, 1857, February 27, 1863, April 4, 1870.

If a consolidated company, name the constituent companies : Consolidation, June 20, 1854, of the Philadelphia and Baltimore Central Railroad Company, chartered as above, and the Baltimore and Philadelphia Railroad Company, chartered in Maryland, May 23, 1852.

Consolidation, October 31, 1881, of the Philadelphia and Baltimore Central Railroad Company and the West Chester and Philadelphia Railroad Company, chartered in Pennsylvania, April 11, 1848.

Amendments to charter in Pennsylvania of the West Chester and Philadelphia Railroad Company : April 15, 1850, May 1, 1852, January 7, 1853, January 29, 1853, March 23, 1853, April 20, 1853, February 27, 1854, May 8, 1854, March 30, 1855, May 3, 1855, February 6, 1856, March 11, 1857, May 13, 1857, May 16, 1857, April 8, 1858, April 1, 1861, April 12, 1861, March 23, 1865, April 12, 1867, April 3, 1869, April 14, 1869, April 13, 1870, April 3, 1872.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--|--|-----------------------------|
| George B. Roberts. | Philadelphia, 233 South Fourth street. . . | January 9, 1898. |
| J. N. DuBarry. | Philadelphia, 233 South Fourth street. . . | do. |
| N. Parker Shortridge. | Philadelphia, 233 South Fourth street. . . | do. |
| Samuel R. Dickey. | Oxford, Pa. | do. |
| Samuel D. Ramsey. | West Chester, Pa. | do. |
| Joseph J. Martin. | Philadelphia. | do. |
| R. R. Crothers, Maryland State Director. | Colors, Md., | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company : The Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|----------------------------|--|
| President. | George B. Roberts. | 233 South Fourth street, Philadelphia. |
| Secretary. | John C. Sims. | do. do. |
| Treasurer. | Robert W. Smith. | do. do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|-------------------------------------|--|--|----------------|--------------------------------|
| | From— | To— | | | |
| Philadelphia and Baltimore Central railroad. | West Philadelphia. | Octoraro Junction. | Philadelphia, Wilmington and Baltimore Railroad Company. | 62.62 | 58.29 |
| Branch | Wawa. Brandywine Summit. | West Chester, Kaolin Works. | Philadelphia, Wilmington and Baltimore Railroad Company. | 9.43 1.63 | 9.43 1.63 |
| Chester Creek railroad | Lamokin. | Lenni. | Philadelphia, Wilmington and Baltimore Railroad Company. | 78.68 6.69 | 64.35 6.69 |
| Total mileage. | | | | 80.87 | 71.04 |

By agreement, the road (with its leased line) is operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent, that company paying over to the Philadelphia and Baltimore Central Railroad Company, its entire net earnings.

STOCKS OWNED.

| | |
|---|---------------------|
| Chester Creek Railroad Company (total par value), | \$87,100 00 |
| Williamsport and North Branch Railroad Company (total par value), | 16,518 00 |
| Total, | \$103,618 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|------------------------------|-----------------------|
| Cost of road. | \$4,024,482 86 | Capital stock. | \$2,499,347 08 |
| Cost of equipment. | 92,186 48 | Funded debt. | 2,200,000 00 |
| Stocks of other companies owned. | 1,100 00 | Ground rents. | 23,512 50 |
| Lands owned. | 304,822 87 | Current liabilities. | 1,881 00 |
| Cash and current assets. | 441,118 78 | State of Maryland. | 35,000 00 |
| | | Profit and loss. | 100,464 94 |
| Total. | \$4,863,206 47 | Total, | \$4,863,206 47 |

IMPORTANT CHANGES DURING THE YEAR.

West Chester and Philadelphia Railroad Company, first mortgage bonds, matured April 1, 1891, to amount of \$700, outstanding June 30, 1891, have been redeemed during the past year.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone. | 4 | 3 |
| Number iron. | 49 | 45 |
| Number wooden | 25 | 18 |
| Trestles: | | |
| Number. | 8 | 3 |
| Aggregate length (feet). | 2,652 | 2,652 |
| Telegraph: | | |
| Miles of line operated by the Philadelphia, Wilmington and Baltimore Railroad Company. | 71.69 | 71.69 |
| Miles of wire operated by the Philadelphia, Wilmington and Baltimore Railroad Company. | 94.90 | 94.90 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? An annual appropriation for a sinking fund for redemption of bonds due November 1, 1911, contingent upon purchase of bonds at or below par, was provided for in the mortgage, but as there has been no opportunity to purchase bonds at or below par, this provision has been inoperative.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Rooms at Angora for station, from Geo. and Robt. Callahan; rooms at Cheyney for station, from Geo. A. Cheyney; rooms at Chester Heights for station, from Elizabeth Sharpless *et al.*; lot near Lansdowne for freight platform, from Chas. Leedom; lot at Brandywine Summit, from G. G. Hipple; use of engine house at West Philadelphia, from Pennsylvania Railroad Company.

PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Railroad not yet built.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------|--|-----------------------------|
| William M. Singerly. | 917 Chestnut st., Philadelphia. | January 11, 1898. |
| James Dobson. | 26 North Front st., Philadelphia. | do. |
| E. C. Knight, Jr. | Water and Chestnut sts., Philadelphia. | do. |
| Wharton Barker. | 429 Chestnut st., Philadelphia. | do. |
| Charles H. Cramp. | Beach and Ball sts., Philadelphia. | do. |
| Walter F. Hager. | 233 Walnut st., Philadelphia. | do. |
| E. A. Hancock. | 181 South Second st., Philadelphia. | do. |
| William H. Jenks. | 241 Chestnut st., Philadelphia. | do. |
| Calvin Pardee. | Drexel Building, Philadelphia. | do. |
| William W. Justice. | 122 South Front st., Philadelphia. | do. |

Date of last meeting of trustees for the stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Room 30, Merchants' Exchange, northeast corner Third and Walnut streets, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------|--|
| President. | Francis B. Reeves. | 25 South Front street, Philadelphia. |
| Secretary. | John J. Curby. | Merchants' Exchange, Philadelphia. |
| Treasurer. | Richard Full. | 227 South Fourth street, Philadelphia. |
| Chief Engineer. | John A. Wilson. | 1036 Drexel Building, Philadelphia. |
| General Solicitor, Attorney or Counsel. | George S. Graham. | Bullitt Building, Philadelphia. |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road, | \$88,302 08 | Capital stock, | \$200,000 00 |
| Cash and current assets, | 120,160 12 | Current liabilities, | 8,462 20 |
| Total. | \$208,462 20 | Total. | \$208,462 20 |

CONTRACTS, AGREEMENTS, ETC.

May 2, 1892, agreement with the Pennsylvania and River Front Railroad Companies for the transportation of the cars of the Philadelphia Belt Line Railroad Company, on Delaware avenue and Swanson street from Callowhill to Tasker street.

PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization : March 7, 1888.

By what authority incorporated : Act of April 4, 1868, and supplements thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION TERM. |
|---------------------------|-------------------------|----------------------------|
| George DeB. Kelm. | Philadelphia, | First Monday in May, 1898. |
| A. J. Antelo. | do. | do. do. |
| J. M. Landis. | do. | do. do. |
| W. R. Taylor. | do. | do. do. |
| A. H. O'Brien. | do. | do. do. |
| F. G. Odenhelmer. | do. | do. do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------|---------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | W. R. Taylor, | do. |
| Treasurer, | W. A. Church, | do. |
| Chief Engineer, | H. K. Nicholas, | do. |
| Comptroller, | D. Jones, | do. |
| General Manager, | I. A. Sweigard, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|-------------------------|--------------------------|------------------------|--|
| | From— | To— | | |
| Philadelphia and Chester Valley railroad. | Bridgeport, Pa. | Downingtown, Pa. | 21.50 | 21.50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|-----------------------|---|-----------------------|
| Cost of road | \$1,086,662 35 | Capital stock | \$755,100 00 |
| Cash and current assets | 16,483 39 | Funded debt | 380,510 00 |
| Profit and loss | 56,850 81 | Current liabilities | 19,680 16 |
| | | Accrued interest on funded debt not yet payable | 4,506 39 |
| Total | \$1,159,796 55 | Total | \$1,159,796 55 |

CONTRACTS, AGREEMENTS, ETC.

United States mail at rate per mile.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers | 7 | | |
| Station agents | 8 | \$2,437 60 | \$0 99 |
| Other station men | 2 | 600 00 | 98 |
| Enginemen | 2 | 2,028 00 | 3 26 |
| Firemen | 2 | 1,219 92 | 1 96 |
| Conductors | 2 | 1,708 52 | 2 78 |
| Other trainmen | 5 | 3,126 24 | 2 00 |
| Section foremen | 3 | 1,560 00 | 1 66 |
| Other trackmen | 7 | 2,780 00 | 1 25 |
| Switchmen, flagmen and watchmen | 1 | 462 80 | 1 55 |
| All other employes and laborers | 9 | 4,223 56 | 1 50 |
| Total | 48 | \$20,080 44 | \$1 34 |
| Distribution of above: | | | |
| General administration | 7 | | |
| Maintenance of way and structures | 10 | \$4,290 00 | \$1 37 |
| Conducting transportation | 31 | 15,790 44 | 1 63 |
| Total | 48 | \$20,080 44 | \$1 34 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania | 48 | \$20,080 44 | \$1 34 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron | 5 | 5 |
| Number wooden | 23 | 23 |
| Trestles: | | |
| Number | 4 | 4 |
| Aggregate length | 783 | 783 |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company | 20 | 20 |
| Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company | 21.5 | 21.5 |

Gauge of track, 4 ft. 8½ in.

PHILADELPHIA AND ERIE RAILROAD COMPANY.

Date of organization : Chartered April 3, 1837, and organized during that year.

By what authority incorporated : State of Pennsylvania, act approved April 3, 1837, and supplements thereto approved March 20, 1838, February 12, 1846, March 14, 1846, March 15, 1847, February 10, 1852, March 27, 1852, May 4, 1852, April 15, 1853, April 18, 1853, May 5, 1854, May 8, 1854, May 4, 1855, May 21, 1857, April 21, 1858, April 13, 1860, March 7, 1861, April 3, 1863, March 7, 1864, July 22, 1864, March 9, 1865, March 23, 1866, March 7, 1868, March 12, 1869, March 19, 1869, April 1, 1869, April 6, 1870, May 24, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|------------------------------------|----------------------------------|
| W. Hasell Wilson.* | Philadelphia. | Second Monday in February, 1898. |
| J. N. DuBarry.* | Philadelphia. | do. do. |
| Sam'l Gustine Thompson.* | Philadelphia. | do. do. |
| N. Parker Shortridge.* | Wynnewood, Montgomery county, Pa.. | do. do. |
| Henry D. Welsh.* | Philadelphia. | do. do. |
| Wm. J. Howard.* | Philadelphia. | do. do. |
| Wm. L. Elkins.* | Philadelphia. | do. do. |
| Amos R. Little.* | Philadelphia. | do. do. |
| J. Bayard Henry.* | Philadelphia. | do. do. |
| Wm. H. Barnes.* | Philadelphia. | do. do. |
| James McManes.† | Philadelphia. | do. do. |
| John L. Lawson.† | Philadelphia. | do. do. |
| Harry K. Shultz.† | Philadelphia. | do. do. |

Date of last meeting of stockholders for election of directors : February 8, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|-------------------|---------------|
| President. | W. Hasell Wilson. | Philadelphia. |
| Secretary. | J. S. Vansandt. | do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|---------------|---------------|------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Philadelphia and Erie Railroad Company. | Sunbury, Pa.. | Erie, Pa. . . | The Pennsylvania Railroad Company. | 287.56 | 287.56 |

* Elected by stockholders.

† Elected by Philadelphia city councils.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Lease from Philadelphia and Erie Railroad Company to the Pennsylvania Railroad Company, executed January 6, 1862, to take effect from and after January 1, 1862, modified January 1, 1870, for the term of 999 years from January 1, 1862. The lessee to work, use, manage, maintain, and efficiently operate and keep in public use the railroad of the party of the first part and its appurtenances, "with the exclusive right to manage and control said railroad and to regulate and determine rates of tolls, freight and charges for all the transportation over the whole or any part of said railroad," and to collect all said tolls and charges. The lessee to repair and maintain in good order and condition for public use, the railroad property and appurtenances, paying all operating and other expenses, including taxes and assessments levied or assessed by the laws of the United States or the State of Pennsylvania. The surplus of gross receipts, after the payment of the expenses aforesaid to be applied to defraying the cost of maintaining a proper and legal organization of the lessor company, and the payment of interest on the funded debt of said lessor. Whatever balance may remain after said payments, to be paid to the lessor for its own use. The lessee not to pay or become liable to pay, in consequence of any deficiency of gross receipts, for all or any or either of the purposes to which it had been agreed that said surplus should be applied.

BONDS.

| | Total amount held. | Rate. |
|--|--------------------|-------|
| Allegheny Valley Railroad Company, general mortgage 4 per cent., | \$188,000 00 | 4 |
| Allegheny Valley Railroad Company, general mortgage scrip. | 338 82 | 4 |
| Total, | \$188,338 82 | |

STOCKS OWNED.

| | |
|---|---------------------|
| Wilcox Railroad Company, | \$25,000 00 |
| Allegheny Valley Railroad Company, preferred stock, | 148,850 00 |
| Allegheny Valley Railroad Company, preferred scrip, | 38 84 |
| Allegheny Valley Railroad Company, common stock, | 671,000 00 |
| Total, | <u>\$844,888 84</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------|--------------------------------|-----------------|
| Cost of road, | \$80,228,380 71 | Capital stock, | \$10,375,000 00 |
| Bonds of other companies owned, | 88,338 82 | Funded debt, | 19,674,000 00 |
| Stocks of other companies owned, | 43,822 12 | Current liabilities, | 6,314 00 |
| Cash and current assets, | 236,070 23 | Sundry items, | 5,218 50 |
| | | Profit and loss, | 587,578 88 |
| Total, | \$80,596,106 88 | Total, | \$30,596,106 88 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|--|---------|----------------------------|
| General officers. | 2 | \$5,400 00 |
| Total. | 2 | \$5,400 00 |
| Distribution of above: | | |
| General administration. | 2 | \$5,400 00 |
| Total. | 2 | \$5,400 00 |
| Employees in Pennsylvania: | | |
| Total number of employees in Pennsylvania. | 2 | \$5,400 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone. | 14 | 14 |
| Number iron. | 105 | 105 |
| Number wooden. | 84 | 84 |
| Trestles: | | |
| Number. | 3 | 3 |
| Aggregate length (feet). | 527.1 | 527.1 |
| Telegraph: | | |
| Miles of line owned by this company. | 289.59 | 289.59 |
| Miles of wire owned by this company. | 1,076.47 | 1,076.47 |
| Miles of line operated by Pennsylvania Railroad Company, lessee. | 289.59 | 289.59 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee. | 1,076.47 | 1,076.47 |

Gauge of track, 4 ft. 9 in.

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

Date of organization : December 28, 1832.

By what authority incorporated : General law of April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|------------------------|-----------------------------|
| Alexander Biddle. | Philadelphia. | February 14, 1893. |
| J. N. DuBarry. | Philadelphia. | do. |
| John P. Green. | Philadelphia. | do. |
| H. H. Houston. | Philadelphia. | do. |
| John C. Sims. | Philadelphia. | do. |
| N. P. Shortridge. | Wynnewood, Pa. | do. |

Date of last meeting of stockholders for election of directors : February 9, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|---------------|
| President, | Henry D. Welsh, | Philadelphia. |
| Secretary, | Albert Hawson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|----------------------|----------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Philadelphia, Germantown and Chestnut Hill railroad. | Germantown Junction. | Chestnut Hill. | Pennsylvania Railroad Company. | 6.75 | 6.75 |

Lease to the Pennsylvania Railroad Company for thirty years, from May 1, 1883; rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$2,804,717 99 | Capital stock, | \$1,000,000 00 |
| Cash and current assets, | 16,896 62 | Funded debt, | 1,000,000 00 |
| | | Current liabilities, | 309,017 99 |
| | | Profit and loss, | 12,595 62 |
| Total, | \$2,821,613 61 | Total, | \$2,821,613 61 |

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, \$1,000.00.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 17 | 17 |
| Telegraph: | | |
| Miles of line owned by this company, | 6.75 | 6.75 |
| Miles of wire owned by this company, | 28.96 | 28.96 |
| Miles of line operated by Pennsylvania Railroad Company, | 6.75 | 6.75 |
| Miles of wire operated by Pennsylvania Railroad Company, | 28.96 | 28.96 |
| Gauge of track, | <u>4 ft. 9 in.</u> | |

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Provision is made for a sinking fund of \$10,000 annually, if bonds to that amount can be purchased at or below par.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Date of organization : February 17, 1831.

By what authority incorporated : Incorporated by an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 17, 1831; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved April 7, 1832; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved March 30, 1833; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 8, 1834; an act for the relief of the creditors of the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1847; an act supplementary to the several acts incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1849; a further supplement to an act incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 27, 1852; act of February 10, 1853; act of April 8, 1853.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------------|--|-----------------------------|
| Thomas U. Walker. | New Centreville, Chester co., Pa. | November 7, 1892. |
| Michael O'Brien. | Conshohocken, Pa. | November 7, 1892. |
| John Slingluff. | Norristown, Pa. | November 7, 1892. |
| Edward Dale Toland. | No. 41 Brown Building, Philadelphia, | November 7, 1892. |
| W. S. Wilson. | New Centreville, Pa. | November 6, 1893. |
| George W. Longaker. | Norristown, Pa. | November 6, 1893. |
| Thomas McKean. | 153 Dock street, Philadelphia. | November 6, 1893. |
| C. Howard Colket. | 1894 Walnut street Philadelphia. | November 6, 1894. |
| Lewis Elkin. | 1119 Walnut street, Philadelphia. | November 5, 1894. |
| John A. Brown, Jr. | 209 Chestnut Philadelphia. | November 5, 1894. |
| Richard Dale. | 1215 Spruce street, Philadelphia. | November 5, 1894. |
| Joseph W. Johnson, Jr., | 585 Chestnut street, Philadelphia. | November 5, 1894. |

Date of last meeting of stockholders for election of directors : November 2, 1891.

Postoffice address of general office : 132 South Third street, Philadelphia.

Postoffice address of operating company : Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|------------------------------|---------------------------------|
| President. | W. S. Wilson. | 132 S. Third st., Philadelphia. |
| Secretary. | William W. Stephens. | 132 S. Third st., Philadelphia. |
| Treasurer. | Joseph B. Townsend. | 709 Walnut st., Philadelphia. |
| General Solicitor Attorney or Counsel. | | |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|----------------|-------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Philadelphia, Germantown and Norristown Railroad Company. | Philadelphia, | Norristown. | Philadelphia and Reading Railroad Company. | 16.2 | 16.2 |
| Germantown branch. | Sixteenth st., | Germantown. | Philadelphia and Reading Railroad Company. | 3.5 | 3.5 |
| Total mileage, | | | | 19.7 | 19.7 |

The Philadelphia, Germantown and Norristown railroad was leased on November 10, 1870, to the Philadelphia and Reading Railroad Company for a period of 999 years at an annual rental of \$269,623.34, payable quarterly, commencing with March 1, together with \$2,000 quarterly for organization expenses.

GENERAL BALANCE SHEET

| DR. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road. | \$1,139,078 84 | Capital stock. | \$2,246,900 00 |
| Cost of equipment. | 337,988 09 | Contingent account. | 46,454 19 |
| Plymouth railroad account. | 274,495 19 | Miscellaneous account. | 237 00 |
| Sundry accounts. | 18,000 00 | Organization account. | 16,628 28 |
| Damages. | 3,400 00 | Interest account. | 10,297 33 |
| Rent account. | 68 73 | Unpaid dividends, | 5,185 50 |
| Lands owned. | 500,793 49 | | |
| Cash and current assets. | 21,877 96 | | |
| Total, | \$2,325,702 30 | Total, | \$2,325,702 30 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|---|---------|----------------------------|
| General officers. | 3 | \$5,475 00 |
| Employes in Pennsylvania: | | |
| Total number of employes in Pennsylvania. | 3 | \$5,475 00 |

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in

PHILADELPHIA, HARRISBURG AND PITTSBURG RAILROAD COMPANY.

Date of organization : July 24, 1890.

By what authority incorporated : General railroad laws, Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies : Formed by merger of the Harrisburg and Shippensburg and Harrisburg Terminal railroads, July 24, 1890. Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-----------------------|-----------------------------|
| Geo. deB. Keim, | Philadelphia. | First Monday in May, 1893. |
| A. J. Antelo, | do. | do. do. |
| Thos. Cochran, | do. | do. do. |
| W. R. Taylor, | do. | do. do. |
| Albert Foster, | do. | do. do. |
| Jas. M. Landis, | do. | do. do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

Postoffice address of operating company : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-------------------------|---------------|
| President. | A. A. McLeod, | Philadelphia. |
| Secretary. | W. R. Taylor, | do. |
| Treasurer. | W. A. Church, | do. |
| Comptroller. | D. Jones, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|-------------|---------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Philadelphia, Harrisburg and Pittsburg railroad. | Harrisburg. | Shippensburg. | Philadelphia and Reading Railroad Company. | 40.60 | 40.60 |

Leased to the Philadelphia and Reading Railroad Company, October 15, 1890. Lessee pays expenses of operating, all taxes, etc., and fixed charges.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|-----------------------|--------------------------------|-----------------------|
| Cost of road. | \$3,143,841 83 | Capital stock, | \$2,000,000 00 |
| Cash and current assets. | 701 11 | Current liabilities, | 1,144,542 44 |
| Total. | \$3,144,542 44 | Total, | \$3,144,542 44 |

EMPLOYES AND SALARIES.

| | |
|---|----------|
| General officers (no compensation), | 4 |
| Total, | 4 |
| Employees in Pennsylvania: | |
| Total number of employees in Pennsylvania, | 4 |

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization : Not known.

By what authority incorporated: Pennsylvania. Original name Philadelphia and Montgomery County railroad. Incorporated by act of April 2, 1860. Pamphlet laws 677, supplement April 1, 1863. Laws of 1864, page 1074, and March 23, 1865. Pamphlet laws 674.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|----------------------------|-----------------------------|
| Smith Harper, | Philadelphia, | First Monday of May, 1893. |
| William M. Geary, | Philadelphia, | do. do. |
| John Slinguff, | Norristown, Pa., | do. do. |
| W. E. Shinguff, | Norristown, Pa., | do. do. |
| H. C. Crawford, | Norristown, Pa., | do. do. |
| H. C. Stinson, | Norristown, Pa., | do. do. |
| J. P. H. Jenkins, | Norristown, Pa., | do. do. |
| J. P. Hutchinson, | Newtown, Pa., | do. do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office - 318 DeKalb street, Norristown, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|-----------------------------|-----------------|
| President, | James Boyd, | Norristown, Pa. |
| Secretary, | Howard Boyd, | Norristown, Pa. |
| Treasurer, | O. C. Knipe, | Norristown, Pa. |
| Auditor, | William M. Geary, | Philadelphia. |
| General Superintendent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|----------------------|-----------------------------|-------------------------|------------------------|--|
| | From— | To— | | |
| Main Line, | Erie avenue (Philadelphia). | Newtown, Pa., | 20.90 | 20.90 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$1,900,000 00 | Capital stock, | \$1,200,000 00 |
| Cash and current assets, | 48,175 17 | Funded debt, | 700,000 00 |
| Profit and loss, | 197,904 12 | Current liabilities, | 246,079 29 |
| Total, | \$2,146,079 29 | Total, | \$2,146,079 29 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| General officers, | 4 | \$3,640 96 | 10 54 |
| General office clerks, | 2 | 339 96 | 1 07 |
| Station agents, | 11 | 4,063 50 | 1 00 |
| Other station men, | 2 | 600 00 | 3 46 |
| Enginemen, | 4 | 4,796 92 | 2 14 |
| Firemen, | 4 | 2,961 00 | 3 24 |
| Conductors, | 4 | 4,413 13 | 1 60 |
| Other trainmen, | 12 | 6,556 23 | 1 80 |
| Carpenters, | 8 | 5,545 38 | 1 27 |
| Section foremen, | 7 | 3,414 00 | 1 05 |
| Other trackmen, | 25 | 8,067 57 | 1 53 |
| Switchmen, flagmen and watchmen, | 4 | 644 34 | 74 |
| Telegraph operators and dispatchers, | 2 | 460 00 | 1 00 |
| All other employe and laborers, | 5 | 205 66 | |
| Total, | 94 | \$45,697 60 | |
| Distribution of above: | | | |
| General administration, | 6 | \$3,960 92 | |
| Maintenance of way and structures, | 45 | 17,332 56 | |
| Conducting transportation, | 43 | 24,404 12 | |
| Total, | 94 | \$45,697 60 | |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 94 | \$45,697 60 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENN- SYLVANIA |
|------------------------------------|--------------------------------|----------------------|
| Bridges: | | |
| Number iron, | 1 | 1 |
| Number wooden, | 8 | 8 |
| Trestles: | | |
| Number, | 4 | 4 |
| Aggregate length (feet), | 1,048 | 1,048 |
| Gauge of track, | 4 ft. 8½ in. | |

PHILADELPHIA AND READING RAILROAD COMPANY.

Date of organization : April 4, 1833.

By what authority incorporated : Act of April 4, 1833, and amendments.

If a consolidated company, name the constituent companies : Northern Liberties and Penn Township railroad, act of April 23, 1829 ; Port Kennedy railroad, act of March 8, 1859 ; Lebanon Valley railroad, act of April 1, 1836 ; Schuylkill and Susquehanna railroad, act of April 5, 1826 ; Mt. Carbon railroad, act of April 20, 1829 ; Mahanoy and Shamokin railroad, act of February 18, 1871 ; Moselem railroad, act of March 23, 1865 ; West Reading railroad, act of March 20, 1860 ; Lebanon and Tremont railroad.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|-----------------------------|
| Geo. deB. Keim. | Philadelphia, | Second Monday in January. |
| Thos. Cochran. | do. | do. do. |
| Thomas Dolan. | do. | do. do. |
| A. J. Antelo. | do. | do. do. |
| James Boyd | do. | do. do. |
| Samuel R. Shibley. | do. | do. do. |

Total number of stockholders at date of last election, 167.

Date of last meeting of stockholders for election of directors : Second Monday January, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

Postoffice address of operating company : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|-----------------------------|-------------------|
| President. | A. A. McLeod. | Philadelphia. |
| First Vice President. | J. R. Maxwell. | Philadelphia. |
| Second Vice President. | Charles Hartshorne. | Philadelphia. |
| Third Vice President. | Robert H. Sayre. | Philadelphia. |
| Fourth Vice President. | J. Russell Young. | Philadelphia. |
| Treasurer. | W. A. Church. | Philadelphia. |
| Secretary. | W. R. Taylor. | Philadelphia. |
| Comptroller. | Daniel Jones. | Philadelphia. |
| Assistant Comptroller. | Isaac McQuilken. | Philadelphia. |
| Auditor Traffic Receipts. | George Ziegler. | Philadelphia. |
| Auditor Merchandise Traffic. | William B. Scott. | Philadelphia. |
| Auditor Passenger Traffic. | C. H. Quarles. | Philadelphia. |
| Auditor Coal Traffic. | H. W. Hancock. | Philadelphia. |
| Auditor Disbursements. | J. E. Price. | Philadelphia. |
| General Manager. | I. A. Swigard. | Philadelphia. |
| Chief Engineer. | H. K. Nichols. | Philadelphia. |
| General Traffic Manager. | John Taylor. | Philadelphia. |
| General Passenger Agent. | C. G. Hancock. | Philadelphia. |
| General Freight Agent. | B. H. Ball. | Philadelphia. |
| General Superintendent, Main Line. | M. F. Bonzano. | Philadelphia. |
| General Superintendent, Williamsport Division. | C. M. Lawlor. | Williamsport, Pa. |
| General Superintendent, Eastern Division. | H. Stanley Goodwin. | Bethlehem, Pa. |
| General Superintendent, Northern Division. | W. Stevenson. | Reading, Pa. |
| Superintendent of Telegraph. | E. R. Adams. | Philadelphia. |
| General Baggage Agent. | H. W. Souders. | Philadelphia. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--|---|------------------------|--|
| | From— | To— | | |
| Main line, | Philadelphia, Wayne Junction, Port Richmond, | West Falls, Tabor Junction, Mt. Carbon, | 98.40 | 98.40 |
| Northern Liberties & Penn Twp. branch, | Broad street, Phila., | Delaware river, Phila., | 1.40 | 1.40 |
| Port Kennedy branch, | Port Kennedy, | Lime Kiln, Pa., | 1.20 | 1.20 |
| Lebanon Valley branch, | Reading, Pa., | Harrisburg, Pa., | 53.70 | 53.70 |
| Lebanon and Tremont branch, | Lebanon, Pa., | Brookside, Pa., | 42.30 | 42.30 |
| Schuylkill and Susquehanna branch, | Auburn, Pa., | Rockville, Pa., | 53.40 | 53.40 |
| Mt. Carbon branch, | Mt. Carbon, Pa., | Wadesville and Mt. Laffy, | 8.50 | 8.50 |
| Mahanoy and Shamokin branch, | Newcastle and Mahanoy City, | Port Treverton, Pa., | 64.60 | 64.60 |
| Moselem branch, | Leesport, Pa., | Leesport Iron works, | 1.70 | 1.70 |
| West Reading branch, | Third street, Reading, | Foot Sixth street, Reading, | 1.90 | 1.90 |
| Colebrookdale railroad, | Pottstown, Pa., | Barto, Pa., | 12.80 | 12.80 |
| Pickering Valley Railroad, | Phoenixville, Pa., | Byers, Pa., | 11.80 | 11.80 |
| East Pennsylvania railroad, | Reading, Pa., | Allentown, Pa., | 36.00 | 36.00 |
| Allentown railroad, | Topton, Pa., | Kutztown, Pa., | 4.50 | 4.50 |
| Little Schuylkill Navigation, Railroad and Coal Company, | Port Clinton, Pa., | Tamaqua and Reevesdale, | 28.10 | 28.10 |
| Mine Hill & Schuylkill Haven railroad, | Schuylkill Haven, | Looust Gap Junction, Pa., | 51.80 | 51.80 |
| Mt. Carbon and Port Carbon railroad, | Mt. Carbon, Pa., | Tremont, Pa., | 2.50 | 2.50 |
| Mill Creek and Mine Hill Navigation and railroad, | Mill Creek Junction, | New Lincoln, Pa., | 3.80 | 3.80 |
| Schuylkill Valley Navigation & R. R. Co., | Port Carbon, | Port Carbon, Pa., | 11.00 | 11.00 |
| East Mahanoy Railroad Company, | Connect. with Neaq. Valley railroad, | East Mahanoy Tunnel, Pa., | 14.10 | 14.10 |
| Shamokin, Sunbury & Lewisburg, R. R. Philadelphia, Germantown and Norristown railroad, | East Mahanoy Junct., | St. Nichols, Pa., | 31.10 | 31.10 |
| | West Milton, Pa., | Shamokin, Pa., | 29.50 | 29.50 |
| | Philadelphia, | Germantown, Pa., | 29.50 | 29.50 |
| | Philadelphia, | Norristown, Pa., | 29.50 | 29.50 |
| | Conshohocken, Pa., | Oreland, Pa., | 4.00 | 4.00 |
| Chestnut Hill Railroad Company, | Germantown, Pa., | Chestnut Hill, Pa., | 4.00 | 4.00 |
| Catawissa railroad, | Tamanend, Pa., | Newberry Junct., Pa., | 96.50 | 96.50 |
| Philadelphia and Chester branch, | Gray's Ferry, Pa., | Thurlow, Pa., | 10.50 | 10.50 |
| North Pennsylvania Railroad Company, | Philadelphia, | Bethlehem, Pa., | 86.40 | 86.40 |
| | Lansdale, Pa., | Doylestown, Pa., | 86.40 | 86.40 |
| | Jenkintown, Pa., | Delaware river, Pa., | 33.70 | 33.70 |
| Delaware and Bound Brook railroad, | Delaware river, N. J., | Bound Brook, N. J., | 33.70 | 33.70 |
| Norristown Junction Railroad Company, | Trenton Junction, | Trenton, N. J., | 40 | 40 |
| | Mill street, Norrist'n, | Marshall street, Norristown, | 40 | 40 |
| Schuylkill and Lehigh railroad, | Reading, Pa., | Slatington, Pa., | 44.00 | 44.00 |
| Philadelphia, Harrisburg and Pittsburg, | Harrisburg, Pa., | Shippensburg, Pa., | 40.60 | 40.60 |
| Lehigh Valley railroad and branches, | Phillipsburg, Pa., | Wilkesbarre, Pa., | 336.64 | 336.64 |
| Lehigh Valley railroad, | State Line, N. Y., | Buffalo, N. Y., | 307.46 | 307.46 |
| Pennsylvania and New York Canal and railroad, | Wilkesbarre, Pa., | New York State Line, | 104.96 | 104.96 |
| Easton and Amboy railroad, | Perth Amboy, N. J., | Phillipsburg, N. J., | 75.84 | 75.84 |
| Lehigh Valley Terminal railroad, | South Plainfield, | Jersey City, N. J., | 31.44 | 31.44 |
| State Line and Sullivan and Loysock, | Monroeton, Pa., | Bernice, Pa., | 51.22 | 51.22 |
| Wilkesbarre & Harvey's Lake railroad, | Bernice, Pa., | Bowman's Creek, | 13.50 | 13.50 |
| Southern Central railroad, | Luzerne, Pa., | Harvey's Lake, | 114.71 | 114.71 |
| Waverly and State Line, | State Line, N. Y., | North Fair Haven, N. Y., | 40 | 40 |
| | Waverly, N. Y., | State Line, N. Y., | 40 | 40 |
| Total mileage operated, | | | 1,915.76 | 1,352.61 |

CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total amount authorized by law. | Amount outstanding. | Manner of payment for capital stock. | Number of shares. | Total cash realized. | Give particulars and explanations. |
|-----------------------|----------------------|---------------------------------|---------------------|--|-------------------|----------------------|---|
| Common stock. | \$50 00 | Unlimited. | \$40,105,361 78 | Issued for cash. Issued for construction. Issued for reorganization, | 802,107,295 | \$40,105,361 78 | Issued for cash, property purchased and sale of dividends and conversions of bonds. |
| Total. | | | \$40,105,361 78 | Total. | | \$40,105,361 78 | |

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount outstanding. | INTEREST. | | |
|--------------------------------|----------------|-----------|-----------------------------|-------------------------|-----------|---------------|-----------------------------|
| | Date of issue. | When due. | | | Rate. | When payable. | Amount accrued during year. |
| | | | | | | | |
| Prior mortgage loans. | Various. | 1900 | \$6,180,000 00 | \$2,466,700 00 | 6 | J. and J. | \$148,002 00 |
| Prior mortgage loans. | 1857 | 1900 | 7,000,000 00 | 79,000 00 | 4 1/2 | J. and J. | 3,555 00 |
| Prior mortgage loans. | 1868 | 1898 | 2,700,000 00 | 2,700,000 00 | 7 | A. and O. | 189,000 00 |
| Convertible mortgage loans. | 1871 | 1911 | 25,000,000 00 | 8,162,000 00 | 6 | J. and D. | 489,720 00 |
| Convertible mortgage loans. | 1871 | 1911 | 10,649,000 00 | 10,649,000 00 | 7 | J. and D. | 745,430 00 |
| Improvement loans. | 1878 | 1897 | 10,000,000 00 | 9,864,000 00 | 6 | A. and O. | 561,840 00 |
| Income loans. | 1866 | 1896 | 10,000,000 00 | 1,000 00 | 7 | J. and D. | 288,800 00 |
| Income loans. | 1876 | 1896 | 10,000,000 00 | 5,767,532 00 | 7 | M. and N. | 1,544,185 36 |
| Consolidated loans. | 1882 | 1922 | 80,000,000 00 | 1,632 00 | 5 | F. and A. | 1,197,440 47 |
| Consolidated loans. | 1882 | 1922 | 100,000,000 00 | 88,601,659 77 | 4 | J. and J. | 667,227 06 |
| Consolidated loans. | 1888 | 1968 | 100,000,000 00 | 23,948,809 45 | 5 | Various. | 133,356 50 |
| First preferred income loans. | 1888 | 1968 | 24,400,000 00 | 16,176,413 78 | 4 1/2 | Various. | 1,977,327 06 |
| Second preferred income loans. | 1888 | 1968 | 22,500,000 00 | 17,974,099 67 | Various. | Various. | 183,356 50 |
| Third preferred income loans. | 1888 | 1968 | 22,500,000 00 | 2,119,756 69 | 6 | J. and J. | 240 00 |
| Real estate bonds. | Various. | Various. | 1,810 00 | 1,810 00 | 6 | J. and J. | 240 00 |
| Convertible adj. scrip. | 1898 | 1898 | 1,100 00 | 6,000 00 | 4 | J. and J. | 240 00 |
| Debenture loan. | 1898 | 1898 | 900,000 00 | 1,000 00 | 6 | M. and N. | 240 00 |
| Debenture loan. | 1878 | 1898 | 8,500,000 00 | 5,888,000 00 | 5 | F. M. A. | 240 00 |
| Debenture loan. | 1891 | 1911 | 10,500,000 00 | 10,800 00 | 7 | J. and N. | 240 00 |
| Debenture convertible loan. | 1873 | 1893 | 10,500,000 00 | 520 00 | 6 | J. and J. | 240 00 |
| Debenture and guarantee scrip. | 1877 | 1882-4 | 84,900,000 00 | *7,670,427 09 | 6 | J. and J. | 240 00 |
| Debenture and guarantee scrip. | 1882 | 1902 | 2,000,000 00 | 2,000,000 00 | 5 | F. and A. | 41,665 67 |
| Sinking funds. | 1892 | 1912 | 2,700,000 00 | 2,700,000 00 | 5 | M. and N. | 3,888 89 |
| Purchase money. | 1892 | 1912 | 2,700,000 00 | 2,700,000 00 | 5 | M. and N. | 3,888 89 |
| Total. | | | | \$183,800,403 45 | | | \$6,013,902 95 |

* Issue price.

FUNDED DEBT—Continued.

CAR TRUST OBLIGATIONS—A GENERAL STATEMENT

| SERIES OR OTHER DESIGNATION | Date of issue. | Term. | Number of payments. | Equipment covered. |
|---|-----------------|-----------|---------------------|--|
| Car trust certificates, | Feb. 15, 1884. | 20 years. | 20 | 45 locomotives, 1 tender, 2 baggage, 15 passenger, 3 1/2 freight cars and 3 saw mills. |
| Car trust certificates, series B, | March 15, 1884. | 20 years. | 20 | 45 locomotives, 28 passenger and 1,302 freight cars. |
| Car trust certificates, series C, | July 1, 1887. | 20 years. | 20 | 25 locomotives, 60 passenger, 20 baggage and combination and 1,670 freight cars. |
| Car trust certificates, series D, | March 1, 1889. | 20 years. | 20 | 30 locomotives, 45 passenger in combination, 4,000 freight cars and 15 coal barges. |

B. STATEMENT OF AMOUNT

| SERIES OR OTHER DESIGNATION | Cash paid in delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | |
|-----------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|-------|
| | | Original amount. | Amount outstanding. | Amount accrued during year. | Rate. |
| Issue February 15, 1884 | \$2,000,000 00 | \$2,000,000 00 | \$200,000 00 | \$19,500 00 | 6 |
| Series B | 1,000,000 00 | 1,000,000 00 | 200,000 00 | 18,575 00 | 6 |
| Series C | 1,000,000 00 | 1,000,000 00 | 200,000 00 | 24,750 00 | 5 |
| Series D | 1,000,000 00 | 1,000,000 00 | 2,000,000 00 | 129,196 66 | 6 |
| Total | \$7,000,000 00 | \$7,000,000 00 | \$6,320,000 00 | \$100,991 66 | |

RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount outstanding. | Amount of interest accrued during year. |
|--|---------------------|---|
| Common income and collateral trust bonds, etc. | \$750,000 00 | \$6,013,902 96 |
| Car trust obligations | 6,564,000 00 | 199,991 66 |
| Total | \$7,314,000 00 | \$6,213,894 62 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892. | | |
|---|---|---|-----------------|
| Cash | \$1,079,500 53 | Loans and bills payable | \$3,013,049 45 |
| Bills receivable | 11,000 00 | Audited vouchers and accounts | 1,000,294 94 |
| Due from agents | 2,111,042 29 | Wages and salaries | 1,151,305 94 |
| Net traffic balances due from other companies | 82,994 10 | Matured interest coupons unpaid including coupons due July 1, | 1,000,887 75 |
| Due from solvent companies and individuals | 3,753,976 78 | Rentals due July 1, | 438,011 64 |
| Other cash assets including materials and supplies on hand | 3,841,430 69 | Miscellaneous | 288,424 31 |
| Total | \$11,259,686 56 | Balance Cash assets | 3,572,636 33 |
| | | Total | \$11,259,686 56 |

RECAPITULATION.

A.—MILEAGE OWNED.

| | |
|----------------------------------|-------------------------|
| Capital stock, | \$40,105,861 78 |
| Bonds, | 153,800,402 45 |
| Car trust obligations, | 3,514,000 00 |
| Total, | \$197,419,764 23 |

B.—MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED).

| NAME OF ROAD. | Capital stock. | Funded debt. |
|---|-------------------------|-------------------------|
| Main line and branches owned. | \$40,105,861 78 | \$154,614,402 45 |
| Colebrookdale Railroad Company. | 297,215 00 | 600,000 00 |
| Pickering Valley Railroad Company. | 95,655 00 | 332,300 00 |
| East Pennsylvania Railroad Company. | 1,734,450 00 | 496,000 00 |
| Allentown Railroad Company. | 1,288,884 47 | |
| Little Schuylkill and Navigation Canal Company. | 2,487,850 00 | |
| Mine Hill and Schuylkill Haven Railroad Company. | 4,210,200 00 | |
| Mount Carbon and Port Carbon Railroad Company. | 232,350 00 | |
| Mill Creek and Mine Hill Navigation and Railroad Company. | 323,375 00 | |
| Schuylkill Valley Navigation and Railroad Company. | 578,050 00 | |
| East Mahanoy Railroad Company. | 515,800 00 | |
| Shenokin, Sunbury and Lewisburg Railroad Company. | 2,000,000 00 | 2,000,000 00 |
| Philadelphia, Germantown and Norristown Railroad Company. | 2,246,900 00 | |
| Catawissa Railroad Company. | 3,200,000 00 | 1,350,000 00 |
| Chester and Delaware River Railroad Company. | 39,550 00 | |
| North Pennsylvania Railroad Company. | 4,721,250 00 | 7,200,000 00 |
| Delaware and Bound Brook Railroad Company. | 1,800,000 00 | 1,800,000 00 |
| Norristown Junction Railroad Company. | 30,000 00 | 40,000 00 |
| Schuylkill and Lehigh Railroad Company. | 50,000 00 | 1,000,000 00 |
| Chestnut Hill Railroad Company. | 120,650 00 | |
| Philadelphia, Harrisburg and Pittsburg Railroad Company. | 2,000,000 00 | 2,000,000 00 |
| Lehigh Valley Railroad Company. | 40,441,810 00 | 33,985,000 00 |
| Total, | \$108,536,851 25 | \$205,416,702 45 |

PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | |
|--|---------------------------------|-------------------------------------|-----------------------|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. |
| Construction: | | | |
| Other real estate. | | \$487,140 96 | \$487,140 96 |
| Bridges and trestles. | \$47,880 57 | 41,855 31 | 89,235 88 |
| Rails. | 163,440 72 | | 163,440 72 |
| Ties. | 318,628 88 | | 318,628 88 |
| Buildings, furniture and fixtures. | 100,388 73 | 166,183 31 | 296,567 01 |
| Wharfing, etc. | | 13,985 59 | 13,985 59 |
| Sidings and yard extensions. | | 275,990 42 | 275,990 42 |
| Other items. | 154,896 08 | 1,518 33 | 156,414 36 |
| Total construction. | \$785,229 93 | \$986,143 92 | \$1,771,373 85 |
| Equipment: | | | |
| Freight cars. | | \$2,644,314 81 | \$2,644,314 81 |
| Floating equipment. | | 18,650 93 | 18,650 93 |
| Total equipment. | | \$2,662,965 74 | \$2,662,965 74 |
| Grand total construction and equipment. | \$785,229 93 | \$3,649,109 66 | \$4,434,339 59 |

COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1891. | Net additions during year. | Total cost to June 30, 1892. |
|---|------------------------------|----------------------------|------------------------------|
| Construction: | | | |
| Total construction, | \$85,087,382 41 | \$986,143 92 | \$86,083,526 33 |
| Equipment: | | | |
| Locomotives, passenger cars, sleeping, parlor and dining cars, baggage, express and postal cars, combination cars, freight cars, other cars of all classes, | \$15,288,297 55 | \$2,644,314 81 | \$17,932,612 36 |
| Floating equipment, | 1,688,217 25 | 18,660 98 | 1,686,888 18 |
| Total equipment, | \$16,961,514 80 | \$2,663,965 74 | \$19,614,480 54 |
| Grand total, cost, construction and equipment, | \$102,018,897 21 | \$3,649,109 66 | \$105,668,006 87 |

INCOME ACCOUNT.

| | | |
|---|-----------------|-----------------|
| Gross earnings from operation, | \$82,942,216 97 | |
| Less operating expenses, | 18,868,188 19 | |
| Income from operation, | | \$14,069,028 78 |
| Interest on bonds owned, | \$388,567 42 | |
| Net miscellaneous income, | 296,176 37 | |
| Income from other sources, | | 575,163 69 |
| Total income, | | \$14,664,192 47 |
| Deductions from income: | | |
| Interest on funded debt accrued, | \$6,218,894 61 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for, | 254,393 96 | |
| Rentals, including tracks, yards and terminals, | 7,232,849 96 | |
| Taxes, | 489,102 28 | |
| Other deductions, | 110,239 70 | |
| Total deductions from income, | | 14,290,480 |
| Net income, | | \$363,712 02 |
| Other payments from net income, | \$962,096 53 | |
| Total, | | 962,096 53 |
| Deficit from operations of year ending June 30, 1892, | | \$598,384 51 |
| Surplus on June 30, 1891, | | 1,384,764 00 |
| Surplus on June 30, 1892, | | \$736,369 49 |

EARNINGS FROM OPERATION.

| ITEM. | Total receipts. | Actual earnings. |
|---|-----------------|------------------|
| Passengers: | | |
| Passenger revenue, | \$5,352,086 70 | |
| Total passenger revenue, | | \$5,352,086 70 |
| Mail, | \$120,666 21 | |
| Express, | 398,969 33 | |
| Other items, | | \$514,624 54 |
| Total passenger earnings, | | \$5,866,711 24 |
| Freight: | | |
| Freight revenue, | \$26,792,121 20 | |
| Total freight revenue, | | 26,792,121 20 |
| Total passenger and freight earnings, | | \$32,658,832 44 |
| Other earnings from operation: | | |
| Other sources, | | \$283,384 53 |
| Total gross earnings from operation, | | \$32,942,216 97 |

MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|------------------------------------|---------------|----------------|---------------------------|
| Real estate and dwellings. | \$208,594 50 | \$42,981 05 | \$160,713 45 |
| Canals. | 75,540 85 | 56,377 16 | 19,163 60 |
| Colliers and barges. | 644,273 88 | 567,974 06 | 56,299 82 |
| Total. | \$928,408 54 | \$667,286 27 | \$266,176 27 |

OPERATING EXPENSES.

Maintenance of way and structures:

| | |
|--|-----------------------|
| Repairs of roadway, | \$1,589,953 62 |
| Renewals of rails, | 180,866 78 |
| Renewals of ties, | 416,443 11 |
| Repairs of bridges and culverts, | 307,810 76 |
| Repairs of buildings, | 373,590 13 |
| Repairs of docks and wharves, | 112,193 38 |
| Repairs of telegraph, | 22,524 08 |
| Other expenses, | 363,739 57 |
| Total, | <u>\$3,367,121 38</u> |

Maintenance of equipment:

| | |
|---|-----------------------|
| Repairs and renewals of locomotives, | \$1,341,096 83 |
| Repairs and renewals of passenger cars, | 287,855 23 |
| Repairs and renewals of freight cars, | 1,538,248 96 |
| Shop machinery, tools, etc., | 59,303 47 |
| Other expenses, | 50,835 19 |
| Total, | <u>\$3,277,939 68</u> |

Conducting transportation:

| | |
|--|------------------------|
| Wages of enginemen, firemen, and roundhousemen and other trainmen, | \$5,304,841 58 |
| Fuel for locomotives, | 1,901,125 67 |
| Water supply for locomotives, | 353,540 17 |
| All other supplies for locomotives, | 154,621 32 |
| All other train supplies, | 161,565 89 |
| Wages of switchmen, flagmen and watchmen, | 392,176 59 |
| Expenses of telegraph, including train dispatchers and operators, | 222,779 20 |
| Wages of station agents, clerks and laborers, | 1,596,101 86 |
| Station supplies, | 152,555 09 |
| Car mileage—balance, | 136,463 27 |
| Loss and damage, | 47,142 53 |
| Injuries to persons, | 136,445 56 |
| Other expenses, | 110,896 93 |
| Total, | <u>\$10,670,254 66</u> |

General expenses:

| | | |
|--|---|--------------|
| Salaries of officers, | } | \$679,478 77 |
| Salaries of clerks, | | |
| General office expenses and supplies, | | 263,815 07 |
| Agencies, including salaries and rent, | | 38,450 05 |
| Advertising, | | 78,023 08 |
| Insurance, | | 34,731 97 |
| Expense of fast freight lines, | | 52,747 57 |
| Expense of traffic associations, | | 5,245 65 |

OPERATING EXPENSES—Continued.

General expenses:

| | |
|---|-----------------------|
| Rentals not otherwise provided for, | \$128,200 34 |
| Legal expenses, | 111,730 35 |
| Stationery and printing, | 60,554 76 |
| Other general expenses, | 84,894 80 |
| Total, | \$1,537,872 47 |

Recapitulation of expenses:

| | |
|--|------------------------|
| Maintenance of way and structures, | \$3,367,121 38 |
| Maintenance of equipment, | 3,277,939 68 |
| Conducting transportation, | 10,670,254 66 |
| General expenses, | 1,537,872 47 |
| Grand total, | \$18,853,188 19 |

Percentage of operating expenses to earnings, 57.23

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | Interest on bonds guaranteed. | Dividends on stock guaranteed. | Cash. | Total. |
|---|-------------------------------|--------------------------------|--------------------|-----------------------|
| Mine Hill and Schuylkill Haven railroad, | | \$336,816 00 | | \$336,816 00 |
| Mt. Carbon and Port Carbon railroad, | | 36,250 00 | | 39,250 00 |
| Mill Creek and Mine Hill navigation and railroad, | | 35,000 00 | | 35,000 00 |
| Schuylkill Valley navigation and railroad, | | 29,450 00 | | 29,450 00 |
| Little Schuylkill Navigation and Railroad and Coal Company, | | 215,092 00 | \$2,000 00 | 217,092 00 |
| East Pennsylvania railroad, | \$19,800 00 | 104,067 00 | | 123,867 00 |
| Philadelphia, Germantown and Norristown railroad, | 3,833 34 | 269,623 34 | 8,000 00 | 281,456 68 |
| Chestnut Hill railroad, | | 14,478 00 | 2,000 00 | 16,478 00 |
| Catawissa railroad, | 104,830 00 | 228,000 00 | 8,000 00 | 338,830 00 |
| North Pennsylvania railroad, | 492,000 00 | 377,700 00 | 11,856 80 | 881,556 80 |
| Delaware and Bound Brook railroad, | 123,000 00 | 144,000 00 | 9,000 00 | 276,000 00 |
| Shamokin, Sunbury and Lewisburg railroad, | 110,000 00 | | 540 00 | 110,540 00 |
| Swede's Ford Bridge Company, | | 2,406 00 | 50 00 | 2,456 00 |
| Allentown Terminal railroad, | 6,000 00 | 7,500 00 | 1,006 45 | 14,506 45 |
| Colebrookdale railroad, | | | 12,789 42 | 12,789 42 |
| Pickering Valley railroad, | | | 6,560 33 | 6,560 33 |
| Allentown railroad, | | | 3,802 07 | 3,802 07 |
| Schuylkill and Lehigh railroad, | 27,000 00 | | | 27,000 00 |
| Lehigh Valley Railroad Company, | 1,514,457 50 | 2,016,740 00 | | 3,531,197 50 |
| Schuylkill Navigation Company, | 8,802 63 | 393 93 | | 9,196 56 |
| Susquehanna Canal Company, | 21,710 02 | | 696 23 | 22,406 25 |
| Total rentals—A, | \$2,431,433 49 | \$3,813,515 27 | \$66,280 90 | \$6,311,229 66 |

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

| | |
|--|-----------------------|
| Tracks, | \$921,620 27 |
| Total rentals—B, | \$921,620 27 |
| Grand total rentals paid—A and B, | \$7,232,849 93 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-------------------------|--|-------------------------|
| Cost of road, | \$96,053,526 33 | Capital stock, | \$40,105,261 73 |
| Cost of equipment, | 19,614,480 54 | Funded debt, | 157,314,403 45 |
| Bonds of other companies owned, | 6,138,689 52 | Current liabilities, | 7,881,080 33 |
| Stocks of other companies owned, | 17,640,371 41 | Accrued interest on funded debt not yet payable, | 415,884 85 |
| Other permanent investments, | 81,614,718 96 | Unmatured instalments on equipment purchased, | 5,225,900 84 |
| Cash and current assets, | 11,258,666 58 | Accrued rentals not yet payable, | 2,006,171 71 |
| Other assets: | | Sundries, | 12,443,969 13 |
| Sundries, | 3,813,646 27 | Profit and loss, | 736,890 49 |
| Total, | \$226,129,079 58 | Total, | \$226,129,079 58 |

IMPORTANT CHANGES DURING THE YEAR.

The Lehigh Valley Railroad Company was leased by this company February 11, 1892, for 999 years from December 1, 1891, from which date the operations of said company are included in this report.

Stock issued, \$330,000.

The following increases were made in funded debt :

| | | |
|---|--------------|----------------|
| General mortgage bonds, | \$500,000 00 | |
| First preference income bonds, | 651 25 | |
| Second preference income bonds, | 87 50 | |
| Loan, 1891-1941, | 5,388,000 00 | |
| Sinking fund loan, 1892-1902, | 2,000,000 00 | |
| Purchase money loan, 1892-1942, | 700,000 00 | |
| | | \$8,588,738 75 |
| Less decrease : | | |
| Real estate bonds, | \$23,318 79 | |
| Car trust, | 732,000 00 | |
| Third preference income bonds, | 330,000 00 | |
| | | 1,085,318 79 |
| | | \$7,503,419 96 |

CONTRACTS, AGREEMENTS, ETC.

United States Express Company—The railroad company furnishes cars and motive power for which the express company pays percentage of gross receipts.

United States Government—No contracts, terms vary on various mail routes.

Pullman Palace Car Company—The parlor car company furnishes its own cars.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------------|----------------------------|-----------------------------|
| General officers, | 106 | \$474,749 80 | |
| General office clerks, | 834 | 682,468 20 | |
| Station agents, | 473 | 279,156 88 | \$1 90 |
| Other station men, | 611 | 323,154 88 | 1 69 |
| Enginemen, | 1,402 | 1,348,500 08 | 3 06 |
| Firemen, | 1,373 | 899,656 60 | 2 10 |
| Conductors, | 1,109 | 848,994 12 | 2 45 |
| Other trainmen, | 4,228 | 2,419,977 14 | 1 63 |
| Machinists, | 1,094 | 813,904 80 | 2 88 |
| Carpenters, | 1,334 | 829,158 44 | 1 99 |
| Other shopmen, | 3,587 | 1,652,152 72 | 1 49 |
| Section foremen, | 376 | 273,251 80 | 2 33 |
| Other trackmen, | 3,330 | 1,489,186 48 | 1 11 |
| Switchmen, flagmen and watchmen, | 1,320 | 533,840 42 | 1 39 |
| Telegraph operators and dispatchers, | 765 | 491,528 76 | 1 94 |
| Employees—account floating equipment, | 241 | 158,045 04 | 2 10 |
| All other employees and laborers, | 5,863 | 2,730,070 48 | 1 49 |
| Total, | 28,716 | \$18,197,796 64 | |
| Distribution of above: | | | |
| General administration, | 1,040 | \$1,157,218 00 | |
| Maintenance of way and structures, | 6,019 | 2,601,780 00 | \$1 39 |
| Maintenance of equipment, | 6,647 | 3,275,184 56 | 1 74 |
| Conducting transportation, | 15,010 | 9,163,625 08 | 1 88 |
| Total, | 28,716 | \$18,197,796 64 | |

PASSENGER, FREIGHT AND TRAIN MILEAGE.

| ITEM. | Column for tonnage, number passengers, number trains, mileage, number cars. | COLUMN FOR REVENUE AND RATES. | | |
|--|---|-------------------------------|--------|--------|
| | | Dollars. | Cents. | Mills. |
| Passenger traffic: | | | | |
| Number of passengers carried earning revenue. | 22,509,198 | | | |
| Number of passengers carried one mile. | 277,130,919 | | | |
| Average distance carried. | 12.31 | 5,352,066 | 70 | 777 |
| Total passenger revenue. | | | 28 | 096 |
| Average amount received from each passenger. | | | 78 | 384 |
| Passenger earnings per train mile. | | | | |
| Freight traffic: | | | | |
| Number of tons carried of freight earning revenue. | 32,174,989 | | | |
| Number of tons carried one mile. | 3,056,824,984 | | | |
| Average distance haul of one ton. | 94.975 | | | |
| Total freight revenue. | | 36,792,121 | 30 | |
| Average amount received for each ton of freight. | | | 83 | 270 |
| Average receipts per ton per mile. | | | 1 | 877 |
| Freight earnings per train mile. | | | 66 | 352 |
| Passenger and freight: | | | | |
| Passenger and freight earnings. | | 32,658,832 | 44 | |
| Train mileage: | | | | |
| Miles run by passenger trains. | 7,484,589 | | | |
| Miles run by freight trains. | 16,105,669 | | | |
| Total mileage of trains earning revenue. | 23,590,208 | | | |
| Miles run by switching trains. | 8,842,606 | | | |
| Miles run by construction and other trains. | 629,964 | | | |
| Grand total train mileage. | 33,062,778 | | | |

FREIGHT TRAFFIC MOVEMENT (APPROXIMATED).

COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight original- ing on this road. | Freight received from connect- ing roads and other carriers. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|---------------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | <i>Whole tons.</i> | <i>Whole tons.</i> | | |
| Grain. | 228,428 | 899,716 | 1,117,144 | 3.47 |
| Flour. | 101,764 | 306,294 | 407,066 | 1.26 |
| Other mill products. | 41,647 | 124,942 | 166,589 | .63 |
| Hay. | 179,737 | 44,384 | 224,071 | .70 |
| Tobacco. | 14,607 | 1,622 | 16,229 | .06 |
| Cotton. | | 21,477 | 21,477 | .07 |
| Fruit and vegetables. | 228,660 | 22,987 | 246,637 | .77 |
| Products of animals: | | | | |
| Live stock. | 101,468 | 89,496 | 180,964 | .60 |
| Dressed meat. | 28,487 | 68,884 | 97,351 | .39 |
| Other packing house products. | 6,658 | 37,649 | 33,802 | .11 |
| Poultry, game and fish. | 26,187 | 3,590 | 29,777 | .09 |
| Wool. | 7,894 | 22,894 | 30,288 | .09 |
| Hides and leather. | 39,446 | 34,890 | 64,336 | .20 |
| Products of mines: | | | | |
| Anthracite coal. | 13,366,545 | 3,469,284 | 16,835,829 | 52.33 |
| Bituminous coal. | | 2,222,111 | 2,222,111 | 6.91 |
| Coke. | | 456,230 | 456,230 | 1.42 |
| Ores. | 796,206 | 791,941 | 1,578,147 | 4.91 |
| Stones, sand and other like articles. | 927,253 | 594,722 | 1,521,975 | 4.73 |
| Products of forest: | | | | |
| Lumber. | 886,471 | 443,235 | 1,329,706 | 4.13 |
| Bark. | | 40,630 | 40,630 | .13 |
| Manufactures: | | | | |
| Petroleum and other oils. | 39,677 | 196,353 | 236,030 | .73 |
| Sugar. | 75,420 | 7,956 | 83,376 | .26 |
| Naval stores. | 9,310 | 3,581 | 12,891 | .04 |
| Iron, pig and bloom. | 1,019,460 | 406,598 | 1,426,058 | 4.43 |
| Iron and steel rails. | 199,248 | 38,577 | 237,823 | .74 |
| Other castings and machinery. | 75,410 | 22,465 | 97,875 | .30 |
| Bar and sheet metal. | 541,352 | 60,150 | 601,502 | 1.87 |
| Cement, brick and lime. | 381,145 | 96,286 | 476,431 | 1.46 |
| Agricultural implements. | 11,505 | 9,279 | 20,784 | .06 |
| Wagons, carriages, tools, etc. | 9,821 | 8,478 | 18,297 | .06 |
| Wines, liquors and beers. | 48,724 | 29,762 | 78,486 | .24 |
| Household goods and furniture. | 35,096 | 11,210 | 46,306 | .15 |
| Merchandise. | 575,992 | 512,087 | 1,088,079 | 3.38 |
| Miscellaneous, other commodities not men- tioned above. | 508,412 | 618,168 | 1,126,580 | 3.52 |
| Total tonnage. | 20,480,523 | 11,694,466 | 32,174,989 | 100.00 |

FUNDED DEBT—Continued.

CAR TRUST OBLIGATIONS.—A. GENERAL STATEMENT.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. |
|-------------------------------------|------------------|-----------|---------------------|---|
| Car trust certificates. | Feb. 15, 1883. . | 10 years, | 10 | 43 locomotives, 1 tender, 2 baggage, 18 passenger, 3,245 freight cars and 3 snow plows. |
| Car trust certificates, series "B," | March 15, 1884, | 10 years, | 10 | 43 locomotives, 23 passenger and 1,002 freight cars. |
| Car trust certificates, series "C," | July 1, 1887. . | 10 years, | 10 | 12 locomotives, 69 passenger, 20 baggage and combination and 1,670 freight cars. |
| Car trust certificates, series "D," | March 1, 1890, | 10 years, | 10 | 50 locomotives, 43 passenger, 7 combination, 4,000 freight cars and 15 coal barges. |

B. STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | |
|--------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|-------|
| | | Original amount. | Amount outstanding. | Amount accrued during year. | Rate. |
| Issue February 15, 1883, . . . | \$2,000,000 00 | \$2,000,000 00 | \$200,000 00 | \$19,500 00 | 6 |
| Series "B" | 1,110,000 00 | 1,110,000 00 | 204,000 00 | 15,575 00 | 6 |
| Series "C" | 1,200,000 00 | 1,200,000 00 | 630,000 00 | 34,750 00 | 6 |
| Series "D," | 3,000,000 00 | 3,000,000 00 | 2,480,000 00 | 129,186 66 | 6 |
| Total. | \$7,310,000 00 | \$7,310,000 00 | \$3,514,000 00 | \$199,991 66 | |

RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount outstanding. | Amount of interest accrued during year. |
|---|---------------------|---|
| Common income and collateral trust bonds, etc., | \$153,800,402 45 | \$6,013,902 95 |
| Car trust obligations. | 3,514,000 00 | 199,991 66 |
| Total. | \$157,314,402 45 | \$6,213,894 61 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892. | |
|---|-----------------|---|-----------------|
| Cash. | \$1,079,690 63 | Loans and bills payable. | \$3,013,049 45 |
| Bills receivable. | 61,632 17 | Audited vouchers and accounts. | 1,900,293 94 |
| Due from agents. | 2,111,942 29 | Wages and salaries. | 1,151,303 94 |
| Net traffic balances due from other companies. | 382,994 10 | Matured interest coupons unpaid (including coupons due July 1). | 1,089,887 75 |
| Due from solvent companies and individuals. | 3,735,976 78 | Rentals due July 1. | 438,011 64 |
| Other cash assets (including materials and supplies on hand). | 3,681,430 69 | Miscellaneous. | 288,484 21 |
| Total. | \$11,258,666 56 | Balance—Cash assets. | 3,373,636 33 |
| | | Total. | \$11,258,666 56 |

RECAPITULATION.

A.—MILEAGE OWNED.

| | |
|----------------------------------|-------------------------|
| Capital stock, | \$40,105,361 78 |
| Bonds, | 153,800,402 45 |
| Car trust obligations, | 3,514,000 00 |
| Total, | \$197,419,764 23 |

B.—MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED).

| NAME OF ROAD. | Capital stock. | Funded debt. |
|---|-------------------------|-------------------------|
| Main line and branches owned. | \$40,105,361 78 | \$154,614,402 45 |
| Colebrookdale Railroad Company, | 297,315 00 | 600,000 00 |
| Pickering Valley Railroad Company, | 55,655 00 | 352,300 00 |
| East Pennsylvania Railroad Company, | 1,734,450 00 | 495,000 00 |
| Allentown Railroad Company, | 1,298,884 47 | ..... |
| Little Schuylkill and Navigation Canal Company, | 2,487,850 00 | ..... |
| Mine Hill and Schuylkill Haven Railroad Company, | 4,310,200 00 | ..... |
| Mount Carbon and Port Carbon Railroad Company, | 282,850 00 | ..... |
| Mill Creek and Mine Hill Navigation and Railroad Company, | 823,875 00 | ..... |
| Schuylkill Valley Navigation and Railroad Company, | 576,050 00 | ..... |
| East Mahanoy Railroad Company, | 515,800 00 | ..... |
| Shamokin, Sunbury and Lewisburg Railroad Company, | 2,000,000 00 | 2,000,000 00 |
| Philadelphia, Germantown and Norristown Railroad Company, | 2,246,900 00 | ..... |
| Catawissa Railroad Company, | 3,200,000 00 | 1,350,000 00 |
| Chester and Delaware River Railroad Company, | 29,550 00 | ..... |
| North Pennsylvania Railroad Company, | 4,721,250 00 | 7,200,000 00 |
| Delaware and Bound Brook Railroad Company, | 1,800,000 00 | 1,800,000 00 |
| Norristown Junction Railroad Company, | 20,000 00 | 40,000 00 |
| Schuylkill and Lehigh Railroad Company, | 50,000 00 | 1,000,000 00 |
| Chestnut Hill Railroad Company, | 120,660 00 | ..... |
| Philadelphia, Harrisburg and Pittsburg Railroad Company, | 2,000,000 00 | 2,000,000 00 |
| Lehigh Valley Railroad Company, | 40,441,310 00 | 33,986,000 00 |
| Total, | \$108,536,851 26 | \$205,416,702 45 |

PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | |
|--|---------------------------------|-------------------------------------|-----------------------|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. |
| Construction: | | | |
| Other real estate, | | \$487,140 96 | \$487,140 96 |
| Bridges and trestles, | \$47,890 57 | 41,355 31 | 89,245 88 |
| Rails, | 163,440 72 | ..... | 163,440 72 |
| Ties, | 318,628 88 | ..... | 318,628 88 |
| Buildings, furniture and fixtures, | 100,388 73 | 166,168 31 | 266,557 01 |
| Wharfing, etc., . . . . . | ..... | 18,965 59 | 18,965 59 |
| Sidings and yard extensions, . . . . . | ..... | 275,960 42 | 275,960 42 |
| Other items, | 154,896 08 | 1,518 33 | 156,414 36 |
| Total construction, | \$785,229 93 | \$966,145 92 | \$1,771,375 85 |
| Equipment: | | | |
| Freight cars, . . . . . | ..... | \$2,644,314 81 | \$2,644,314 81 |
| Floating equipment, . . . . . | ..... | 18,650 93 | 18,650 93 |
| Total equipment, . . . . . | ..... | \$2,662,965 74 | \$2,662,965 74 |
| Grand total construction and equipment, | \$785,229 93 | \$3,649,109 66 | \$4,434,339 59 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENN- SYLVANIA. |
|---|--------------------------|--------------------|
| Bridges: | | |
| Number stone, | 282 | |
| Number iron, | 680 | |
| Number wooden, | 467 | |
| Number combination, | 2 | 1,323 |
| Trestles: | | |
| Number, | 425 | 412 |
| Aggregate length (feet), | 66,221 | 55,544 |
| Tunnels: | | |
| Number, | 14 | |
| Maximum length (feet), | 13,330 | |
| Minimum length (feet), | 9,709 | |
| Aggregate length of all tunnels (feet), | 28,705 | |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company, | 1,951.18 | |
| Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company, | 7,371.80 | |

Gauge of track, 4 ft. 8½ in.

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Date of organization : April 13, 1892.

By what authority incorporated : Pennsylvania, act for the formation and regulation of railroad corporations, April 4, 1868, and amendments.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-------------------------|-----------------------------|
| A. J. Antelo, | Philadelphia, | Third Monday in May, 1893. |
| George DeB. Keim, | do. | do. do. |
| Thomas Dolan, | do. | do. do. |
| Thomas Cochran, | do. | do. do. |
| James Boyd, | do. | do. do. |
| C. Tower, Jr., | do. | do. do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | C. C. Midway, | do. |
| Treasurer, | W. A. Church, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Philadelphia and Reading Terminal Railroad Company; road under construction and mileage not yet ascertained.

BONDS OWNED.

| | |
|--|---------------------|
| Philadelphia and Reading Railroad bonds, | \$2,892,000 00 |
| Valuation, | <u>2,772,239 09</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$6,122,118 49 | Capital stock, | \$6,500,000 00 |
| Bonds of other companies owned, | 2,772,239 09 | Funded debt, | 9,616 67 |
| Cash and current assets, | 2,637 16 | Current liabilities, | 387,838 06 |
| Total, | \$6,897,009 73 | Total, | \$6,897,009 73 |

IMPORTANT CHANGES DURING THE YEAR.

\$8,200,000 capital stock issued at 8 per cent.

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Date of organization : June 9, 1832.

By what authority incorporated : State of Pennsylvania, February 23, 1832, February 9, 1835, April 13, 1838, April 16, 1838, March 23, 1839, March 17, 1840, June 13, 1842, April 16, 1844, April 16, 1848, May 2, 1855, May 25, 1859, May 29, 1859, April 28, 1864, March 11, 1869.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-----------------------------|
| G. M. Dorrance, | Bristol, Pa., | February 15, 1898. |
| G. B. Roberts, | Philadelphia, | do. |
| Alexander Biddle, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Pa., | do. |
| J. N. DuBarry, | Philadelphia, | do. |
| Alexander M. Fox, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| W. H. Wilson, | Philadelphia, | do. |
| H. H. Houston, | Philadelphia, | do. |
| Frank Thomson, | Philadelphia, | do. |
| Amos R. Little, | Philadelphia, | do. |
| John F. Green, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors : February 17, 1892.
 Postoffice address of general office : 233 South Fourth street, Philadelphia.
 Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|---------------|
| President, | W. H. Wilson, | Philadelphia. |
| Secretary, | James R. McClure, | do. |
| Treasurer, | John A. Wood, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|-----------------|-------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Philadelphia and Trenton Railroad Company. | Philadelphia, . | Morrisville, Pa., | Pennsylvania Railroad Company. | 26.50 | 26.50 |

Lease dated June 30, 1871, from the United New Jersey Railroad and Canal Company and the Philadelphia and Trenton Railroad Company, for and during the term of 999 years at a yearly rental of ten dollars per share on the outstanding capital stock at the date of the lease (not including 7,650 shares owned by the united companies), the lessee to maintain and operate the railroad and keep the same in thorough repair and condition, paying all assessments, taxes, charges, transit duties and impositions whatever that may be lawfully imposed or laid.

STOCKS OWNED.

| | |
|---|---------------------|
| Trenton, Delaware Bridge Company, 1,278 shares, | \$127,800 00 |
| Trenton and New Brunswick Turnpike Company, 1,200 shares, | 21,000 00 |
| Total, | \$148,800 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$3,713,175 33 | Capital stock, | \$1,250,100 00 |
| Stocks of other companies owned, | 151,455 56 | Current liabilities, | 1,855,177 33 |
| | | Profit and loss, | 750,353 56 |
| Total, | \$3,864,630 89 | Total, | \$3,864,630 89 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|--------------------|
| Bridges: | | |
| Number stone, | 10 | 10 |
| Number iron, | 11 | 11 |
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 32 | 32 |
| Telegraph: | | |
| Miles of line owned by this company, | 26.50 | 26.50 |
| Miles of wire owned by this company, | 255.41 | 255.41 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 76.06 | 76.06 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 255.41 | 255.41 |
| Gauge of track, | | 4 ft. 9 in. |

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY.

Date of organization : April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized under the laws of the State of Pennsylvania, Delaware and Maryland.

The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company formed by the merger under date of March 28, 1877, under authority of an act of Pennsylvania of May 16, 1861, and an act of Delaware of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company, New Castle and Frenchtown Turnpike and Railroad Company, chartered by act of the State of Delaware of February 7, 1829, New Castle and Wilmington Railroad Company, chartered by an act of the State of Delaware of February 9, 1839, and the Southwark Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company, which was a party to that consolidation, was organized February 5, 1838, by the consolidation under authority of an act of Delaware of February 4, 1833, and an act of Maryland of January 20, 1838, and an act of Pennsylvania of December 19, 1837, of the following companies: (1) The Philadelphia and Delaware County Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831; name changed to Philadelphia, Wilmington and Baltimore Railroad Company by act of March 14, 1836. (2) The Wilmington and Susquehanna Railroad Company, chartered by act of the State of Delaware of January 18, 1832, into which the Delaware and Maryland Railroad Company, chartered by act of the State of Maryland of March 14, 1832, had been merged, by authority of act of Delaware of February 4, 1833, act of Delaware of July 24, 1835, an act of Maryland of March 14, 1836. (3) The Baltimore and Port Deposit Railroad Company, chartered by act of Maryland of March 5, 1832.

The following is a reference to the acts of incorporation and acts supplementary to or amendatory thereof, of each of the companies now constituting the Philadelphia, Wilmington and Baltimore Railroad Company :

Philadelphia, Wilmington and Baltimore Railroad Company : Acts of Pennsylvania of April 2, 1831 (P. L. p. 353), March 14, 1836 (P. L. p. 86), February 24, 1837 (P. L. p. 20), March 7, 1837 (P. L. p. 39), December, 19, 1837 (P. L. p. 1).

Wilmington and Susquehanna Railroad Company : Acts of Delaware of January 18, 1832 (vol. 8, p. 133), February 4, 1833 (vol. 8, p. 272), January 26, 1835 (vol. 8, p. 351), July 24, 1835 (vol. 9, p. 9), June 17, 1836 (vol. 9, p. 86), January 13, 1837 (vol. 9, p. 59).

Delaware and Maryland Railroad Company : Acts of Maryland of March 14, 1832, 1831 chap. 296; March 21, 1833, 1832 chap. 304; March 9, 1835, 1834 chap. 281; March 14, 1836, 1835 chap. 93; April 1, 1836, 1835 chap. 336; February 23, 1837, 1836 chap. 55.

Baltimore and Port Deposit Railroad Company : Acts of Maryland of March 5, 1832, 1831 chap. 288; March 21, 1833, 1832 chap. 304; January 30, 1834, 1833 chap. 78; April 2, 1836, 1835 chap. 327; March 9, 1837, 1836 chap. 136; January 17, 1838, 1837 chap. 4; January 20, 1838, 1837 chap. 30; March 22, 1838, 1837 chap. 270.

Philadelphia, Wilmington and Baltimore Railroad Company : Acts of Pennsylvania subsequent to consolidation, February 27, 1838 (P. L. p. 39), April 16, 1838 (P. L. p. 462), March 16, 1839 (P. L. p. 100), April 12, 1851 (P. L. p. 707), March 29, 1855 (P. L. p. 142), April 27, 1855 (P. L. p. 349).

Acts of Delaware of January 23, 1839 (vol. 9, p. 205), February 12, 1839 (vol. 9, p. 241), February 14, 1839 (vol. 9, p. 243), February 21, 1843 (vol. 9, p. 517), February 22, 1843 (vol. 9, p. 521), February 12, 1845 (vol. 10, p. 42), January 30, 1847 (vol. 10, p.

121), February 4, 1847 (vol. 10, p. 137), February 23, 1849 (vol. 10, p. 196), February 23, 1853 (vol. 11, p. 81), February 26, 1855 (vol. 11, p. 264), February 10, 1859 (vol. 11, p. 79), February 25, 1859 (vol. 11, p. 759), March 11, 1863 (vol. 12, p. 309), February 23, 1869 (vol. 13, p. 652), March 2, 1871 (vol. 4, p. 125), March 3, 1871 (vol. 14, p. 139), March 25, 1872 (vol. 14, p. 339), April 11, 1873 (vol. 14, p. 338), February 22, 1877 (vol. 15, p. 514), February 10 1881 (vol. 16, p. 670), March 8, 1877 (vol. 15, p. 541), February 27, 1883 (vol. 17, p. 299), February 27, 1883 (vol. 17, p. 302), February 4, 1885 (vol. 17, p. 804).

Acts of Maryland of January 23, 1839, 1838 chap. 126; March 10, 1842, 1841 chap. 307; April 14, 1853, 1852 chap. 138; May 30, 1853, 1853 chap. 411; March 9, 1864, 1864 chap. 211; March 9, 1864, 1864 chap. 335; March 28 1868, 1868 chap. 233.

Southwark Railroad Company: Acts of Pennsylvania of April 2, 1831 (P. L. p. 360), April 14, 1835 (P. L. p. 274), April 15, 1835 (P. L. p. 341), April 5, 1849 (P. L. p. 889), April 9, 1867 (P. L. p. 984).

New Castle and Frenchtown Turnpike and Railroad Company: Acts of Delaware of February 7, 1829 (vol. 7, p. 313), February 7, 1829 (vol. 7, p. 319), January 26, 1831 (vol. 8, p. 57), February 9, 1832 (vol. 8, p. 175), January 22, 1833 (vol. 8, p. 207), February 16, 1841 (vol. 9, p. 376), February 21, 1843 (vol. 9, p. 515), February 24, 1847 (vol. 10, p. 206), February 7, 1849 (vol. 10, p. 297), February 23, 1849 (vol. 10, p. 354), February 7, 1852 (vol. 10, p. 652), March 4, 1857 (vol. 11, p. 521), March 19, 1863 (vol. 12, p. 333), March 2, 1867 (vol. 13, p. 218), March 24, 1875 (vol. 15, p. 177), February 22, 1877 (vol. 15, p. 514).

Acts of Maryland of 1809, chap. 64; March 14, 1823, 1827 chap. 207; March 14, 1829 1828 chap. 198; February 9, 1830, 1829 chap. 64; February 7, 1842, 1841 chap. 265; February 23, 1850, 1849 chap. 249; March 10, 1856, 1856 chap. 249.

New Castle and Wilmington Railroad Company: Acts of Delaware of February 19, 1839 (vol. 9, p. 376), February 2, 1847 (vol. 10, p. 131), January 16, 1852 (vol. 10, p. 662), February 26, 1852 (vol. 10, p. 705), February 22, 1877 (vol. 15, p. 514).

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|---|-----------------------------|
| George B. Roberts. | 233 South Fourth street. Philadelphia. | January 9, 1893. |
| Jacob Tome. | Port Deposit, Md. | do. |
| William Sellers. | 1900 Hamilton street, Philadelphia. | do. |
| Frank Thompson. | 233 South Fourth street. Philadelphia. | do. |
| John P. Green. | 233 South Fourth street. Philadelphia. | do. |
| J. N. DuBarry. | 233 South Fourth street. Philadelphia. | do. |
| Henry D. Welsh. | Wissahickon Heights Chestnut Hill, Phila. | do. |
| B. E. Comegys. | Philadelphia National Bank. | do. |
| Benjamin F. Newcomer. | 15 and 16 Spear's Wharf, Baltimore, Md. | do. |
| Edward Lloyd. | Tants Mills, Talbot county, Md. | do. |
| Skipwith Willmer. | 207 North Calvert street, Baltimore, Md. | do. |
| E. T. Warner. | Wilmington, Del. | do. |
| German H. Hunt. | 233 East German street, Baltimore, Md. | do. |
| N. Parker Shortridge. | Wynnewood, Pa. | do. |
| Preston Lea. | Wilmington, Del. | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------|--------------------|-------------------------------------|
| President. | George B. Roberts. | 233 South Fourth st., Philadelphia. |
| Vice President. | Frank Thompson. | 233 South Fourth st., Philadelphia. |
| Secretary. | J. C. Sims. | 233 South Fourth st., Philadelphia. |
| Treasurer. | Robert W. Smith. | 233 South Fourth st., Philadelphia. |
| General Solicitor. | John Scott. | 243 South Fourth st., Philadelphia. |
| Comptroller. | Robert W. Downing. | 233 South Fourth st., Philadelphia. |
| Assistant Comptroller. | M. Riebenack. | 233 South Fourth st., Philadelphia. |
| General Manager. | Charles E. Pugh. | 233 South Fourth st., Philadelphia. |
| Chief Engineer. | William H. Brown. | 233 South Fourth st., Philadelphia. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|---|------------------------------------|------------------------|--|
| | From— | To— | | |
| Philadelphia, Wilmington and Baltimore railroad. | Philadelphia, | Baltimore, Md., | 94.90 | 17.50 |
| Southwark branch, | Broad st., Phila. . . . | Dock street, Phila. . . . | 1.71 | 1.71 |
| Brandywine branch, | Landlith, Del. | Augustine Mill, Del. . . . | 2.14 | 2.14 |
| Newark and Delaware City branch, | Newark, Del. | Delaware City, Del. . . . | 11.79 | 11.79 |
| New Castle and Wilmington branch, | Delaware Junc., Del. . . . | Shellpot Crossing, Del. . . . | .98 | .98 |
| Shellpot branch, | Edgemoor, Del. | Near Newport, Del. . . . | 5.80 | 5.80 |
| Total, | | | 21.90 | 1.71 |
| Delaware railroad—Main line, | Shellpot Crossing, Del. . . . | Delmar, Del. | 96.23 | 96.23 |
| New Castle Cut-off, | Junc. Shellpot branch, Del. . . . | New Castle, Del. | 5.51 | 5.51 |
| Branch, | Townsend, Del. | Massey's, Md. | 9.25 | 9.25 |
| Branch, | Clayton, Del. | Smyrna, Del. | 1.29 | 1.29 |
| Branch, | Seaford, Del. | Near Oak Grove, Del. . . . | 5.73 | 5.73 |
| Delaware and Chesapeake railway, | Clayton, Del. | Oxford, Md. | 54.80 | 54.80 |
| Queen Anne and Kent railroad, | Massey's, Md. | Centerville, Md. | 25.90 | 25.90 |
| Cambridge and Seaford railroad, | Near Oak Grove, Del. . . . | Cambridge, Md. | 27.24 | 27.24 |
| Delaware, Maryland and Virginia railroad, | Harrington, Del. | Rehoboth City, Va. | 97.58 | 97.58 |
| Philadelphia and Baltimore Central railroad—Main line, | Georgetown, Del. | Franklin City, Va. | 62.72 | 62.72 |
| Branch, | West Philadelphia, | Octoraro Junc., Md. . . . | 58.89 | 58.89 |
| Branch, | Wawa, Pa. | West Chester, Pa. | 9.83 | 9.83 |
| Branch, | Brandywine Summit, Pa. | Kaoline Works, Pa. | 1.63 | 1.63 |
| Chester Creek railroad, | Lenni, Pa. | Lamokin, Pa. | 6.69 | 6.69 |
| Baltimore and Potomac railroad, | Baltimore, Md. | So. and Long bridge, D. C. | 48.36 | 48.36 |
| Catonsville Short Line railroad, | Bowls, Md. | Pope's Creek, Md. | 48.67 | 48.67 |
| Washington Southern railway, | London Park, Md. | Catonsville, Md. | 8.80 | 8.80 |
| | Junc. Balto. and Pot. So. end Long bridge, D. C., | Quantico, Va., and Branch. | 34.67 | 34.67 |
| Total, | | | 532.84 | 71.04 |
| Total mileage operated, | | | 649.73 | 90.25 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|--------------------|--------------|------------------------------|
| Delaware Railroad Company registered mortgage, | \$108,500 00 | 6 per cent. | \$6,210 00 |
| Delaware Railroad Company 4½ per cent., | 500,000 00 | 4½ per cent. | 22,500 00 |
| Delaware and Chesapeake Railway Company mortgage coupon, | 37,000 00 | 4 per cent. | 2,240 00 |
| Philadelphia and Baltimore Central Railroad Company registered, | 100,000 00 | 4½ per cent. | 4,500 00 |
| Worcester Railroad Company first mortgage coupon, | 336,000 00 | 6 per cent. | 20,160 00 |
| Junction and Breakwater Railroad Company second mortgage coupon, | 250,000 00 | 6 per cent. | 15,000 00 |
| Total, | \$1,346,500 00 | | \$85,450 00 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|--|---------------------|--------------|------------------------------------|
| Cambridge and Seaford Railroad Company, | \$500,000 00 | | |
| Delaware Railroad Company, | 1,181,325 00 | 6 per cent. | \$70,320 00 |
| Delaware, Maryland and Virginia Railroad Company, | 326,200 00 | | |
| Junction Railroad Company, | 86,550 00 | 40 per cent. | 34,690 00 |
| Philadelphia and Baltimore Central Railroad Company, | 2,496,450 00 | | |
| Delaware and Chesapeake Railway Company, | 600,000 00 | | |
| Queen Anne and Kent Railway Company, | 164,750 00 | | |
| South Chester Railroad Company (instalment), | 25,000 00 | | |
| Total, | \$6,379,275 00 | | \$104,940 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------|--------------------------------|-----------------|
| Cost of road, | \$15,414,758 37 | Capital stock, | \$11,819,350 00 |
| Cost of equipment, | | Funded debt, | 5,537,598 33 |
| Bonds of other companies owned, | 1,025,561 09 | Current liabilities, | 1,907,633 14 |
| Stocks of other companies owned, | 2,379,219 35 | Sinking fund, | 476,000 00 |
| Cash and current assets, | 1,526,706 80 | Profit and loss, | 1,680,229 83 |
| Other assets: | | | |
| Sinking fund, | 512,000 00 | | |
| Sundries, | 2,478 58 | | |
| Material and supplies, | 540,002 11 | | |
| Total, | \$21,410,801 80 | Total, | \$21,410,801 80 |

IMPORTANT CHANGES DURING THE YEAR.

The Philadelphia, Wilmington and Baltimore Railroad Company sold to the Delaware Railroad Company, as of July 1, 1891, the following lines:

| | |
|---|----------------|
| New Castle and Wilmington branch—Portion from Shellpot Branch Crossing to New Castle, Del., | 4.48 miles. |
| New Castle and Frenchtown branch—From New Castle to Porter, Del., | 6.77 " |
| New Castle branch—From Junction New Castle and Wilmington branch to Junction Shellpot branch, | 5.51 " |
| | <u>16.71 "</u> |

On November 1, 1891, Philadelphia, Wilmington and Baltimore Railroad Company began operating:

| | |
|--|-----------------|
| Baltimore and Potomac railroad, including Catonsville Short Line railroad, | 96.88 miles. |
| Washington Southern railway, | 34.67 " |
| Changes in length of line due to re-measurements, | .13 " |
| | <u>130.68 "</u> |

Securities acquired during the year:

| | Par value. |
|--|--------------|
| Delaware railroad bonds, 4½ per cent., | \$500,000 00 |
| Delaware and Chesapeake railway bonds, 4 per cent., | 1,000 00 |
| Worcester railroad bonds, 6 per cent., | 336,000 00 |
| Junction and Breakwater Railroad bonds, 6 per cent., | 250,000 00 |
| Delaware railroad stock, | 435,325 00 |
| Delaware, Maryland and Virginia railway stock, | 326,200 00 |

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company under contract.

United States mails carried.

Sleeping cars furnished by Pullman Palace Car Company under contract; Pennsylvania railroad and Pullman parlor and dining cars used.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company; the Philadelphia, Wilmington and Baltimore Railroad Company and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the Baltimore and Potomac Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, G. C. Wilkins, receiver; Alexandria and Washington Railroad Company, and the Washington, Ohio and Western Railroad Company, dated January 7, 1885.

Agreement with Western Union Telegraph Company.

EMPLOYES AND SALARIES.

| CLASS | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------------|----------------------------|-----------------------------|
| General officers. | 28 | \$66,748 02 | \$5 73 |
| General office clerks, | 215 | 187,286 71 | 2 88 |
| Station agents, | 290 | 150,138 34 | 1 60 |
| Other station men, | 350 | 373,283 63 | 1 61 |
| Enginemen, | 248 | 201,281 43 | 3 75 |
| Firemen, | 255 | 144,508 96 | 1 82 |
| Conductors, | 240 | 232,845 17 | 3 06 |
| Other trainmen, | 696 | 362,776 20 | 1 76 |
| Machinists, | 264 | 195,340 28 | 2 86 |
| Carpenters, | 396 | 248,102 77 | 2 00 |
| Other shopmen, | 498 | 262,286 73 | 1 70 |
| Section foremen, | 169 | 117,548 56 | 1 90 |
| Other trackmen | 1,480 | 648,217 75 | 1 18 |
| Switchmen, flagmen and watchmen, | 421 | 184,938 88 | 1 40 |
| Telegraph operators and dispatchers, | 330 | 189,128 25 | 2 06 |
| Employees—account of floating equipment, | 8 | 5,133 33 | 2 06 |
| All other employes and laborers, | 790 | 378,884 09 | 1 55 |
| Total (including general officers), | 6,834 | \$3,888,106 12 | \$1 77 |
| Less general officers, | 28 | 58,748 02 | 5 73 |
| Total (excluding general officers), | 66,806 | \$3,779,257 10 | \$1 75 |
| Distribution of above (estimated): | | | |
| General administration, | 243 | \$246,133 73 | \$3 77 |
| Maintenance of way and structures, | 2,036 | 856,409 49 | 1 82 |
| Maintenance of equipment, | 1,488 | 843,730 18 | 1 86 |
| Conducting transportation, | 3,072 | 1,892,841 72 | 1 94 |
| Total, | 6,834 | \$3,888,106 12 | \$1 77 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 28 | 11 |
| Number iron, | 49 | 13 |
| Number wooden, | 5 | 1 |
| Trestles: | | |
| Number, | 28 | |
| Aggregate length (feet), | 11,587 | |
| Telegraph: | | |
| Miles of line owned by this company, | 21.80 | 9 |
| Miles of wire owned by this company, | 47.80 | 24 |
| Miles of line operated by this company, | 119.25 | 28.50 |
| Miles of wire operated by this company, | 630.26 | 165 |
| Gauge of track, | | 4 ft. 9 in. |

PICKERING VALLEY RAILROAD COMPANY.

Date of organization : April 3, 1869.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------------|---------------------------------|
| A. A. McLeod, | Philadelphia, | Second Monday in January, 1898. |
| John Oberholzer, | Norristown, Pa., | do. do. |
| Samuel Holman, | Chester Springs, Pa., | do. do. |
| Francis Hallman, | Chester Springs, Pa., | do. do. |
| H. K. Brownback, | Downingtown, Pa., | do. do. |
| Morris Fassell, | Chester Springs, Pa., | do. do. |
| Daniel Keely, | Uwchland, Pa., | do. do. |
| Jacob Beerbrower, | Uwchland, Pa., | do. do. |
| Jos. J. Tustin, | Chester Springs, Pa., | do. do. |
| Levi B. Kaler, | Phoenixville, Pa., | do. do. |
| Levi Oberholzer, | Phoenixville, Pa., | do. do. |
| Horace Latashaw, | Anselma, Pa., | do. do. |
| Jacob Emery, | Chester Springs, Pa., | do. do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|-----------------|
| President, | James Boyd, | Norristown, Pa. |
| Secretary, | Howard Hancock, | Philadelphia. |
| Treasurer, | John Welch, | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------------|---------------|-----------------------|---------------------------------------|----------------|-----------------------------------|
| | From— | To— | | | |
| Pickering Valley railroad, | Phoenixville, | Byers, Pa., | Philadelphia and Reading railroad. | 11.80 | 11.80 |

Leased to the Philadelphia and Reading Railroad Company for twenty-nine years, from September 1, 1877. Lessee pays all expenses of operating, and to this company as rental, a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|---------------------|--|---------------------|
| Cost of road. | \$481,899 08 | Capital stock. | \$65,655 00 |
| Cash and current assets. | 140 46 | Funded debt. | 332,800 00 |
| Profit and loss. | 491,585 79 | Current liabilities, | 539,335 06 |
| | | Accrued interest on funded debt not yet payable. | 5,815 25 |
| Total. | \$973,105 33 | Total. | \$973,105 33 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|---------|---------------------------------|----------------------------------|
| General officers. | 3 | \$240 00 | |
| Total. | 3 | \$240 00 | |
| Distribution of above: | | | |
| General administration: | 3 | \$240 00 | \$0 26 |
| Total. | 3 | \$240 00 | \$0 26 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 3 | \$240 00 | \$0 26 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|----------------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron. | 3 | 3 |
| Number wooden. | 4 | 4 |
| Total. | 7 | 7 |
| Trestles: | | |
| Number. | 2 | 2 |
| Aggregate length (feet). | 872 | 872 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

PINE CREEK RAILWAY COMPANY.

Date of organization : February 17, 1870.

By what authority incorporated : State of Pennsylvania, page 149 pamphlet laws.

Operated by Fall Brook Coal Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|---------------------|-----------------------------|
| Cornelius Vanderbilt. | New York city. | January 9, 1893. |
| William K. Vanderbilt. | New York city. | do. |
| Chauncy M. Depew. | New York city. | do. |
| H. McK. Twombly. | New York city. | do. |
| George J. Magee. | Watkins, N. Y. | do. |
| Anton Hardt. | Wellsboro, Pa. | do. |
| M. E. Olmsted. | Harrisburg, Pa. | do. |
| William Howell. | Antrim, Pa. | do. |
| George F. Baer. | Reading, Pa. | do. |
| J. W. Bailey. | Wellsboro, Pa. | do. |
| Walter Sherwood. | Wellsboro, Pa. | do. |
| Jefferson Harrison. | Wellsboro, Pa. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Wellsboro, Pa.

Postoffice address of operating company : Corning, N. Y.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|--------------------|----------------------------------|
| President. | Henry Sherwood. | Wellsboro, Pa. |
| Vice President. | George J. Magee. | Corning, N. Y. |
| Secretary and Treasurer. | E. V. W. Rossiter. | Grand Central Station, New York. |
| Chief Engineer. | Anton Hardt. | Corning, N. Y. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line | Miles of line in Pennsylvania. |
|---------------------|-------------------------|------------------------|---------------------------|---------------|--------------------------------|
| | From— | To— | | | |
| Pine Creek railway. | Stockdale Junction, Pa. | Newberry Junction, Pa. | Fall Brook Coal Company. | 74.8 | 74.8 |

This road is operated by the Fall Brook Coal Company, under contract of lease, dated December 18, 1882, the lessee paying thirty per cent. of the gross earnings, as rental in full under said lease. Lease twenty years from June 30, 1883.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|---|----------------|
| Cost of road, | \$4,687,379 61 | Capital stock, | \$1,000,000 00 |
| Cash and current assets, | 8,816 25 | Funded debt, | 8,579,000 00 |
| Profit and loss, | 806,976 64 | Current liabilities, | 850,277 60 |
| | | Accrued interest on funded debt not yet payable, | 17,865 00 |
| Total, | \$4,947,172 60 | Total, | \$4,947,172 60 |

IMPORTANT CHANGES DURING THE YEAR.

\$43,000.00 second mortgage bonds redeemed and canceled.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The first mortgage bonds are guaranteed by the New York Central and Hudson River Railroad Company, the Philadelphia and Reading Railroad Company and the Corning, Cowanesque and Antrim Railway Company.

PINE CREEK RAILWAY—FALL BROOK COAL COMPANY
LESSEE AND OPERATOR.

Date of organization : May 12, 1859.

By what authority incorporated : Special act, pamphlet laws State of Pennsylvania, year 1859, page 746; supplement pamphlet laws State of Pennsylvania, year 1865, page 910; supplement pamphlet laws State of Pennsylvania, year 1870, page 186.

BOARD OF MANAGERS OF THE FALL BROOK COAL COMPANY.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---------------------------|-----------------------------|
| George J. Magee, | Watkins, N. Y., | November, 1892. |
| Daniel C. Howell, | Bath, N. Y., | do. |
| Daniel Beach, | Watkins, N. Y., | do. |
| John Lang, | Watkins, N. Y., | do. |
| Henry Sherwood, | Wellsboro, Pa., | do. |
| Alfred L. Edwards, | New York city, | do. |
| John Magee, | Watkins, N. Y., | do. |

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|----------------------------|----------------|
| President, | George J. Magee, | Corning, N. Y. |
| First Vice President and Treasurer, | John Lang, | do. |
| Second Vice President and Counsel, | Daniel Beach, | do. |
| Secretary and Assistant Treasurer, | John H. Lang, | do. |
| Chief Engineer, | S. T. Hayt, Jr., | do. |
| Auditor, | Wm. Nicholson, | do. |
| General Superintendent, | George R. Brown, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------|---------------------------|------------------------|------------------------|--|
| | From— | To— | | |
| Pine Creek railway. | Stokesdale Junction, Pa., | Newberry Junction, Pa. | 74.80 | 74.80 |

CONTRACTS, AGREEMENTS, ETC.

American Express Company, pay first-class rates on all merchandise, and mileage proportion on packages; cars furnished express company and maintained.

Compensation fixed by United States Government, \$5,838.87 per annum.

The Blue Line, Red Line, White Line, Midland Line, Nickel Plate Line, West Shore Hoosac Tunnel Line, Merchants' Despatch Line and Southwest Despatch Line. Each of the lines furnish their own cars at regular mileage rates.

Beech Creek railway, trackage on twelve miles South Jersey Shore.

Western Union Telegraph Company, for use of line allow one-half of gross receipts.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|------------|----------------------------|-----------------------------|
| General officers. | 11 | \$17,850 00 | .. . . . |
| General office clerks. | 28 | 11,170 81 | \$1 54 |
| Station agents. | 12 | 5,780 00 | 1 52 |
| Other station men. | 25 | 10,906 97 | 1 39 |
| Enginemen. | 31 | 88,685 18 | 2 83 |
| Firemen. | 88 | 21,811 85 | 2 49 |
| Conductors. | 27 | 18,080 80 | 2 12 |
| Other trainmen. | 81 | 39,000 52 | 1 52 |
| Machinists. | 21 | 18,081 55 | 1 97 |
| Carpenters. | 80 | 18,916 11 | 2 13 |
| Other shopmen. | 29 | 18,718 08 | 1 80 |
| Section foremen. | 15 | 8,082 50 | 1 70 |
| Other trackmen. | 141 | 55,813 08 | 1 25 |
| Switchmen, flagmen and watchmen. | 7 | 3,638 96 | 1 73 |
| Telegraph operators and dispatchers. | 15 | 8,819 52 | 1 85 |
| Total. | 501 | \$290,150 16 | \$1 20 |
| Distribution of above: | | | |
| General administration. | 34 | \$29,080 81 | .. . . . |
| Maintenance of way and structures. | 185 | 78,246 00 | .. . . . |
| Maintenance of equipment. | 50 | 30,712 50 | .. . . . |
| Conducting transportation. | 232 | 152,179 85 | .. . . . |
| Total. | 501 | \$290,150 16 | .. . . . |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 417 | .. . . . | .. . . . |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone | 5 | 5 |
| Number iron | 23 | 23 |
| Number wooden | 21 | 21 |
| Trestles: | | |
| Number | 7 | 7 |
| Aggregate length (feet) | 3,829 | 3,829 |
| Telegraph: | | |
| Miles of line operated by this company | 75 | 75 |
| Miles of wire operated by this company | 150 | 150 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, or which operate over the line of this road: The Red Line, Blue Line, White Line, Midland Line, Nickel Plate Line, West Shore and Hoosac Tunnel Line, Merchants' Despatch, Southwest Despatch Line.

PITTSBURG AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization : September 21, 1871.

By what authority incorporated : Charter from State of Pennsylvania, and special act dated February 21, 1872 ; special act dated April 5, 1873.

DIRECTORS.

| NAMES | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|-----------------------------------|-----------------------------|
| James M. Bailey | Pittsburg. | February, 1898. |
| W. H. Brunt | Castle Shannon, Pa. | do. |
| James R. Redman | 101 North avenue, Allegheny City. | do. |
| H. T. Morris | 60 Fourth avenue, Pittsburg. | do. |
| J. M. Conroy | Allegheny City. | do. |
| Jacob Geib | Thirty-second ward, Pittsburg. | do. |
| Charles Zugsmith, Jr. | Allegheny City. | do. |
| H. Dana Rolfe | 154 Third avenue, Pittsburg. | do. |
| P. F. Schuchman | Pittsburg. | do. |
| L. S. McCallip | Pittsburg. | do. |

Date of last meeting of stockholders for election of directors : February 17, 1892.
 Postoffice address of general office : 50 Carson street, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS |
|--|---------------------------|------------------------------|
| President | Walter Chess | Pittsburg. |
| Vice President | James M. Bailey | Pittsburg. |
| Secretary | E. J. Reamer | 50 Carson street, Pittsburg. |
| Treasurer | Samuel Duscher | 50 Carson street, Pittsburg. |
| Chief Engineer | S. Schoyer, Jr. | Pittsburg. |
| General Solicitor, Attorney or Counsel | O. A. Rogers | Pittsburg. |
| General Manager | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--------------------|--------------------|------------------------|--|
| | From— | To— | | |
| Pittsburg and Castle Shannon Railroad Company. | Pittsburg. | Arlington. | 6.50 | 6.50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|---------------------|--|---------------------|
| Cost of road. | \$352,498 47 | Capital stock. | \$481,400 00 |
| Cost of equipment. | 30,469 93 | Funded debt. | 231,774 40 |
| Lands owned, real estate. | 17,412 25 | Current liabilities. | 50,354 25 |
| Lands owned, coal. | 71,518 65 | Accrued interest on funded debt not yet payable. | 5,000 00 |
| Cash and current assets. | 8,854 53 | | |
| Other assets. | 275 00 | | |
| Sundries. | 3,341 00 | | |
| Profit and loss. | 284,168 52 | | |
| Total. | \$768,538 65 | Total. | \$768,538 65 |

IMPORTANT CHANGES DURING THE YEAR.

Incline No. 2, near completion, June 30, 1892. Length, 2,300 feet.

CONTRACTS, AGREEMENTS, ETC.

Mails.—Receive for carrying five small pouches daily each way, \$258.20.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|--|------------|----------------------------|
| General officers. | 3 | \$2,750 00 |
| Coal miners by contract. | 72 | 30,692 55 |
| Coal department, nut. | 40 | 19,945 25 |
| Railroad passenger and repair men. | 87 | 31,354 70 |
| Total. | 161 | \$74,742 80 |

CHARACTERISTICS OF ROAD.

| | |
|---|-------------|
| Bridges: | |
| Number iron (feet), | 330 and 75 |
| Trestles: | |
| Number, | 4 |
| Aggregate length (feet), | 1,530 |
| Tunnels: | |
| Number, | 1 |
| Aggregate length of all tunnels (feet), | 1,700 |
| Telephone: | |
| Miles of line operated by this company, | 6 |
| Miles of wire operated by this company, | 24 |
| Miles of line owned by this company, | 6 |
| Miles of wire owned by this company, | 6 |
| Gauge of track, | 3 ft. 4 in. |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Eight lots on Cameron street; 207 feet Coal Incline Plane right of way; coal yard on Mt. Washington; tunnel right of way and right of way for incline No. 2, 2,100 feet long from John H., and James M. Bailey, for \$2,800 for year, lease expires 1912.

PITTSBURG, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization: October, 1881.

By what authority incorporated: Act approved April 4, 1868.

OFFICERS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|----------------------|-----------------------------|
| John E. Davidson, | Pittsburg, | January, 1898. |
| J. J. Turner, | do. | do. |
| J. T. Brooks, | do. | do. |
| J. M. Bailey, | do. | do. |
| J. G. Robinson, | do. | do. |
| J. H. Reed, | do. | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------|------------------------------|------------|
| President, | James McCrea, | Pittsburg. |
| Secretary, | R. T. Hill, | do. |
| Treasurer, | T. H. B. McKnight, | do. |
| Accountant, | R. T. Hill, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania |
|-----------------------------------|---------------------------|---------------------------|------------------------|---------------------------------------|
| | From— | To— | | |
| Main line, | Chartiers, | Junction No. 1, | 8.3 | 8.3 |
| Painter's Run branch, | Junction No. 2, | Beadling, | 1.8 | 1.8 |
| Thom's Run branch, | Junction No. 2, | Beechmont, | 5.1 | 5.1 |
| Under contract, | Junction No. 1, | Junction No. 2, | 2.4 | 2.4 |
| Total mileage operated, | | | 17.6 | 17.6 |

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|----------------------------------|-----------------------|---|-----------------------|
| Cost of road. | \$285,541 37 | Capital stock. | \$700,000 00 |
| Cost of equipment. | 248,959 65 | Funded debt. | 700,000 00 |
| Cash and current assets. | 44,885 38 | Current liabilities. | 15,314 92 |
| Profit and loss. | 202,728 57 | Accrued interest on funded debt not yet payable. | 11,800 00 |
| Total. | \$1,427,114 92 | Total. | \$1,427,114 92 |

IMPORTANT CHANGES DURING THE YEAR.

The outstanding second mortgage bonds of this company, amounting to \$807,000, at September 30, 1891, were exchanged and retired for the general mortgage bonds dated April 1, 1892.

The capital stock of this company was increased from \$600,000 to \$1,000,000, April 1, 1892.

CONTRACTS, AGREEMENTS, ETC.

This company pays the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, for use of 2.36 miles of track of the Chartlers division of that railway, a fixed annual rental of \$2,973.60, the same being one-half of the interest at seven per centum upon the estimated value of said portion of said railway, which value is fixed at \$36,000 per mile.

In addition to the fixed annual rental this company pays to the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company for use of said track a proportionate cost of all expenses of renewing, maintaining and perpetuating the track, based upon the proportion which car and engine mileage bears to the total car and engine mileage of both parties over said track.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|------------|----------------------------|-----------------------------|
| General officers. | 2 | \$850 00 | |
| General office clerks. | 3 | 3,780 00 | \$2 67 |
| Station agents. | 4 | 1,839 08 | 1 96 |
| Other station men. | 2 | 1,403 28 | 1 91 |
| Enginemen. | 6 | 5,501 44 | 3 50 |
| Firemen. | 7 | 3,084 66 | 1 90 |
| Conductors. | 6 | 4,950 14 | 2 90 |
| Other trainmen. | 21 | 9,459 10 | 1 80 |
| Mechanists. | 2 | 1,394 98 | 2 40 |
| Carpenters. | 12 | 6,354 59 | 2 33 |
| Other shopmen. | 29 | 18,798 87 | 1 77 |
| Section foremen. | 5 | 2,919 79 | 1 70 |
| Other trackmen. | 47 | 12,727 19 | 1 25 |
| Switchmen, flagmen and watchmen. | 1 | 465 62 | 1 38 |
| Telegraph operators and dispatchers. | 5 | 2,019 52 | 1 72 |
| Total. | 152 | \$70,476 16 | |
| Distribution of above: | | | |
| — General administration. | | \$4,680 00 | |
| — Maintenance of way and structures. | | 18,671 80 | |
| — Maintenance of equipment. | | 18,452 07 | |
| — Conducting transportation. | | 28,722 79 | |
| Total. | | \$70,476 16 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 152 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|------------------|
| Bridges: | | |
| Number iron, | 6 | 6 |
| Number wooden, | 6 | 6 |
| Trestles: | | |
| Number, | 9 | 9 |
| Aggregate length (feet), | 5,965 | 5,965 |
| Tunnels: | | |
| Number, | 1 | 1 |
| Maximum length (feet), | 326 | 326 |
| Telegraph: | | |
| Miles of line owned by this company, | 16.4 | 16.4 |
| Miles of wire owned by this company, | 22.9 | 22.9 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The general mortgage dated April 1, 1892, amounting to \$1,000,000, provides as follows, viz: That on the first day of April, 1894, and annually on the first day of April thereafter the company will provide out of its net earnings a sinking fund equal to the aggregate of one per centum on the then outstanding issue of said bonds. The first mortgage bonds now outstanding, amounting to \$320,000, are fundable into the general mortgage bonds dated April 1, 1892.

PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

Date of consolidation : June 10, 1890.

By what authority incorporated : Incorporated under the laws of Pennsylvania, Ohio, Indiana and Illinois, as per copy of agreement of consolidation, filed with report for nine months ended June 30, 1891.

If a consolidated company, name the constituent companies : This company is a consolidation, taking effect October 1, 1890, of the Pittsburg, Cincinnati and St. Louis Railway Company, Chicago, St. Louis and Pittsburg Railroad Company, the Cincinnati and Richmond Railroad Company and Jeffersonville, Madison and Indianapolis Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|-----------------------------|-----------------------------|
| G. B. Roberts, | Philadelphia, | April, 1895. |
| Frank Thomson, | Philadelphia, | April, 1895. |
| J. N. DuBarry, | Philadelphia, | April, 1895. |
| Jno. P. Green, | Philadelphia, | April, 1895. |
| James McCrea, | Pittsburg, | April, 1894. |
| Thomas D. Messler, | Pittsburg, | April, 1894. |
| W. H. Barnes, | Philadelphia, | April, 1894. |
| Henry H. Houston, | Philadelphia, | April, 1893. |
| J. T. Brooks, | Pittsburg, | April, 1893. |
| John E. Davidson, | Pittsburg, | April, 1893. |
| Briggs E. Cunningham, | Cincinnati, Ohio, | April, 1893. |
| George Willard, | Chicago, Ills., | April, 1893. |
| William Stewart, | Pittsburg, | April, 1893. |

Date of last meeting of stockholders for election of directors: April 12, 1892.

Postoffice address of general office : Penn avenue and Tenth street, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------|--------------------|---------------|
| President. | George B. Roberts. | Philadelphia. |
| First Vice President. | James McCrea. | Pittsburg. |
| Second Vice President. | J. T. Brooks. | Pittsburg. |
| Third Vice President. | Thomas D. Messier. | Pittsburg. |
| Fourth Vice President. | John E. Davidson. | Pittsburg. |
| Secretary. | S. B. Liggett. | Pittsburg. |
| Treasurer. | T. H. B. McKnight. | Pittsburg. |
| Assistant Treasurer. | M. C. Spencer. | Pittsburg. |
| Chief Engineer. | M. J. Becker. | Pittsburg. |
| General Counsel. | J. T. Brooks. | Pittsburg. |
| Assistant Counsel. | J. J. Brooks. | Pittsburg. |
| Comptroller. | John W. Renner. | Pittsburg. |
| Assistant Comptroller. | Albert McElevy. | Pittsburg. |
| Auditor Freight Receipts. | John M. Lyon. | Pittsburg. |
| Auditor Passenger Receipts. | J. F. Farley. | Pittsburg. |
| Auditor Disbursements. | James Instan. | Pittsburg. |
| General Manager. | Joseph Wood. | Pittsburg. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|---|---|------------------------|--|
| | From— | To— | | |
| Pittsburg division. | Birmingham (South Pittsburg), Pa. | Columbus, O. | 189.42 | 33.84 |
| Indianapolis division. | Columbus, O. | Indianapolis, Ind. | 187.11 | |
| Richmond division. | Richmond Junc., Ind. | Anoka, Ind. | 102.22 | |
| Richmond division. | Bendcomb Junc., O. | Hamilton Junc., O. | 24.47 | |
| Richmond division. | New River Junc., O. | Indiana State Line. | 35.56 | |
| Richmond division. | Ohio State Line. | Indianapolis Division Junction, Ind. | 3.77 | |
| Chicago division. | Bradford, O. | Chicago, Ills. | 280.98 | |
| Chicago division. | Logansport, Ind. | Efner, Ind. | 60.19 | |
| Louisville division. | Indianapolis, Ind. | Jeffersonville, Ind. | 108.40 | |
| Bridgeville and McDonald branch. | Bridgeville, Pa. | Rend's Mines, Pa. | 7.81 | 7.81 |
| New Cumberland branch. | New Cumberland Junction, W. Va. | New Cumberland, W. Va. | 10.57 | |
| Cadiz branch. | Cadiz Junc., O. | Cadiz, O. | 7.85 | |
| New Albany branch. | Jeffersonville, Ind. | New Albany, Ind. | 4.54 | |
| Jeffersonville branch. | Junc. of N. A. branch. | Main line, Jeffersonville, Ind. | 1.47 | |
| Madison branch. | Columbus, Ind. | Madison, Ind. | 44.90 | |
| Cambridge branch. | Columbus, Ind. | Cambridge, Ind. | 63.04 | |
| Steuenville extension. | Pittsburg. | Birmingham (South Pittsburg), Pa. | 1.23 | 1.23 |
| Union depot tracks, Columbus, O. | East end of depot yard. | High street. | .26 | |
| Union railway, Indianapolis. | Terminal tracks connecting. | Main line with depot. | .77 | |
| Lake Erie and Western railroad. | Indianapolis, Ind. | Kokomo, Ind. | 54.28 | |
| Cincinnati, Hamilton and Dayton railroad. | Hamilton Junc., O. | New River Junc., O. | 1.53 | |
| Louisville bridge. | Jeffersonville, Ind. | Louisville, Ky. | 2.45 | |
| Little Miami railroad. | Columbus, O. | Cincinnati, O. | 119.35 | |
| | Xenia, O. | Springfield, O. | 19.31 | |
| | Xenia, O. | Indiana State Line. | 53.34 | |
| Cincinnati Street Connecting railway. | L. M. R. R. in Cincinnati, O. | C. C. C. & St. L. railroad in Cincinnati. | 2.49 | |
| Ohio Connecting railway. | P. C. C. & St. L. railway in Pittsburg. | P. F. W. & C. railway in Allegheny, Pa. | 3.27 | 3.27 |
| Chartiers railway. | Mansfield, Pa. | Washington, Pa. | 22.76 | 22.76 |
| Chartiers Connecting railway in Washington, Pa. | Terminus of Chartiers railway. | Terminus of W. W. R. R. | .73 | .73 |
| Pittsburg, Wheeling and Kentucky railroad. | Wheeling Junction, W. Va. | Benwood, W. Va. | 28.04 | |
| Englewood Connecting railway. | P. C. C. & St. L. railway in Chicago. | P. F. W. & C. railway in Chicago. | 2.35 | |
| Fifty-ninth street, Chicago. | | | | |
| Total mileage operated. | | | 1,394.18 | 69.63 |

* This company owns an undivided half of 23.02 miles of track between Newark and Columbus, included above as part of main line of Pittsburg division.

BONDS OWNED.

Pittsburg, Chartiers and Youghiogeny Railway Company, general mortgage gold bonds (rate—4 per cent), \$12,000 00

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|------------------|-------------|------------------------------|
| Little Miami Elevator Company, | \$20,000 00 | 8 per cent. | |
| Union Depot Company, Columbus, Ohio, | 37,298 75 | | \$2,988 90 |
| Englewood Connecting Railway Company, | 98,500 00 | | |
| Pittsburg, Chartiers and Youghiogeny Railway Company, | 850,000 00 | | |
| Anderson Belt Railway Company, | 37,250 00 | | |
| Total par value, | \$538,048 75 | | \$2,988 90 |
| Total value as carried on company's books, | \$327,898 30 | | |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------|--|-----------------|
| Cost of road and equipment, | \$90,283,370 26 | Capital stock, | \$47,966,691 04 |
| Bonds of other companies owned, | 12,000 00 | Funded debt, | 42,412,370 00 |
| Stocks of other companies owned, | 327,898 30 | Current liabilities, | 3,368,482 86 |
| Car trust equipment, | 576,370 00 | Deferred liabilities, | 1,049,302 18 |
| Cash and current assets, | 3,184,420 50 | Accrued interest on funded debt not yet payable, | 530,957 08 |
| Other assets: | | Profit and loss, | 290,600 67 |
| Sinking fund, | 464,072 63 | | |
| Sundries, | 405,069 04 | | |
| Betterments to leased roads, | 855,258 10 | | |
| Total, | \$95,608,358 68 | Total, | \$95,608,358 68 |

IMPORTANT CHANGES DURING THE YEAR.

All new mortgages or stock issued: \$13,575,000.00 consolidated mortgage bonds of this company bearing 4½ per cent. interest per annum, together with \$4,072,500.00 of common stock were issued in exchange for Chicago, St. Louis and Pittsburg Railroad Company 5 per cent. consolidated mortgage bonds surrendered and canceled in accordance with agreement.

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of gross receipts from oyster traffic.

Mails—The United States government pays this company for transportation of mails, a fixed rate per mile of road, decided by the extent of actual service performed, based on the weight of mail matter carried for thirty consecutive days during each quadrennial period. Additional compensation is allowed for special fast service and also for postal car service.

Sleeping, Parlor or Dining Car Companies—Pullman's Palace Car Company furnishes its cars for use over the lines of this company, maintaining the same and collecting from passengers from 25 cents to \$2.50 each for single seat or berth according to distance, in addition to railroad fare, collected by this company. In case the cars running between Pittsburg and Indianapolis *via* Dayton fail to earn for the Pullman Company an average of \$7,500 per car per annum this company pays the Pullman Company three cents per car per mile run by its cars, or so much thereof as may be necessary to increase the average gross earnings to \$7,500 per car per annum. It also furnishes the dining cars run between Pittsburg and Indianapolis, for which this company pays a fixed rental and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or Transportation Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies—This company receives rental for portions of its roadway, yards and terminals under contracts with sundry companies and pays for terminals, etc., under contracts with other companies.

Telegraph Companies—The Western Union Telegraph Company is granted the privilege of use of this company's lines, paying a fixed rental therefor.

Other Contracts—The Union News Company pays this company a fixed rental for use of privileges granted over its lines.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers, | 87 | \$154,978 97 | ... |
| General office clerks, | 587 | 439,608 26 | \$2 10 |
| Station agents, | 273 | 184,618 08 | 1 87 |
| Other station men, | 838 | 445,134 45 | 1 58 |
| Enginemen, | 496 | 619,856 39 | 3 06 |
| Firemen, | 504 | 336,617 02 | 1 98 |
| Conductors, | 446 | 486,840 83 | 3 11 |
| Other trainmen, | 1,088 | 744,516 03 | 2 06 |
| Machinists, | 386 | 390,042 52 | 2 45 |
| Carpenters, | 497 | 304,177 71 | 1 08 |
| Other shopmen, | 1,721 | 870,796 87 | 1 65 |
| Section foremen, | 287 | 180,470 85 | 1 51 |
| Other trackmen, | 1,774 | 681,978 89 | 1 22 |
| Switchmen, flagmen and watchmen, | 611 | 312,487 65 | 1 46 |
| Telegraph operators and dispatchers, | 874 | 245,800 08 | 1 08 |
| All other employes and laborers, | 1,424 | 784,892 82 | 1 61 |
| Total, | 11,242 | \$6,984,584 21 | \$1 88 |
| Distribution of above: | | | |
| General administration, | 604 | \$575,580 22 | \$5 04 |
| Maintenance of way and structures, | 2,081 | 812,449 54 | 1 27 |
| Maintenance of equipment, | 2,604 | 1,455,017 10 | 1 84 |
| Conducting transportation, | 6,008 | 4,141,637 34 | 2 00 |
| Total, | 11,242 | \$6,984,584 21 | \$1 88 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 1,272 | ... | ... |
| Total yearly compensation of employes in Pennsylvania, | ... | \$662,375 13 | \$1 79 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 166 | 30 |
| Number iron, | 370 | 14 |
| Number wooden, | 138 | 3 |
| Number combination, | 1 | |
| Trestles: | | |
| Number, | 414 | 7 |
| Aggregate length (feet), | 44,668 | 480 |
| Tunnels: | | |
| Number, | 12 | 6 |
| Maximum length, | 3,274 | 2,374 |
| Minimum length, | 296 | 296 |
| Aggregate length of all tunnels (feet), | 14,363 | 5,733 |
| Telegraph: | | |
| Miles of line owned by this company jointly with Western Union Tele- graph Company, | 1,118 | 32.4 |
| Miles of wire owned by this company, | 3,188.3 | 262.4 |
| Miles of line operated by this company jointly with Western Union Telegraph Company, | 1,118 | 32.4 |
| Miles of wire operated by this company, | 3,188.3 | 262.4 |
| Miles of line operated by Western Union Telegraph Company, | 30.8 | 1.5 |
| Miles of wire operated by Western Union Telegraph Company, | 4,965.1 | 331.4 |
| Miles of line operated by Western Union Telegraph Company jointly with this company, | 1,118 | 32.4 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? A sinking fund of one per cent. per annum on bonds outstanding, to be paid out of net earnings, and the annual interest on bonds before purchased by said fund for payment of Pittsburg, Cincinnati, Chicago and St. Louis Railway Company's consolidated 4 1/2 per cent. bonds. A sinking fund of not less than \$15,000.00 per annum for payment of J. M. & I. R. R. Co.'s first mortgage 7 per cent. bonds.

Name all the associations to which this road is a party whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

PITTSBURG AND CONNELLSVILLE RAILROAD COMPANY.

Date of organization: June 11, 1846.

By what authority incorporated: State of Pennsylvania. Acts April 3, 1837, April 18, 1843, April 19, 1843, April 3, 1846, April 10, 1846, April 17, 1846, March 15, 1847, March 15, 1847, March 27, 1848, March 20, 1849, March 31, 1853, April 12, 1853, April 18, 1853, April 21, 1853, March 3, 1854, April 6, 1854, April 19, 1854, April 26, 1854, March 2, 1855, March 21, 1855, April 3, 1856, April 11, 1856, January 27, 1857, April 11, 1863, April 14, 1863, August 19, 1864, April 17, 1866.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|------------------------|---------------------------------|
| Orland Smith. | Cincinnati, O. | First Monday in December, 1892. |
| Robert Garrett. | Baltimore, Md. | do. do. |
| Mendes Cohen. | Baltimore, Md. | do. do. |
| Findley H. Burns. | Baltimore, Md. | do. do. |
| John D. Scully. | Pittsburg. | do. do. |
| George A. Berry. | Pittsburg. | do. do. |
| John W. Chalfant. | Allegheny, Pa. | do. do. |
| Charles L. Fitzhugh. | Allegheny, Pa. | do. do. |
| William Metcalf. | Pittsburg. | do. do. |
| W. J. Moorhead. | Pittsburg. | do. do. |
| W. H. Koontz. | Somerset, Pa. | do. do. |
| Charles Donnelly. | Pittsburg. | do. do. |

Date of last meeting of stockholders for election of directors : December 7, 1891.

Postoffice address of general office : Pittsburg.

Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|---------------------------|----------------|
| President. | Orland Smith. | Cincinnati, O. |
| Secretary. | J. B. Washington. | Pittsburg. |
| Treasurer. | | |
| Auditor. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|---------------------------|--------------------------|--------------------------------------|----------------|--------------------------------|
| | From-- | To-- | | | |
| Pittsburg and Connellsville Railroad Company. | Pittsburg, . | Mt. Savage Junction, Md. | Baltimore and Ohio Railroad Company. | 146.70 | 144.40 |
| Hickman Run branch, | Hickman Run Junction, Pa. | Cora Mines, Pa. | Baltimore and Ohio Railroad Company. | 2.10 | 2.10 |
| Total mileage. | | | | 148.80 | 146.50 |

The Pittsburg and Connellsville Railroad Company was leased by the Baltimore and Ohio Railroad Company for a period of fifty (50) years from January 1, 1876, which lease is renewable at the option of the Baltimore and Ohio Railroad Company.

The lessees agree at all times, during the term of the lease, to work, use, manage, maintain, operate and keep in public use, the Pittsburg and Connellsville railroad, with the appurtenances, and to apply the receipts as follows : To operating and keeping in repair said road and its property, to payment of interest on consolidated mortgage bonds. If, however, during any year the receipts are not sufficient to meet the expenses, the deficiency is to be made up from receipts of subsequent years. If the receipts exceed the expenses the remainder is to be paid to the Pittsburg and Connellsville Railroad Company, the lessor.

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|-----------------------|-------------|------------------------------|
| 102 first mortgage bonds, Salisbury Railroad Company. | \$102,000 00 | 7 per cent. | \$7,140 00 |
| 48 first mortgage bonds, Somerset and Cambria Railroad Company. | 48,000 00 | ..... | ..... |
| 48 first mortgage bonds, Baltimore and Ohio Southwestern Railroad Company. | 48,000 00 | ..... | ..... |
| 27 first mortgage bonds, Baltimore and Ohio Southwestern Railroad Company. | 27,000 00 | ..... | ..... |
| 152 traffic bonds, Somerset and Cambria Railroad Company. | 76,000 00 | ..... | ..... |
| 500 second mortgage bonds, Somerset and Cambria Railroad Company. | 500,000 00 | ..... | ..... |
| 500 first mortgage bonds, Baltimore and Ohio Short Line Railroad Company. | 450,000 00 | ..... | ..... |
| 500 first mortgage bonds, Ohio and Baltimore Short Line Railroad Company. | 500,000 00 | 5 per cent. | 25,000 00 |
| Total, | \$1,751,000 00 | ..... | \$35,515 00 |

STOCKS OWNED.

| | |
|--|-----------------------|
| 1,834 shares common stock, Salisbury Railroad Company, | \$82,036 13 |
| 222 shares preferred stock, Salisbury Railroad Company, | 11,000 00 |
| 970 shares common stock, Berlin Railroad Company, | 50,000 00 |
| 19,970 shares common stock, Somerset and Cambria Railroad Company, | 659,208 50 |
| 2,958 shares common stock, Mount Pleasant and Broad Ford Railroad Company, | 250,000 00 |
| Total, | \$1,052,250 63 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|------------------------|------------------------------|------------------------|
| Cost of road. | \$15,089,956 00 | Capital stock. | \$1,955,091 05 |
| Cost of equipment. | 1,784,411 58 | Funded debt. | 20,718,234 00 |
| Bonds of other companies owned. | 1,751,000 00 | Current liabilities. | 4,052,878 71 |
| Stocks of other companies owned. | 1,052,250 63 | | |
| Cash and current assets. | 151,081 08 | | |
| Other assets: | | | |
| Sinking fund. | 498,801 81 | | |
| Sundries. | 2,818 33 | | |
| Profit and loss. | 6,506,637 84 | | |
| Total, | \$36,736,891 76 | Total, | \$36,736,891 76 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|--------------|---------------------------------|----------------------------------|
| General officers. | 6 | \$6,750 00 | 1 92 |
| General office clerks. | 16 | 12,250 00 | 1 60 |
| Station agents. | 40 | 22,950 00 | 1 55 |
| Other station men. | 63 | 35,100 00 | 2 76 |
| Enginemen. | 123 | 181,955 56 | 2 30 |
| Firemen. | 130 | 72,825 76 | 2 00 |
| Conductors. | 109 | 91,581 75 | 2 09 |
| Other trainmen. | 355 | 195,867 00 | 2 20 |
| Machinists. | 81 | 55,776 00 | 2 11 |
| Carpenters. | 111 | 73,480 00 | 1 58 |
| Other shopmen. | 609 | 291,644 01 | 1 43 |
| Section foremen. | 44 | 23,949 40 | 1 25 |
| Other trackmen. | 269 | 100,123 55 | 1 09 |
| Switchmen, flagmen and watchmen. | 167 | 65,024 20 | 1 73 |
| Telegraph operators and dispatchers. | 60 | 87,321 20 | 1 23 |
| Employees—account floating equipment. | 165 | 62,995 25 | 1 66 |
| All other employes and laborers. | 189 | 108,310 20 | ..... |
| Total. | 2,536 | \$1,889,714 91 | ..... |
| Distribution of above: | | | |
| General administration. | 22 | \$19,089 60 | ..... |
| Maintenance of way and structures. | 727 | 303,851 20 | ..... |
| Maintenance of equipment. | 758 | 356,585 61 | ..... |
| Conducting transportation. | 1,034 | 678,965 50 | ..... |
| Total. | 2,536 | \$1,889,714 91 | ..... |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 2,526 | ..... | ..... |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|------------------|
| Bridges: | | |
| Number stone. | 4 | 4 |
| Number iron. | 58 | 55 |
| Number wooden. | 6 | 6 |
| Trestles: | | |
| Number. | 9 | 9 |
| Aggregate length (feet). | 1,025 | 1,025 |
| Tunnels: | | |
| Number. | 4 | 4 |
| Maximum length (feet). | 4,775 | 4,775 |
| Minimum length (feet). | 118 | 118 |
| Aggregate length of all tunnels (feet). | 7,848 | 7,848 |
| Telegraph: | | |
| Miles of line operated by Western Union Telegraph Company. | 148.80 | 144.40 |
| Miles of wire operated by Western Union Telegraph Company. | 446.40 | 433.20 |

Gauge of track, 4 ft. 8½ in.

PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Date of organization : February 26, 1862.

If a consolidated company, name the constituent companies : Ohio and Pennsylvania Railroad Company, chartered in Ohio, February 24, 1848 ; Ohio and Pennsylvania Railroad Company, chartered in Pennsylvania, April 11, 1848 ; Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850 ; Ohio and Indiana Railroad Company, chartered in Indiana, January 15, 1851 ; Fort Wayne and Chicago Railroad Company, chartered in Indiana, September 22, 1852 ; Fort Wayne and Chicago Railroad Company, chartered in Illinois, February 5, 1853.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------------|-----------------------------|
| Charles Lanier | New York city | Annual election, 1896. |
| Henry Amy | New York city | Annual election, 1896. |
| W. C. Egleston | New York city | Annual election, 1896. |
| John S. Kennedy | New York city | Annual election, 1896. |
| G. B. Roberts | Philadelphia | Annual election, 1896. |
| J. N. Hutchinson | Philadelphia | Annual election, 1894. |
| Charles E. Speer | Pittsburg | Annual election, 1896. |
| James McCrea | Pittsburg | Annual election, 1896. |
| John Sherman | Mansfield, Ohio | Annual election, 1896. |
| L. E. Harrison | Cincinnati, Ohio | Annual election, 1896. |
| William Hooper | Cincinnati, Ohio | Annual election, 1894. |
| E. P. Williams | Fort Wayne, Indiana | Annual election, 1896. |
| Levi Z. Letter | Chicago, Illinois | Annual election, 1894. |

Date of last meeting of stockholders for election of directors : May 18, 1892.

Postoffice address of general office : Pittsburg (Lock box 340).

Postoffice address of operating company : Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|--------------------------|----------------------------------|
| President | Charles Lanier | 17 Nassau street, New York city. |
| Secretary | John J. Haley | Penn avenue and Tenth street, |
| Treasurer | | Pittsburg (Lock box 340). |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|------------|----------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Pittsburg, Fort Wayne and Chicago railway. | Pittsburg, | Chicago, Ill.. | Pennsylvania Railroad Company. | 470 | 48.8 |

Leased to the Pennsylvania Railroad Company for a term of 999 years from July 1, 1869, at a rental equivalent to interest on bonds, \$104,100.00 per annum to sinking fund (being one per cent. of debt), seven per cent. dividend on stock, and a sum sufficient to maintain the organization of the company. The lessee to keep the road in repair, pay taxes, expenses, etc.

Guaranteed special stock is issued to the lessee company in payment for betterments to the railway under article sixteen of the lease.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|-----------------|--|-----------------|
| Cost of road | \$35,018,115 02 | Capital stock | \$34,038,374 62 |
| Cost of equipment | 10,650,648 28 | Funded debt | 12,410,000 00 |
| | | Current liabilities | 668,951 15 |
| Cash and current assets | \$45,868,763 30 | Accrued interest on funded debt not yet payable | 60,725 00 |
| Miscellaneous securities held by trustees | 727,963 56 | Unsurrendered bonds | 1,100,000 00 |
| Material and supplies transferred to lessee company, July 1, 1869, . . . | 468,724 84 | Profit and loss | 7,588,980 39 |
| Other assets: | | | |
| Sinking fund: | | | |
| Cash | \$1,463,185 64 | | |
| Bonds | 5,960,407 98 | | |
| | 7,413,593 57 | | |
| Sundries | 8,124 39 | | |
| Pennsylvania Railroad Company, lessee, bonds paid under article second of lease, not yet surren- dered to this company | 1,100,000 00 | | |
| Total | \$65,863,181 06 | Total | \$65,863,181 06 |

IMPORTANT CHANGES DURING THE YEAR.

\$1,000,131.49 guaranteed special stock issued to the Pennsylvania Railroad Company, lessee, in payment for betterments.

PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|---|---|------------------------|--|
| | From— | To— | | |
| Pittsburg, Ft. Wayne and Chicago railway, Cummings branch | Pittsburg, Pa. South Chicago, Ill. | Chicago, Ill. Cummings, Ill. | 468.32 1.57 | 48.74 |
| Total mileage operated | | | 480.89 | 48.74 |

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor or Dining Car Companies—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to \$2.50 each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company. In case the cars running between Pittsburg and Toledo fail to earn for the Pullman Company an average of \$7,500 per car per annum, this company pays the Pullman Company three cents per car per mile run, or so much thereof as may be necessary to increase the average gross earnings to \$7,500 per car per annum. Dining cars are also furnished to run between Pittsburg and Chicago, for which this company pays a fixed rental and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which the line operates in proportion to the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union line cars.

Other Railroad Companies—Rentals are received and paid for use of tracks, etc., under contracts with other companies.

Telegraph Companies—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other contracts: The Union News Company pays a fixed rental for privileges granted over this road.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|--------------|----------------------------|-----------------------------|
| General officers. | 46 | \$112,571 64 | .. . . . |
| General office clerks. | 314 | 251,609 46 | \$2 56 |
| Station agents. | 133 | 118,074 70 | 2 42 |
| Other station men. | 867 | 491,075 68 | 1 67 |
| Enginemen. | 302 | 455,320 62 | 3 77 |
| Firemen. | 359 | 272,618 18 | 2 11 |
| Conductors. | 324 | 348,435 52 | 3 20 |
| Other trainmen. | 900 | 644,289 64 | 2 19 |
| Machinists. | 252 | 201,261 25 | 2 62 |
| Carpenters. | 531 | 323,365 77 | 2 07 |
| Other shopmen. | 1,910 | 1,021,725 05 | 1 68 |
| Section foremen. | 156 | 91,582 55 | 1 71 |
| Other trackmen. | 1,745 | 696,905 85 | 1 26 |
| Switchmen, flagmen and watchmen. | 318 | 156,995 98 | 1 85 |
| Telegraph operators and dispatchers. | 296 | 185,578 71 | 1 72 |
| All other employes and laborers. | 468 | 223,765 80 | 1 51 |
| Total. | 9,021 | \$5,595,195 50 | \$1 91 |
| Distribution as above: | | | |
| General administration. | 360 | \$364,181 10 | \$3 23 |
| Maintenance of way and structures. | 1,901 | 798,488 40 | 1 30 |
| Maintenance of equipment. | 2,638 | 1,546,372 97 | 1 84 |
| Conducting transportation. | 4,067 | 2,896,153 98 | 2 11 |
| Total. | 9,021 | \$5,595,195 50 | \$1 91 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 2,273 | \$1,444,468 83 | \$1 91 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 63 | 25 |
| Number iron, | 169 | 15 |
| Number wooden, | 83 | |
| Number combination, | 1 | |
| Trestles: | | |
| Number, | 37 | |
| Aggregate length (feet), | 3,024 | |
| Telegraph: | | |
| Miles of line operated by this company jointly with Western Union Telegraph Company, | 450.1 | 44.7 |
| Miles of wire operated by this company, | 2,216.4 | 484.1 |
| Miles of line operated by Western Union Telegraph Company jointly with this company, | 450.1 | 44.7 |
| Miles of line operated by Western Union Telegraph Company, | 421.1 | 18.5 |
| Miles of wire operated by Western Union Telegraph Company, | 6,752.1 | 896.4 |
| Gauge of track, | | 4 ft. 9 in. |

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Erie Dispatch.

PITTSBURG JUNCTION RAILROAD COMPANY.

Date of organization : August 6, 1881.

By what authority incorporated : A consolidated company formed by merger of two companies organized under act of April 4, 1868.

If a consolidated company, name the constituent companies: Pittsburg Junction Railroad Company consolidated with Pittsburg Local Railroad Company, December 21, 1881. Latter company was incorporated September, 1880, former in August, 1881.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|-----------------------------|---------------------------|----------------------------------|
| John W. Chalfant, | Allegheny, Pa., | Until next election. |
| C. E. Herron, | Allegheny, Pa., | do. do. |
| H. W. Oliver, | Allegheny, Pa., | do. do. |
| Jacob Painter, | Pittsburg, | do. do. |
| Reuben Miller, | Pittsburg, | do. do. |
| William Metcalf, | Pittsburg, | do. do. |
| John Z. Speer, | Pittsburg, | do. do. |
| William Vankirk, | Pittsburg, | do. do. |
| A. E. W. Painter, | Pittsburg, | do. do. |
| C. L. Fitzhugh, | Pittsburg, | do. do. |
| Chas. F. Mayer, | Baltimore, Md., | do. do. |
| William F. Frick, | Baltimore, Md., | do. do. |

Date of last meeting of stockholders for election of directors : March 9, 1891.

Postoffice address of general office : Germania Bank Building, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|---------------------------|------------|
| President | Thomas M. King | Pittsburg. |
| Vice President | William Vankirk | do. |
| Secretary and Auditor | Jas. A. Smith | do. |
| Treasurer | Robert Wardrop | do. |
| Engineer of Way | A. M. Sprigg | do. |
| General Solicitor, Attorney or Counsel | John McCleave | do. |
| Superintendent | R. Finney, Jr. | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---------------------------------------|--|---|------------------------|--|
| | From— | To— | | |
| Pittsburg Junction railroad | Laughlin's | Willow Grove. | 4.47 | 4.47 |
| Main line | Laughlin's B. & O. R. R. | Willow Grove, P. & W. railway. | | |
| River line | Ninth to Sixteenth and Twentieth streets. | Forty-third street, Pittsburg, along Allegheny river. | 2.40 | 2.40 |
| | Part between Sixteenth and Twentieth streets not yet laid. | | | |
| Total mileage operated | | | 6.87 | 6.87 |

STOCKS OWNED.

Pittsburg Junction Terminal Company (estimated value), \$200,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|----------------|-------------------------------|----------------|
| Cost of road | \$3,246,507 89 | Capital stock | \$1,440,000 00 |
| Cost of equipment | 37,328 15 | Funded debt | 1,440,000 00 |
| Stocks of other companies owned | 200,000 00 | Current liabilities | 483,848 85 |
| | | Profit and loss | 121,482 69 |
| Total | \$3,483,831 04 | Total | \$3,483,831 04 |

CONTRACTS, AGREEMENTS, ETC.

Agreement between Baltimore and Ohio Railroad Company, Pittsburg and Western Railroad Company and Pittsburg Junction Railroad Company for interchange of freight and passenger business over Pittsburg Junction railroad, and to and from the same as to method of interchange and rates to be allowed Pittsburg Junction railroad for each passenger and par with freight. April 27, 1882.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|------------|----------------------------|-----------------------------|
| General officers. | 6 | \$9,566 40 | ... |
| General office clerks. | 3 | 1,025 00 | 31 69 |
| Station agents. | 1 | 1,150 00 | 3 67 |
| Other station men. | 11 | 5,998 50 | 1 74 |
| Enginemen. | 8 | 7,808 70 | 3 12 |
| Firemen. | 8 | 4,206 54 | 1 68 |
| Conductors. | 6 | 4,912 40 | 2 62 |
| Other trainmen. | 16 | 10,727 39 | 2 14 |
| Carpenters. | 13 | 10,073 25 | 2 47 |
| Section foremen. | 3 | 1,638 00 | 1 78 |
| Other trackmen. | 44 | 18,499 63 | 1 34 |
| Switchmen, flagmen and watchmen. | 1 | 730 00 | 2 46 |
| Telegraph operators and dispatchers. | 1 | 1,316 60 | 4 21 |
| All other employees and laborers. | 11 | 5,008 40 | 1 63 |
| Total. | 132 | \$88,234 80 | \$2 01 |
| Distribution of above: | | | |
| General administration. | 9 | \$10,591 40 | \$3 75 |
| Maintenance of way and structures. | 64 | 32,555 27 | 1 63 |
| Conducting transportation. | 59 | 40,088 13 | 2 17 |
| Total. | 132 | \$88,234 80 | \$3 01 |

CHARACTERISTICS OF ROAD.

| | |
|---|--------------|
| Bridges: | |
| Number iron, | 3 |
| Trestles: | |
| Number wood, | 23 |
| Length (feet), | 13,887 |
| Number of iron, | 1 |
| Length (feet), | 1,796 |
| Aggregate length (feet), | 15,683 |
| Tunnels: | |
| Number, | 1 |
| Aggregate length of all tunnels (feet), | 2,872 |
| Telegraph: | |
| Miles of line owned by this company, | 4.42 |
| Gauge of track, | 4 ft. 8½ in. |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Tract of land at Thirty-sixth street, Pittsburg, belonging to Pittsburg Junction Terminal Company.

PITTSBURG AND LAKE ERIE RAILROAD COMPANY.

Date of organization : May 11, 1875.

By what authority incorporated : State of Pennsylvania ; State of Ohio.

If a consolidated company, name the constituent companies : Pittsburg and Lake Erie Railroad Company and Youngstown and Pittsburg Railroad Company, chartered May 15, 1875, and April 25, 1877. Consolidated January 5, 1878.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------|---------------------|-----------------------------|
| C. Vanderbilt. | New York, N. Y. | January 24, 1898. |
| W. K. Vanderbilt. | New York, N. Y. | do. |
| F. W. Vanderbilt. | New York, N. Y. | do. |
| H. McK. Twombly. | New York, N. Y. | do. |
| E. D. Worcester. | New York, N. Y. | do. |
| John Newell. | Chicago, Ill. | do. |
| Henry Hise. | Beaver, Pa. | do. |
| M. W. Watson. | Pittsburg. | do. |
| James I. Bennett. | Pittsburg. | do. |
| James M. Bailey. | Pittsburg. | do. |
| J. H. Reed. | Pittsburg. | do. |
| J. M. Schoonmaker. | Pittsburg. | do. |
| D. Leet Wilson. | Pittsburg. | do. |

Date of last meeting of stockholders for election of directors : January 26, 1892.

Postoffice address of general office : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-------------------|------------|
| President. | John Newell. | Pittsburg. |
| Vice President. | J. H. Reed. | do. |
| Secretary. | John G. Robinson. | do. |
| Treasurer. | Knox & Reed. | do. |
| General Solicitor, Attorney or Counsel. | H. Bronson. | do. |
| Auditor. | John Newell. | do. |
| General Manager. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|----------------------------|-----------------------------------|------------------------|--|
| | From— | To— | | |
| Pittsburg and Lake Erie. | Pittsburg. | Youngstown, O. | 68 | 59.75 |
| Newcastle branch. | Newcastle, Pa. | Newcastle Junction, Pa. | 2.98 | |
| Pittsburg, McKeesport and Youghiogheny, Monongahela division. | Pittsburg, Reynoldton, Pa. | New Haven, Pa., Belle Vernon, Pa. | 56.05 27.80 | 92.50 |
| Dickerson Run branch. | Dickerson Run, Pa. | Vanderbilt, Pa. | 4.50 | |
| Dawson, Broadford and Mount Pleasant. | | | .32 | |
| Tyrone branch. | | | .32 | |
| West Youghiogheny branch. | | | 19 | 2.60 |
| Youghiogheny Northern railway. | | | | |
| Total mileage operated. | | | | 168.52 |

STOCKS OWNED.

Pittsburg, Chartiers and Youghiogheny (total par value), \$350,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------|--|-----------------|
| Cost of road, | \$6,557,397 57 | Capital stock, | \$4,000,000 00 |
| Cost of equipment, | 2,718,707 49 | Funded debt, | 4,157,822 33 |
| Stocks of other companies owned, | 189,849 55 | Current liabilities, | 681,983 47 |
| Cash and current assets, | 876,744 52 | Accrued interest on funded debt not yet payable, | 25,000 00 |
| | | Profit and loss, | 1,427,894 38 |
| Total, | \$10,292,699 13 | Total, | \$10,292,699 13 |

IMPORTANT CHANGES DURING THE YEAR.

\$1,000,000.00 second mortgage bonds sold.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, \$45.00 per day.

The United States Mail Department fixes a rate per mile per annum regulated by weight and paid quarterly.

Wagner Palace Car Company and Pullman Palace Car Company, mileage paid by Pittsburg and Lake Erie at rate of two cents per mile.

May 1, 1884, Western Union Telegraph Company to furnish poles, wires, insulators, etc., the railroad company to set poles and collect charges for telegraph company on commercial business.

1. Agreement between the Atlantic and Great Western Railroad Company, Pittsburg and Lake Erie Railroad Company and the Cleveland and Mahoning Valley Railroad Company, dated October 20, 1887, providing for a lease of a portion of the track of the Atlantic and Great Western and Cleveland and Mahoning Valley roads to the Pittsburg and Lake Erie Railroad Company. Said tracks being situate in and in the vicinity of Youngstown, Ohio, and providing also for traffic arrangements between the companies.

2. Contract between the Pittsburg and Lake Erie Railroad Company, the Youngstown and Pittsburg Railroad Company and the Lake Shore and Michigan Southern Railway Company, dated October 20, 1887, providing for traffic arrangements between the said railroad companies.

3. Articles of merger between the Youngstown and Pittsburg Railroad Company and the Pittsburg and Lake Erie Railroad Company, dated January 5, 1878.

4. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburg, McKeesport and Youghiogheny Railroad Company, and William H. Vanderbilt, providing for the construction of the Pittsburg, McKeesport and Youghiogheny railroad.

5. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company and the Pittsburg and Lake Erie Railroad Company, providing for the operation of the Pittsburg, McKeesport and Youghiogheny railroad in the interests of the two said companies.

6. Agreement between the Pennsylvania Railroad Company and the Pittsburg and Lake Erie Railroad Company, dated August 20, 1886, relating to traffic to and from the Connellsville coke region, and for switching by the Pennsylvania Railroad Company of the Pittsburg and Lake Erie Railroad Company in said region.

7. Agreement between the Pittsburg and Lake Erie, and the Pittsburg, Chartiers and Youghiogheny Railroad Companies, dated July 14, 1882, relating to track connections and trains between said companies.

8. Agreement between the Pittsburg and Lake Erie, and the Pittsburg, Chartiers and Youghiogheny Railroad Companies, dated September 4, 1883, relating to the joint operations of connecting tracks.

9. Agreement between the Pittsburg and Lake Erie and the Montour Railroad Companies, dated January 8, 1887, relating to track connections, and containing a license to the Montour Company to run certain trains over the tracks of the Pittsburg and Lake Erie Company to tipples erected on the Ohio river for the purpose of shipping coal.

10. Agreement between the Pittsburg and Lake Erie, and the Monongahela Connecting Railroad Companies, relating to traffic arrangements between the said companies, and the rates to be charged by the Monongahela Connecting Railroad Company for the purpose of transportation of cars over a portion of their line.

11. Agreement between the New York, Lake Erie and Western and the Pittsburg and Lake Erie Railroad Companies, dated April 18, 1889, relating to joint traffic arrangements at Newcastle, Pa.

12. Agreement dated October 7, 1890, between the Pittsburg and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburg, McKeesport and Youghiogheny Railroad Company.

13. Agreement dated January 25, 1892, between the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, the Pittsburg and Lake Erie Railroad Company, the Pittsburg, Chartiers and Youghiogheny Railway Company and the Pittsburg, Virginia and Charleston Railroad Company, relating to the purchase for joint account and equal division between themselves, of the entire capital stock of the Pittsburg, Chartiers and Youghiogheny Railway Company by the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company and the Pittsburg and Lake Erie Railroad Company.

14. Agreement dated May 26, 1892, between the Pittsburg and Lake Erie Railroad Company, the Beaver and Ellwood Railroad Company and the Ellwood Connecting Railroad Company, relating to the construction and operation of the Ellwood Connecting railroad.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|--------------|----------------------------|-----------------------------|
| General officers. | 8 | \$35,150 00 | 96 65 |
| General office clerks. | 75 | 62,258 59 | 2 06 |
| Station agents. | 62 | 39,972 00 | 2 26 |
| Other station men. | 335 | 245,446 38 | 2 96 |
| Engineers. | 141 | 149,744 02 | 2 96 |
| Firemen. | 189 | 87,690 01 | 1 75 |
| Conductors. | 77 | 79,220 10 | 2 98 |
| Other trainmen. | 220 | 150,108 75 | 1 96 |
| Machinists. | 50 | 86,679 50 | 2 35 |
| Carpenters. | 152 | 104,671 20 | 2 20 |
| Other shopmen. | 210 | 111,751 51 | 1 70 |
| Section foremen. | 50 | 31,310 01 | 2 00 |
| Other trackmen. | 516 | 201,887 00 | 1 25 |
| Switchmen, flagmen and watchmen. | 44 | 21,210 35 | 1 33 |
| Telegraph operators and dispatchers. | 79 | 47,355 05 | 2 39 |
| All other employes and laborers. | 738 | 325,255 81 | 1 31 |
| Total. | 2,952 | \$1,727,638 86 | \$1 82 |
| Distribution of above: | | | |
| General administration. | 83 | \$97,438 59 | \$3 75 |
| Maintenance of way and structures. | 1,859 | 535,432 33 | 1 31 |
| Maintenance of equipment. | 412 | 258,102 21 | 1 96 |
| Conducting transportation. | 1,098 | 818,650 24 | 2 23 |
| Total. | 2,952 | \$1,727,638 86 | \$1 82 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 18 | 18 |
| Number iron, | 41 | 88 |
| Telegraph: | | |
| Miles of line operated by this company, | 161 | 152.75 |
| Miles of wire operated by this company, | 390 | 365.25 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

PITTSBURG, McKEESPORT AND YOUGHIOGHENY RAIL- ROAD COMPANY.

Date of organization : August 4, 1881.

By what authority incorporated : Pennsylvania.

If a consolidated company, name the constituent companies : McKeesport and Belle Vernon, October 7, 1890.

Operated by the Pittsburg and Lake Erie Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|------------------------------|--------------------------|----------------------------------|
| C. Vanderbilt, | New York, | January 24, 1898. |
| W. K. Vanderbilt, | New York, | do. do. |
| H. McK. Twombly, | New York, | do. do. |
| James Tillinghast, | New York, | do. do. |
| John Newell, | Chicago, Ill., | do. do. |
| J. H. Reed, | Pittsburg, | do. do. |
| J. M. Bailey, | Pittsburg, | do. do. |
| James I. Bennett, | Pittsburg, | do. do. |
| W. W. Watson, | Pittsburg, | do. do. |
| Henry Hice, | Beaver, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : January 26, 1892.

Postoffice address of general office : Corner Sixth avenue and Wood street, Pittsburg.

Postoffice address of operating company : Pittsburg and Lake Erie Railroad Company, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|------------|
| President, | J. H. Reed, | Pittsburg. |
| Secretary, | John G. Robinson, | do. |
| Treasurer, | C. H. Bronson, | do. |
| Auditor, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|--------------------|-------------------|-----------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Pittsburg, McKeesport and Youghiogheny. | Pittsburg. | New Haven, Pa. | Pittsburg and Lake Erie railroad. | 56.95 | 56.95 |
| McKeesport and Belle Vernon. | Reynoldton, Pa. | Belle Vernon, Pa. | Pittsburg and Lake Erie railroad. | 27.80 | 27.80 |
| Dickerson Run branch. | Dickerson Run, Pa. | Vanderbilt, Pa. | ..... | 4.50 | 4.50 |
| Tyrone brach. . . . . | ..... | ..... | ..... | .23 | .23 |
| Dawson, Broadford and Mt. Pleasant branch. . . . . | ..... | ..... | ..... | .32 | .32 |
| West Youghiogheny branch, Youghiogheny Northern. | Broadford, Pa. | Summitt, Pa. | ..... | .19 | .19 |
| ..... | ..... | ..... | ..... | 2.60 | 2.60 |
| Total mileage, . . . . . | ..... | ..... | ..... | 92.59 | 92.59 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|----------------|--------------------------|----------------|
| Cost of road. | \$7,326,608 21 | Capital stock, | \$3,960,650 00 |
| Cost of equipment, | 383,046 79 | Funded debt, | 3,750,000 00 |
| Total. | \$7,709,655 00 | Total, | \$7,709,650 00 |

CONTRACTS, AGREEMENTS, ETC.

American Express Company.

The United States Postoffice Department, based on a rate per mile, regulated by the weight and paid quarterly.

Western Union Telegraph Company, contract made May 1, 1884. Telegraph company to furnish poles, wires, insulators, etc., and railroad company to set poles and collect charges on commercial messages.

First. Agreement made July 8, 1884, between the Lake Shore and Michigan Southern, and the Pittsburg and Lake Erie, and the Pittsburg, McKeesport and Youghiogheny Railroad Companies and William H. Vanderbilt, providing for an increase of the bonds and stock of the Pittsburg, McKeesport and Youghiogheny Railroad Company.

Second. Agreement between the Baltimore and Ohio, the Pittsburg and Connellsville, and the Pittsburg, McKeesport and Youghiogheny Railroad Companies, providing for a crossing and for a lease of a branch line by the Pittsburg and Connellsville Railroad Company to the Pittsburg, McKeesport and Youghiogheny Railroad Company.

Third. Lease of the West Youghiogheny branch of the Pittsburg and Connellsville railroad to the Pittsburg, McKeesport and Youghiogheny Railroad Company, dated October 6, 1882, to which as parties are the Baltimore and Ohio, and the Pittsburg and Connellsville, and the Pittsburg, McKeesport and Youghiogheny Railroad Companies.

Fourth. Agreement dated August 10, 1882, between the Youghiogheny Northern Railroad Company, and the H. C. Frick Company, and the Pittsburg, McKeesport and Youghiogheny Railroad Company, providing for the lease of the Youghiogheny Northern railroad line to the Pittsburg, McKeesport and Youghiogheny Railroad Company.

Fifth. Lease of the Pittsburg, McKeesport and Youghiogheny railroad to the Pittsburg and Lake Erie Railroad Company, dated January 1, 1884.

Sixth. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburg and Lake Erie Railroad Companies and the Pittsburg, McKeesport and Youghiogheny Railroad Company and William H. Vanderbilt, providing for the construction of the Pittsburg, McKeesport and Youghiogheny railroad.

Seventh. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburg and Lake Erie Railroad Companies, providing for the operation of the Pittsburg, McKeesport and Youghiogheny railroad in the interests of the two said companies.

Eighth. Agreement dated October 7, 1890, between the Pittsburg and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburg, McKeesport and Youghiogheny Railroad Company.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone | 9 | 9 |
| Number iron | 39 | 39 |
| Number wooden | 5 | 5 |
| Trestles: | | |
| Number | 43 | 43 |
| Aggregate length (feet) | 10,415 | 10,413 |
| Tunnels: | | |
| Number | 1 | |
| Maximum length (feet) | 1,588 | |
| Minimum length (feet) | 1,588 | |
| Aggregate length of all tunnels (feet) | 1,588 | |
| Telegraph: | | |
| Miles of wire operated by this company: See Pittsburg and Lake Erie report. | | |

Gauge of track, 4 ft. 8½ in.

PITTSBURG AND MOON RUN RAILROAD COMPANY.

Date of organization : February 10, 1891.

By what authority incorporated : Commonwealth of Pennsylvania.

DIRECTORS.

| NAMES. | NAMES. | NAMES. |
|---|------------------------------------|--|
| Robert E. Doolittle, Jesse H. Sanford, | John S. Casement, C. S. Wilcox, | Peter M. Hitchcock, Noble F. Sanford. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Moon Run, Pa.

OFFICERS.

| TITLE. | NAME. | TITLE. | NAME. |
|--------------------------|---------------------|----------------------------|---------------------|
| President | Aaron M. Wilcox. | Treasurer | Robert L. Casement. |
| Vice President | Peter M. Hitchcock. | General Manager, | N. F. Sanford. |
| Secretary | Robert L. Casement. | | |

PROPERTY OPERATED.

Pittsburg and Moon Run railroad, from Groveton to Moon Run, both in Robinson township, Allegheny county, Pa.; main track, five miles, sidings, two miles.

CHARACTERISTICS OF ROAD.

Bridges:

Number wooden, 14

Telegraph:

Miles of line owned by this company, 5

Gauge of track, 4 ft. 8½ in.

PITTSBURG AND NORTHERN RAILROAD COMPANY.

Date of organization : May, 1881.

By what authority incorporated : General railroad law.

If a consolidated company, name the constituent companies : Pittsburg and Northern railroad, lessee of the Evergreen railroad.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------|-----------------------------|
| John W. Chalfant, | Allegheny, | January 9, 1893. |
| Anthony J. Thomas, | New York, | do. |
| J. D. Callery, | Pittsburg, | do. |
| S. Humphreys, | New York, | do. |
| William H. Singer, | Allegheny, | do. |
| J. V. Patton, | Pittsburg, | do. |
| J. L. Kirk, | Allegheny, | do. |
| T. J. Crump, | Allegheny, | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Allegheny.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|-------------------------|------------|
| President, | H. W. Oliver, | Allegheny. |
| Secretary, | T. J. Crump, | Allegheny. |
| Treasurer, | J. V. Patton, | Pittsburg. |
| General Superintendent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|--------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Pittsburg and Northern and Evergreen railway. | Bennett, | Brookfield, | 4 | 4 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|----------------------|----------------|----------------|---------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Evergreen, | Bennett, . . . | Evergreen, . . | Pittsburg and Northern. | 8 | 8 |

The Pittsburg and Northern railroad (and Evergreen railway) extends from Bennetts to Brookfield, both in Allegheny county, is a suburban road and has no traffic arrangements with any other company, nor track connection with any other railroad. Its business is exclusively local, and stock is owned by the Pittsburg and Western Railway Company, and it is under the management of that company.

This report includes the Evergreen railway, which is operated as a portion of the Pittsburg and Northern railroad.

STOCKS OWNED.

Evergreen railway, total par value, \$25,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|--------------------------------|---------------------|
| Cost of road, | \$150,000 00 | Capital stock, | \$150,000 00 |
| Due Pittsburg and Western railway, | 49,530 06 | Current liabilities, | 49,530 06 |
| Total, | \$199,530 06 | Total, | \$199,530 06 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|----------|----------------------------|-----------------------------|
| Enginemen, | 1 | \$780 00 | \$3 50 |
| Firemen, | 1 | 420 00 | 1 84 |
| Conductors, | 1 | 800 00 | 1 98 |
| Section foremen, | 1 | 540 00 | 1 73 |
| Other trackmen, | 1 | 450 00 | 1 44 |
| Switchmen, flagmen and watchmen, | 1 | 300 00 | 36 |
| Total, | 6 | \$3,090 00 | \$1 64 |
| Distribution of above: | | | |
| Maintenance of way and structures, | | \$950 00 | |
| Conducting transportation, | | 2,100 00 | |
| Total, | 6 | \$3,090 00 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 6 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|----------------------------------|--------------------------|------------------|
| Trestles: | | |
| Number | 17 | 17 |
| Aggregate length (feet). | 790 | 790 |
| Gauge of track, | | 3 feet. |

PITTSBURG, SHENANGO AND LAKE ERIE RAILROAD COMPANY.

If a consolidated company, name the constituent companies: This company (the fourth of the same name) was formed October, 1890, by the merger or consolidation of the Pittsburg, Shenango and Lake Erie Railroad Company (3d) with the Pittsburg, Butler and Shenango Railroad Company under authority of the following acts of assembly of Pennsylvania:

An act approved 24th March, 1865 (P. L. page 49), and an act approved 26th April, 1870 (P. L. 1870, page 1274).

The Pittsburg, Shenango and Lake Erie Railroad Company (3d) was formed June 9, 1888, by the merger or consolidation of the Pittsburg, Shenango and Lake Erie Railroad Company (2d), a consolidated Pennsylvania corporation, with the Northeastern Ohio Railroad Company, an Ohio corporation, under authority of the acts of assembly of Pennsylvania above referred to, and under authority of the following sections of the revised statutes of the State of Ohio, viz.: 3380 and 3392, both inclusive.

The Pittsburg, Butler and Shenango Railroad Company, the constituent company in the first mentioned consolidation, was a corporation formed in January, 1889, by a reorganization of the West Penn and Shenango Connecting Railroad Company.

The Northeastern Ohio Railroad Company was organized under the general railroad laws of Ohio on the 16th February, 1888.

The Pittsburg, Shenango and Lake Erie Railroad Company (2d) was organized June 8, 1888, by the merger or consolidation of the Pittsburg, Shenango and Lake Erie Railroad Company (1st) with the Erie, Shenango and Pittsburg Railroad Company under authority of the act of assembly of Pennsylvania, approved May 16, 1861, page 702.

The Pittsburg, Shenango and Lake Erie Railroad Company (1st), the constituent company in said last mentioned consolidation, was a corporation formed on the 23d February, 1868, by a reorganization of the Shenango and Allegheny Railroad Company, under act of assembly of Pennsylvania, approved May 25, 1878, and its supplements.

The Shenango and Allegheny Railroad Company above mentioned, was organized under act of assembly of Pennsylvania, approved 20th March, 1865, pages 429 and 430, and its supplements as follows: (1st) Approved 9th April, 1867 (P. L. 1867, pages 984 and 985). (2d) Approved 14th April, 1870 (P. L. 1871, page 1516). (3d) Approved 15th May, 1871 (P. L. 1871, pages 871 and 872). (4th) Approved 7th March, 1872 (P. L. 1873, page 1012).

The Erie, Shenango and Pittsburg Railroad Company, one of the constituent companies of said last mentioned consolidation, was formed by the reorganization of the Ohio River and Lake Erie Railroad Company, under act of assembly of Pennsylvania, approved May 25, 1878.

The Ohio River and Lake Erie Railroad Company above named, was organized under the act of assembly of Pennsylvania, approved 4th April, 1868 (P. L. 1868, page 62).

The Shenango and Allegheny Railroad Company above mentioned, was reorganized by reason of foreclosure of mortgage, a receiver having been in possession of the property from March 15, 1884 to February 10, 1888.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------|---------------------|-------------------------------|
| Samu l B. Dick. | Meadville, Pa. | First Tuesday of April, 1893. |
| A. C. Hudekoper, | Meadville, Pa. | do. |
| Dumont Clarke, | New York. | do. |
| Henry M. Deohert, | Philadelphia. | do. |
| Thomas H. Wells, | Youngstown, Ohio, | do. |
| Allen M. Cox, | Conneaut, Ohio, | do. |
| John Dick, | Meadville, Pa. | do. |
| John E. Reynolds, | Meadville, Pa. | do. |
| A. F. Henlein, | Greenville, Pa. | do. |

Date of last meeting of stockholders for election of directors: April 5, 1892.
Postoffice address of general office: Meadville, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|------------------|-----------------|
| President, | Samuel B. Dick. | Meadville, Pa. |
| Vice President, | A. C. Hudekoper. | Meadville, Pa. |
| Secretary and Auditor, | P. E. McCray. | Meadville, Pa. |
| Treasurer, | Daniel Moore. | Meadville, Pa. |
| Chief Engineer, | Fred. P. James. | Mercer, Pa. |
| Counsel, | A. F. Henlein. | Greenville, Pa. |
| Counsel, | E. S. Templeton. | Greenville, Pa. |
| General Manager, | James T. Blair. | Greenville, Pa. |
| General Passenger Agent, | W. G. Sargeant. | Meadville, Pa. |
| General Ticket Agent, | W. H. Garrett. | Meadville, Pa. |
| General Freight Agent, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|---------------------------|----------------------------|------------------------|--|
| | From— | To— | | |
| Main line (owned), | Butler, Pa. | Wallace Junc., Pa. | 106.70 | 106.70 |
| Hillard branch (owned), | Branchton, Pa. | Hillard, Pa. | 10.80 | 10.80 |
| Coaltown branch (owned), | Coaltown Junc., Pa. | Coaltown, Pa. | 2.40 | 2.40 |
| Bull Valley branch (owned), | Near Roy, Pa. | Argentine, Pa. | 8.80 | 8.80 |
| South branch (owned), | Branchton, Pa. | Gomersol and Chisholm, Pa. | 5.10 | 5.10 |
| Reed branch (owned), | Reed, Pa. | Coal Mines, Pa. | 2.80 | 2.80 |
| Mercer branch (owned), | Mercer Junc., Pa. | Mercer, Pa. | .80 | .80 |
| Flier branch (owned), | Flier, Pa. | Coal Mines, Pa. | 1.70 | 1.70 |
| Conneaut branch (owned), | Cranesville, Pa. | Conneaut, O. | 14.40 | 9.40 |
| Total main line and branches owned (not including sidings), | | | 146.80 | 141.80 |
| Meadville, Conneaut Lake and Linesville railroad (formerly "Meadville and Linesville Railway"), operated from June 7, 1891, under ninety-nine years lease. Main Line (operated). | Meadville, Pa. | Linesville, Pa. | 20.50 | 20.50 |
| Conneaut Lake branch, | Main line, | Conneaut Lake, | 1.80 | 1.80 |
| Erie Terminal railroad (Erie city, Pa.), | N. Y., C. & St. L. R. R., | Erie City, | 2.16 | 2.16 |
| <i>Trackage Rights.</i> | | | | |
| New York, Chicago and St. Louis railroad. | Wallace Junc., Pa. | Erie, Pa. | 14.80 | 14.80 |
| Pittsburg and Western railroad. | P. & W. Junc., Pa. | Butler, Pa. | .50 | .50 |
| Total, | | | 185.86 | 180.86 |

Not yet in operation.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------------|----------------|---|----------------|
| Cost of road and equipment. | \$6,095,982 70 | Capital stock, | \$8,000,000 00 |
| Cash and current assets, | 117,148 07 | Funded debt, | 3,012,374 95 |
| Profit and loss, | 76,628 81 | Current liabilities, | 241,517 13 |
| | | Accrued interest on funded debt not yet payable, | 36,862 50 |
| Total, | \$6,290,754 58 | Total, | \$6,290,754 58 |

IMPORTANT CHANGES DURING THE YEAR.

Conneaut branch (from Cranesville, Pa., to Conneaut, Ohio), 14.4 miles was completed about the close of the year for which this report is made, but was not put in operation until August 15, 1892.

Branch from Meadville, Conneaut Lake and Linesville railroad to head of Conneaut Lake (1.2 miles), was built about the close of the year and put in operation in August, 1892.

Erie Terminal railroad (2.16 miles), in the city of Erie, Pa., from the New York, Chicago and St. Louis railroad into the heart of the city, was constructed during the year, but has not yet been put in operation. It will be used and controlled by this company as soon as the proper depot facilities are provided. Trains of this company will then branch off from the New York, Chicago and St. Louis railroad and run into Erie city over its own terminal tracks, instead of using the tracks and station in that city of the New York, Chicago and St. Louis railroad, as is now being done.

Great improvements have been made at Conneaut, Ohio harbor, since the branch of this company was built to that point, which is only about five miles from the Pennsylvania and Ohio State Line, thus making it a convenient and an important harbor to the State of Pennsylvania.

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company has charge of the express business, for which it pays this company a percentage of its gross revenue derived from the transportation of express matter over this road.

The United States mails are carried under general and special contracts with the United States Postoffice Department. The general contract is made every four years, and is based on the weight of mails carried for thirty days. The special contract provides for the carrying of mails from November 9, 1891, to June 30, 1893, on the extension put in operation last year, the latter being the date of the expiration of the general contract.

No sleeping, parlor or dining cars are run regularly on this road, and no arrangements have yet been made for same.

In April, 1892, this company became a member of the Nickel Plate Line, Lackawanna Line and Traders' Despatch (fast freight lines), which have since operated over the line of this road.

Under an agreement taking effect June 15, 1891, this company has been running passenger trains over the New York, Chicago and St. Louis railroad, between Wallace Junction and Erie, Pa. (14.2 miles), paying the New York, Chicago and St. Louis Railroad Company a percentage of the passenger receipts between those points. This track is not yet used by this company for freight traffic, but contract provides for it.

No contracts, agreements or arrangements with any steamboat or steamship companies.

The Western Union Telegraph Company has charge of the commercial telegraph business on the line of this road.

EMPLOYES AND SALARIES.*

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|------------|---------------------------------|----------------------------------|
| General officers (no salary to president and vice president), | 6 | \$10,579 62 | |
| General office clerks, | 18 | 9,734 74 | \$1 73 |
| Station agents, | 36 | 18,681 12 | 1 06 |
| Other station men, | 25 | 10,298 28 | 1 39 |
| Enginemen, | 18 | 17,238 68 | 3 06 |
| Firemen, wipers and roundhousemen, | 30 | 17,410 17 | 1 55 |
| Conductors, | 14 | 13,283 32 | 3 03 |
| Other trainmen, | 32 | 18,758 08 | 1 67 |
| Machinists, | 14 | 9,698 04 | 2 26 |
| Carpenters, | 17 | 11,916 64 | 2 24 |
| Other shopmen, | 30 | 14,882 48 | 1 73 |
| Section foreman, | 30 | 16,320 00 | 1 56 |
| Other trackmen, | 74 | 26,812 80 | 1 16 |
| Switchmen, flagmen and watchmen, | 5 | 2,992 73 | 1 91 |
| Telegraph operators and dispatchers, agents also operators, | 7 | 5,041 23 | 2 30 |
| Total, | 356 | \$202,480 13 | \$1 62 |
| Distribution of above: | | | |
| General administration, | 24 | \$20,314 36 | \$2 70 |
| Maintenance of way and structures, | 115 | 51,320 56 | 1 43 |
| Maintenance of equipment, | 50 | 28,504 40 | 1 82 |
| Conducting transportation, | 167 | 102,330 81 | 1 96 |
| Total, | 356 | \$202,480 13 | \$1 62 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania: All in Pennsylvania. | | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 5 | 4 |
| Number wooden, | 21 | 21 |
| Trestles: | | |
| Number, | 46 | 45 |
| Aggregate length (feet), | 5,638 | 5,428 |
| Telegraph: | | |
| Miles of line owned by this company, | 125.5 | 125 5 |
| Miles of wire owned by this company, | 144.5 | 144.5 |
| Miles of line operated by this company, | 161 | 161 |
| Miles of wire operated by this company, | 226 | 226 |
| Miles of line operated by United Pipe Line, | 30 | 30 |
| Miles of wire operated by United Pipe Line, | 40 | 40 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: This company runs passenger trains over the New York, Chicago and St. Louis railroad between Wallace Junction and Erie, Pa. (14.2 miles), and uses the terminal facilities of that road at the latter place, for which it pays that company a percentage of the passenger revenue between the points named. Runs passenger trains over about one-half mile of track and uses the terminal facilities of the Pittsburg and Western railway at Butler, Pa., for which it pays that road a rental. Pays the Pennsylvania Company a rental for use of station and terminal facilities at Linesville, Pa.

* This statement does not include employes engaged in construction work, as the blank does not appear to call for that information.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: This road is not a party to any freight or passenger association, but endeavors to live up to the regulations of such associations so far as they comply with the requirements of the state and interstate commerce laws.

Youngstown and Erie freight committees (of local interest only). While this company is not a member of the Central Traffic Association, it is governed largely by the rulings and regulations of that association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch, Nickel Plate Line, Lackawanna Line.

PITTSBURG, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Date of organization: October 14, 1868.

By what authority incorporated: Act of incorporation, April 8, 1867. Supplements: March 31, 1868, February 4, 1870, March 3, 1870, April 6 and 16, 1870, May 9, 1871, February 7, 1873, April 22, 1879.

If a consolidated company, name the constituent companies: The Brownsville Railway Company was consolidated with the Pittsburg, Virginia and Charleston Railway Company, April 20, 1880. The Brownsville Railway Company was chartered October 6, 1875.

Pittsburg and White Hall Railroad Company was consolidated with the Pittsburg, Virginia and Charleston Railway Company March 27, 1888. Pittsburg and White Hall Railroad Company was chartered November 9, 1882.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAME. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|----------------------------------|-----------------------------|
| J. N. DuBarry, | Philadelphia, | May 2, 1896. |
| N. Parker Shortridge, | Philadelphia, | do. |
| W. H. Barnes, | Philadelphia, | do. |
| John P. Green, | Philadelphia, | do. |
| W. L. Elkins, | Philadelphia, | do. |
| A. M. Byers, | Pittsburg, | do. |
| Chas. E. Speer, | Pittsburg, | do. |
| W. J. Howard, | Philadelphia, | do. |
| Geo. V. Lawrence, | Monongahela City, Pa., | do. |
| Chas. L. Taylor, | Pittsburg, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| Joseph Walton, | Pittsburg, | do. |

Date of last meeting of stockholders for election of directors: May 3, 1892.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|--------------------------|---------------|
| President. | J. N. DuBarry, | Philadelphia. |
| Secretary. | D. P. Corwin, | Pittsburg. |
| Treasurer. | Taber Ashton, | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|------------|-------------------|----------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Pittsburg, Virginia and Charleston railway. | Pittsburg, | West Brownsville. | Pennsylvania Railroad Co., | 53.23 | 53.23 |
| Branches. | | | | 19.29 | 19.29 |
| Total mileage. | | | | 72.52 | 72.52 |

Leased to Pennsylvania Railroad Company for fifty years from April 1, 1882.
Rental, net earnings.

STOCKS OWNED.

Pittsburg, Virginia and Charleston Railway Company, \$6,550 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------------|----------------|-------------------------|----------------|
| Cost of road. | \$6,104,940 85 | Capital stock. | \$2,023,300 00 |
| Other permanent investments, stock, | 1,250 00 | Funded debt. | 3,000,000 00 |
| Cash and current assets. | 78,767 86 | Current liabilities. | 312,605 46 |
| | | Judgment bonds. | 600,000 00 |
| | | Mortgages, real estate. | 10,000 00 |
| | | Dividend scrip. | 4,531 00 |
| | | Profit and loss. | 233,913 07 |
| Total. | \$6,184,948 63 | Total. | \$6,184,948 53 |

IMPORTANT CHANGES DURING THE YEAR.

Dividend scrip converted into capital stock during the year, \$7,100 00

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, \$2,000.00.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|--------------------|
| Bridges: | | |
| Number stone. | 11 | 11 |
| Number iron. | 22 | 22 |
| Number wooden. | 13 | 13 |
| Trestles: | | |
| Number. | 6 | 6 |
| Aggregate length (feet). | 1,707 | 1,707 |
| Tunnels: | | |
| Number. | 1 | 1 |
| Maximum length (feet). | 290 | 290 |
| Minimum length (feet). | 290 | 290 |
| Aggregate length of all tunnels (feet). | 290 | 290 |
| Telegraph: | | |
| Miles of line owned by this company. | 70.5 | 70.5 |
| Miles of wire owned by this company. | 165.2 | 165.2 |
| Miles of line operated by Pennsylvania Railroad Company, lessee. | 70.5 | 70.5 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee. | 165.2 | 165.2 |
| Gauge of track. | | <u>4 ft. 9 in.</u> |

PITTSBURG AND WESTERN RAILWAY COMPANY.

Date of organization : June 28, 1887.

By what authority incorporated : Pennsylvania statutes—Act April 4, 1888 (P. L. 62), act March 24, 1865 (P. L. 49), act May 25, 1878 (P. L. 145).

Ohio statutes—Revised statutes, Ohio, sections 3380, 3381, 3382, 3384; Revised statutes, Ohio laws, sections 3426a, 3426b.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------|---------------------|-----------------------------|
| Henry W. Oliver. | Allegheny, Pa. | May 1, 1898. |
| Orland Smith. | Baltimore, Md. | do. |
| Thomas M. King. | Baltimore, Md. | do. |
| John W. Chalfant. | Allegheny, Pa. | do. |
| William H. Singer. | Allegheny, Pa. | do. |
| A. M. Beyers. | Allegheny, Pa. | do. |
| C. L. Fitzhugh. | Allegheny, Pa. | do. |
| Solon Humphreys. | New York, N. Y. | do. |
| S. Spencer. | New York, N. Y. | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : Allegheny, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------|----------------|
| President. | Henry W. Oliver. | Allegheny, Pa. |
| Secretary. | T. J. Crump. | Allegheny, Pa. |
| Treasurer. | W. H. Duffell. | Allegheny, Pa. |
| Chief Engineer. | Paul Dittler. | Allegheny, Pa. |
| General Solicitor, Attorney or Counsel. | Johns McCleaves. | Pittsburg, Pa. |
| Auditor. | J. L. Kirk. | Allegheny, Pa. |
| General Manager. | J. T. Odell. | Baltimore, Md. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|-------------------|------------------|------------------------|--|
| | From— | To— | | |
| <i>Main Line Owned.</i> Pittsburg and Western railway. | Wood's Run. | North Sewickley. | 45.80 | } 197.60 |
| | Rock Point. | Newcastle. | 11.10 | |
| | Callery Junction. | Mt. Jewets. | 140.20 | |
| <i>Branch Line Owned.</i> Pittsburg and Western railway. | Kane Junction. | Kane. | 1 | } 13 |
| | Clarion Junction. | Clarion. | 6.20 | |
| | Frisco. | Crowthers. | 5.80 | |
| Total, | | | 210.60 | 210.60 |
| Total mileage operated. | | | 352.80 | 223.70 |

BONDS OWNED.

Trumbull and Mahoning Railroad Company.

STOCKS OWNED.

| | |
|---|---------------------|
| Trumbull and Mahoning Railroad Company. | |
| Foxburg Bridge Company, total par value, | \$50,000 00 |
| Pittsburg and Northern Railroad Company, total par value, | 150,000 00 |
| Total, | \$200,000 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|------------------------|--------------------------------|------------------------|
| Cost of road, | \$24,602,230 83 | Capital stock, | \$5,000,000 00 |
| Cost of equipment, | | | 7,000,000 00 |
| Bonds of other companies owned, | 445,964 73 | Funded debt, | \$12,000,000 00 |
| Stocks of other companies owned, | | Current liabilities, | 1,826,735 73 |
| Cash and current assets, | 688,525 86 | Profit and loss, | 99,318 74 |
| Sinking fund, | 1,084,406 55 | | |
| Total, | \$26,861,126 97 | Total, | \$26,861,126 97 |

CONTRACTS. AGREEMENTS. ETC.

United States Express Company—Railway company receives 40 per cent. of gross earnings upon its lines.
 Mails—Compensation fixed by postoffice department.
 Pullman Palace Car Company—Railway company pays two cents per mile run.
 Pennsylvania Railroad Company—Trackage right.
 Pittsburg Junction Railroad Company—Receives \$2.00 per car hauled by them.
 Baltimore and Ohio Railroad Company—Joint revenue divides upon mileage basis.
 Western Union Telegraph Company—Maintain and operate lines and has exclusive right of way.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|--------------|---------------------------------|----------------------------------|
| General officers, | 18 | \$49,238 60 | |
| General office clerks, | 48 | 31,526 00 | \$1 80 |
| Station agents, | 42 | 24,668 00 | 1 60 |
| Other station men, | 51 | 25,130 00 | 1 35 |
| Enginemen, | 77 | 79,478 60 | 3 19 |
| Firesmen, | 60 | 30,881 60 | 1 65 |
| Conductors, | 56 | 51,867 20 | 2 70 |
| Other trainmen, | 206 | 113,422 60 | 1 94 |
| Machinists, | 52 | 27,754 00 | 2 70 |
| Carpenters, | 97 | 27,469 80 | 2 07 |
| Other shopmen, | 275 | 108,125 00 | 1 50 |
| Section foremen, | 66 | 36,900 00 | 1 53 |
| Other trackmen, | 396 | 142,560 00 | 1 30 |
| Switchmen, flagmen and watchmen, | 2 | 720 00 | 99 |
| Telegraph operators and dispatchers, | 65 | 36,773 75 | 1 55 |
| All other employes and laborers, | 176 | 56,980 00 | 1 45 |
| Total, | 1,686 | \$837,926 15 | \$1 78 |
| Distribution of above: | | | |
| General administration, | 66 | \$90,774 60 | \$3 35 |
| Maintenance of way and structures, | 597 | 265,980 00 | 1 37 |
| Maintenance of equipment, | 474 | 174,638 80 | 1 69 |
| Conducting transportation, | 611 | 378,642 75 | 1 96 |
| Total, | 1,686 | \$837,926 15 | \$1 78 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 1,686 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|---------------------|
| Bridges : | | |
| Number stone, | 11 | 11 |
| Number iron, | 11 | 11 |
| Number wooden, | 35 | 35 |
| Trestles: | | |
| Number, | 39 | 39 |
| Aggregate length (feet), | 29,066 | 29,066 |
| Tunnels: | | |
| Number | 4 | 4 |
| Maximum length (feet), | 688 | 688 |
| Minimum length (feet), | 125 | 125 |
| Aggregate length of all tunnels (feet), | 1,118 | 1,118 |
| Telegraph: | | |
| Miles of line operated by Western Union Telegraph Company, | | Unknown. |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Station-house at Kane, Pa., owned by Philadelphia and Erie Railroad Company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Member of none. Anchor Line freight is handled over this road.

PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

Date of organization : August 17, 1887.

The Pittsburg, Youngstown and Ashtabula Railroad Company was created and organized under the authority of the laws of the States of Ohio and Pennsylvania, and is the result of a series of consolidations, as follows :

In April, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Pennsylvania.

In June, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Ohio.

In June, 1865, those two companies were consolidated under the laws of Ohio and Pennsylvania into the Lawrence Railroad Company.

In July, 1872, the Youngstown and Canfield Railroad Company was incorporated under the laws of Ohio.

In April, 1873, the Lawrence Railroad Company and the Youngstown and Canfield Railroad Company were consolidated into the Lawrence Railroad Company.

In March, 1881, the New Brighton and Newcastle Railroad Company was incorporated under the laws of Pennsylvania.

In February, 1870, the Ashtabula, Youngstown and Pittsburg Railroad Company was incorporated under the laws of Ohio.

In September, 1878, the Ashtabula, Youngstown and Pittsburg Railroad Company was reorganized in pursuance of judicial proceedings in the court of common pleas of Mahoning county, Ohio, and became the Ashtabula and Pittsburg Railway Company.

In March, 1881, the Alliance, Niles and Ashtabula Railroad Company was incorporated under the laws of Ohio.

On the third day of May, 1887, the Lawrence Railroad Company and the New Brighton and Newcastle Railroad Company were consolidated into the Youngstown, Lawrence and Pittsburg Railroad Company.

On the fourth day of May, 1887, the Ashtabula and Pittsburg Railway Company and the Alliance, Niles and Ashtabula Railroad Company were consolidated under the laws of Ohio into the Ashtabula, Niles and Youngstown Railroad Company.

On the second day of July, 1887, the Youngstown, Lawrence and Pittsburg Railroad Company and the Ashtabula, Niles and Youngstown Railroad Company were consolidated under the laws of Ohio and Pennsylvania into the Pittsburg, Youngstown and Ashtabula Railroad Company.

Agreement of consolidation filed with Secretary of State, Pennsylvania, July 22, 1887 ; Secretary of State, Ohio, July 22, 1887.

Operated by the Pennsylvania Company.'

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|---------------------|-----------------------------|
| John N. Hutchinson. | Philadelphia. | May 18, 1893. |
| George B. Roberts. | Philadelphia. | do. |
| John E. Davidson. | Pittsburg. | do. |
| James McCrea. | Pittsburg. | do. |
| William Thaw. | Pittsburg. | do. |
| William Mullins. | Pittsburg. | do. |
| Caleb B. Wick. | Youngstown, O. | do. |
| W. S. Bonnell. | Youngstown, O. | do. |
| J. G. Butler, Jr. | Youngstown, O. | do. |
| A. L. Morrison. | Ashtabula, O. | do. |
| T. E. Hoyt. | Ashtabula, O. | do. |

Date of last meeting of stockholders for election of directors : May 19, 1892.

Postoffice address of general office : Pittsburg.

Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|---------------------|---------------|
| President. | John N. Hutchinson. | Philadelphia. |
| Secretary. | S. B. Liggett. | Pittsburg. |
| Treasurer. | T. H. B. McKnight. | Pittsburg. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|-----------------|--------------------|---------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Pittsburg, Youngstown and Ashtabula railroad. | Kenwood, Pa.. | Ashtabula, Pa.. | Pennsylvania Company. | 125.19 | 27.78 |
| Pittsburg, Youngstown and Ashtabula railroad. | Niles, O. . . . | Alliance, O. . . . | Pennsylvania Company. | | |

Lease is dated August 1, 1887, and continues in force from year to year, subject to termination by either party on one year's written notice.

The lessee agrees to operate the road for cost of such service and pay the balance of earnings to the lessor.

GENERAL BALANCE SHEET.

| DR. | | OR. | |
|----------------------------------|-----------------------|---|-----------------------|
| Cost of road. | \$6,124,885 65 | Capital stock. | \$3,083,341 58 |
| Cost of equipment. | 548,423 21 | Funded debt. | 8,372,000 00 |
| Cash and current assets. | 379,048 93 | Current liabilities. | 5,916 30 |
| | | Accrued interest on funded debt not yet payable. | 59,558 83 |
| | | Profit and loss. | 600,046 71 |
| Total. | \$7,071,862 83 | Total. | \$7,071,862 82 |

IMPORTANT CHANGES DURING THE YEAR.

In December, 1891, a correction of .02 (increase) was made in mileage.
Mileage reported in 1891, 125.17 ; mileage reported in 1892, 125.19.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|------------------|
| Bridges: | | |
| Number stone. | 8 | 19 |
| Number iron. | 86 | 1 |
| Number wooden. | 25 | 1 |
| Number combination. | 1 | |
| Trestles: | | |
| Number. | 39 | 15 |
| Aggregate length (feet). | 8,348 | 4,476 |
| Telegraph: | | |
| Miles of line owned by this company. | 99.10 | 12.50 |
| Miles of wire owned by this company. | *18.30 | 7.50 |
| Miles of line operated by Pennsylvania Company. | 244.40 | 40.90 |
| Miles of wire operated by Pennsylvania Company. | 99.10 | 12.50 |
| Miles of wire operated by Western Union Telegraph Company. | *18.30 | 7.50 |
| Miles of wire owned and operated by Western Union Telegraph Company. | 244.40 | 40.90 |
| | 5 | |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The consolidated mortgage has a sinking fund of one per cent. of the amount of outstanding bonds, payable annually, provided the bonds can be purchased at par or less. If bonds cannot be purchased at par or less, the sinking fund installment lapses and is covered into the treasury.

Eighteen hundred consolidated mortgage bonds are reserved to redeem bonds of Ashtabula and Pittsburg Railway Company and bonds of Lawrence Railroad Company.

* Jointly with Western Union Telegraph Company.

**PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILROAD—
PENNSYLVANIA COMPANY OPERATING.**

See report of Pittsburg, Youngstown and Ashtabula Railroad Company.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|-----------------------------|-------------------------|------------------------|--|
| | From— | To— | | |
| Pittsburg, Youngstown and Ashtabula railroad. | Kenwood, Pa. | Ashtabula Harbor, . . | 99 | 27.78 |
| Alliance branch. | Niles, O., | Alliance Junction, O., | 24.90 | |
| Canfield branch. | Junction near Haselton, O., | Youngstown Tube Works | 1.29 | |
| Pittsburg, Youngstown and Ashtabula railroad. | Alliance Junction, O., | Alliance, O., | 2.70 | |
| Total mileage operated, | | | 127.89 | 27.78 |

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic, and seventy per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor and Dining Car Companies—Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers 25 cents to \$2.50 each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates in proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph Companies—The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges furnished; it also receives a proportion of the telegraph receipts and pays a proportion of the expenses.

Other Contracts—The Union News Company pays a fixed rental for the use of privileges granted over this road.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|------------|---------------------------------|----------------------------------|
| General officers, | 9 | \$17,645 00 | |
| General office clerks, | 35 | 29,070 78 | \$2 44 |
| Station agents, | 31 | 19,084 52 | 1 50 |
| Other station men, | 41 | 20,072 10 | 1 57 |
| Engineers, | 51 | 58,584 40 | 3 08 |
| Firemen, | 54 | 35,068 90 | 2 77 |
| Conductors, | 44 | 42,068 48 | 2 71 |
| Other trainmen, | 125 | 84,268 58 | 1 92 |
| Machinists, | 4 | 2,715 94 | 2 26 |
| Carpenters, | 29 | 20,088 56 | 2 12 |
| Other shopmen, | 76 | 39,552 04 | 1 49 |
| Section foremen, | 26 | 15,858 90 | 1 88 |
| Other trackmen, | 207 | 78,965 30 | 1 81 |
| Switchmen, flagmen and watchmen, | 16 | 6,626 50 | 1 18 |
| Telegraph operators and dispatchers, | 26 | 15,269 14 | 1 99 |
| Employees—account floating equipment, | 6 | 4,191 50 | 2 14 |
| All other employes and laborers, | 19 | 12,243 60 | 1 75 |
| Total, | 799 | \$500,363 94 | \$1 88 |
| Distribution of above: | | | |
| General administration, | 44 | \$47,315 78 | \$3 06 |
| Maintenance of way and structures, | 233 | 92,644 10 | 1 88 |
| Maintenance of equipment, | 109 | 62,350 54 | 1 98 |
| Conducting transportation, | 413 | 298,047 52 | 2 04 |
| Total, | 799 | \$600,363 94 | \$1 88 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 190 | \$122,922 85 | \$1 02 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 3 | |
| Number iron, | 36 | 19 |
| Number wooden, | 25 | |
| Number combination, | 1 | 1 |
| Trestles: | | |
| Number, | 39 | 15 |
| Aggregate length (feet), | 8,348 | 4,475.50 |
| Telegraph: | | |
| Miles of line operated by this company, jointly with Western Union Telegraph Company, | 18.3 | 7.5 |
| Miles of line operated by this company, | 99.1 | 12.5 |
| Miles of wire operated by this company, | 244.4 | 40.9 |
| Miles of line operated by Western Union Telegraph Company, jointly with this company, | 18.3 | 7.5 |
| Miles of wire operated by Western Union Telegraph Company, | 5 | |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road : Star Union Line.

PLYMOUTH RAILROAD COMPANY.

Date of organization : December 9, 1867.

By what authority incorporated : State of Pennsylvania.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|------------------------------|----------------------------------|
| James Boyd | Norristown, Pa. | Second Monday in December, 1892. |
| John Ellingluff | Norristown, Pa., | do. do. |
| George W. Longaker | Norristown, Pa., | do. do. |
| Michael O'Brien | Conshohocken, Pa., | do. do. |
| Richard Dale | Philadelphia, | do. do. |
| C. Howard Colket | Philadelphia, | do. do. |

Date of last meeting of stockholders for election of directors : Second Monday in December, 1891.

Postoffice address of general office : 132 South Third street, Philadelphia.

Postoffice address of operating company : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|-------------------------------|---------------------------------------|
| President | Winfield S. Wilson | 132 South Third street, Philadelphia. |
| Secretary | William W. Stephens | do. do. |
| Treasurer | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-----------------------------|---------------|--------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Plymouth railroad | Conshohocken. | Oreland, . . | Philadelphia and Reading Railroad Company. | 8.9 | 8.9 |

The Plymouth railroad (as a branch of the Philadelphia, Germantown and Norristown railroad) was leased to the Philadelphia and Reading Railroad Company on the 10th day of December, 1870.

All questions unanswered in this report should be returned by the lessee.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|--------------|---|--------------|
| Plymouth Railroad Company, . . . | \$286,545 19 | Capital stock, | \$12,060 00 |
| | | Philadelphia, Germantown and Norristown Railroad Company. . | 274,495 19 |
| Total. | \$286,545 19 | Total. | \$286,545 19 |

EMPLOYES AND SALARIES.

General officers, 2; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in

POINT BREEZE RAILROAD COMPANY.

Date of organization: 1877.

Railroad not built.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|---------------------------|--------------------------------------|--------------------------|--------------------------------------|
| Norris W. Harkness, . . | S. E. cor. 4th and Chestnut streets. | Charles N. Quarles, . . | 227 South Fourth street. |
| Malcolm Lloyd, | S. E. cor. 4th and Chestnut streets. | William G. Brown, . . . | 227 South Fourth street |
| Edward P. Cooper, | S. E. cor. 4th and Chestnut streets. | Charles E. Bushnell, . . | S. E. cor. 4th and Chestnut streets. |

Date of last meeting of stockholders for election of directors: October 2, 1889.

Postoffice address of general office: Southeast corner Fourth and Chestnut streets, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|--------------------------|---|
| President. | William G. Warden, . . | Southeast corner Fourth and Chestnut streets. |
| Secretary. | Charles E. Bushnell, . . | do. |
| Treasurer. | | do. |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|------------|--------------------------|------------|
| Lands owned, | \$4,552 85 | Capital stock, | \$7,200 00 |
| Cash and current assets, | 297 70 | | |
| Expense account, | 1,097 70 | | |
| Profit and loss, | 1,208 01 | | |
| Total, | \$7,200 00 | Total, | \$7,200 00 |

POMEROY AND NEWARK RAILROAD COMPANY.

Date of organization : December 3, 1881, and December 29, 1881.

By what authority incorporated : The Doe Run and White Clay Creek Railroad Company was organized under an act of the General Assembly of the Commonwealth of Pennsylvania, approved March 24, 1868.

The name of the company was changed to the Pennsylvania and Delaware Railway Company, by act of Assembly approved April 20, 1869.

The Delaware and Pennsylvania Railroad Company was organized under an act of the General Assembly of the Commonwealth of Delaware, passed February 26, 1857.

The Pennsylvania and Delaware Railway Company, and the Delaware and Pennsylvania Railroad Company, were consolidated and merged into one company under the name and title of the Pennsylvania and Delaware Railway Company, by authority of the laws of the States of Pennsylvania and Delaware, a joint agreement dated March 17, 1873, being filed in the office of the Secretary of the Commonwealth of Pennsylvania, May 3, 1873.

The Pennsylvania and Delaware railway was sold under foreclosure of mortgage August 12, 1879, which sale was confirmed absolutely by the circuit court of the United States for the Eastern District of Pennsylvania, October 25, 1879.

On February 5, 1880, a new corporation was organized, entitled the Pomeroy and State Line Railroad Company, for that portion of the railroad extending from Pomeroy in Chester county, Pa., to the boundary line between the States of Pennsylvania and Delaware, under the provisions of an act of the Legislature of Pennsylvania, approved April 8, 1861, and the supplements thereto. The certificate of reorganization was filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 26, 1880.

A corporation under the name of the Newark and Delaware City Railroad Company, for that portion of the railroad extending from the boundary line between the States of Pennsylvania and Delaware, to Delaware City, was organized on March 29, 1880, in pursuance of an act of the Legislature of Delaware passed March 27, 1879.

Under the authority of an act of the Legislature of the State of Delaware passed March 19, 1881, the portion of the Newark and Delaware City railroad lying between the north line of right of way of the main line of the Philadelphia, Wilmington and Baltimore railroad, and Delaware City, was sold to the Philadelphia, Wilmington and Baltimore Railroad Company. Under the authority of the same act, the realdule of the railroad lying between the said northern line of the Philadelphia, Wilmington and Baltimore railroad and the State Line, was consolidated and merged into the Pomeroy and State Line railroad, the name of the consolidated company being changed to the Pomeroy and Newark Railroad Company. The agreement of consolidation and merger was dated December 2, 1881, copies of which were filed with the Secretary of the Commonwealth of Pennsylvania, December 29, 1881, and with the Secretary of the State of Delaware, December 3, 1881.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|--|-----------------------------|
| W. H. Wilson, | Philadelphia, | May 1, 1893. |
| J. N. DuBarry, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Montgomery county, Pa., | do. |
| John F. Green, | Philadelphia, | do. |
| Amos R. Little, | Philadelphia, | do. |
| W. H. Barnes, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.
 Postoffice address of general office: 233 South Fourth street, Philadelphia.
 Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|---------------|
| President, | W. H. Wilson, | Philadelphia. |
| Secretary, | James R. McClure, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|-------------------------|-------------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Pomeroy and Newark railroad. | Pomeroy, Pa., | Newark, Del., | Pennsylvania Railroad Company. | 26.70 | 21.66 |

Leased to the Pennsylvania Railroad Company for the term of 99 years, from and after March 1, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$502,066 25 | Capital stock, | \$500,000 00 |
| Profit and loss, | 179,206 52 | Current liabilities, | 181,262 77 |
| Total, | \$681,262 77 | Total, | \$681,262 77 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 22 | 16 |
| Trestles: | | |
| Number, | 45 | 43 |
| Aggregate length (feet), | 5,989 | 5,718 |
| Telegraph: | | |
| Miles of line owned by this company, | 26.70 | 21.66 |
| Miles of wire owned by this company, | 26.70 | 21.66 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 26.70 | 21.66 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 26.70 | 21.66 |

Gauge of track, 4 ft. 9 in.

PRICEVILLE AND WINTON RAILROAD COMPANY.

Date of organization: June 11, 1890.

By what authority incorporated: Under provisions of an act of the General Assembly of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1866, etc.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|--------------------------------|-----------------------------|
| Edward N. Willard | Scranton, Pa. | October 6, 1891. |
| Frederick W. Mason, Jr. | Scranton, Pa., | do. |
| E. H. Lawall | Plymouth, Pa., | do. |
| Everett Warren | Scranton, Pa., | do. |
| J. P. Rafferty | South Orange, N. J., | do. |
| R. C. Shrineall | Brooklyn, N. Y., | do. |

Date of last meeting of stockholders for election of directors: None held since organization.

Postoffice address of general office: Scranton, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|--------------------------|------------------------------------|
| President | Simon Borg | No. 15 Cortlandt street, New York. |
| Secretary | J. P. Rafferty | do. do. |
| Treasurer | C. V. Ware | do. do. |
| Auditor | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Penna. |
|---------------------|--------------------------|----------------------------|------------------------|---------------------------------|
| | From— | To— | | |
| Main line | Near Winton, Pa. | Near Dickson City. | 4.90 | 4.90 |

NOTE.—The above is the proposed line of the Priceville and Winton railroad. On June 30, 1892, no work of any kind had been done or right of way secured.

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization : May 19, 1857.

By what authority incorporated : Act of May 19, 1857, and supplements.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------|---------------------|---------------------------------|
| Geo. deB. Keim. | Philadelphia. | Second Monday in January, 1898. |
| A. J. Antelo. | Philadelphia. | do. do. |
| Thomas Dolan. | Philadelphia. | do. do. |
| Samuel R. Shipley. | Philadelphia. | do. do. |
| Thos. Cochran. | Philadelphia. | do. do. |
| J. N. Hutcheson. | Philadelphia. | do. do. |
| James Boyd. | Norristown, Pa. | do. do. |
| Thos. Baumgardner. | Lancaster, Pa. | do. do. |
| Wm. L. Small. | York, Pa. | do. do. |
| Thos. L. Haldeman. | Chickies, Pa. | do. do. |
| B. F. Hiestand. | Marietta, Pa. | do. do. |
| A. R. Royer. | Denver, Pa. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 227 South Fourth street.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------|-----------------|---------------|
| President. | A. A. McLeod. | Philadelphia. |
| Secretary. | Howard Hancock. | do. |
| Treasurer. | John Welch. | do. |
| Comptroller. | D. Jones. | do. |
| General Manager. | I. A. Sweigard. | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|---------------------|--------------|------------------------|--|
| | From— | To— | | |
| Main line. | Sinking Spring. | Columbia. | 39.50 | } 52.70 |
| Lancaster branch. | Lancaster Junction. | Lancaster. | 8.20 | |
| Mount Hope branch. | Manheim. | Mt. Hope. | 15.80 | |
| Lancaster and Reading Narrow Gauge railway. | Lancaster. | Quarryville. | | } 21.60 |
| Reading, Marietta and Hanover railroad. | Marietta Junction. | Chickies. | 6.80 | |
| Total mileage operated. | | | | 74.80 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|-----------------------|---|-----------------------|
| Cost of road | \$2,197,782 78 | Capital stock | 8056,373 09 |
| Cost of equipment | 245,241 18 | Funded debt | 2,009,105 67 |
| Cash and current assets | 240,191 42 | Current liabilities | 965,635 84 |
| Profit and loss | 1,388,251 89 | Accrued interest on funded debt not yet payable | 17,291 67 |
| Total | \$3,961,467 27 | Total | \$3,961,467 27 |

CONTRACTS, AGREEMENTS, ETC.

United States mail. Rate per mile.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|------------|----------------------------|-----------------------------|
| General officers | 3 | \$1,080 00 | |
| Station agents | 24 | 11,266 12 | \$1 80 |
| Other station men | 11 | 4,620 00 | 1 35 |
| Enginemen | 11 | 12,292 80 | 3 57 |
| Firemen | 12 | 8,635 29 | 3 23 |
| Conductors | 11 | 9,172 80 | 3 67 |
| Other trainmen | 40 | 24,539 76 | 1 97 |
| Machinists | 1 | 686 40 | 2 20 |
| Carpenters | 8 | 4,849 60 | 1 94 |
| Other shopmen | 3 | 2,116 80 | 2 26 |
| Section foremen | 14 | 7,090 00 | 1 61 |
| Other trackmen | 40 | 15,600 00 | 1 25 |
| Switchmen, flagmen and watchmen | 14 | 4,812 00 | 1 10 |
| Telegraph operators and dispatchers | 10 | 5,488 00 | 1 76 |
| All other employes and laborers | 39 | 18,327 16 | 1 51 |
| Total | 241 | \$120,286 73 | \$1 78 |
| Distribution of above: | | | |
| General administration | 3 | \$1,080 00 | \$1 15 |
| Maintenance of way and structures | 73 | 32,504 20 | 1 43 |
| Maintenance of equipment | 4 | 2,808 20 | 2 24 |
| Conducting transportation | 161 | 93,849 33 | 1 96 |
| Total | 241 | \$120,286 73 | \$1 78 |
| Employees in Pennsylvania, | | | |
| Total number of employes in Pennsylvania | 241 | \$120,286 73 | \$1 78 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone | 20 | 20 |
| Number iron | 14 | 16 |
| Number wooden | 52 | 52 |
| Trestles: | | |
| Number | 15 | 15 |
| Aggregate length (feet) | 3,274 | 3,274 |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company | 71 | 71 |
| Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company | 95 | 95 |

Gauge of track, 4 ft. 8½ in.

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Date of organization : February 28, 1882.
 By what authority incorporated : Act of April 4, 1868, and supplements.
 Operated by the Reading and Columbia Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-------------------------|-----------------------------|
| Geo. deB. Keim, | Philadelphia, | First Monday in May, 1898. |
| A. J. Antelo, | do. | do. do. |
| Thos. Cochran, | do. | do. do. |
| W. R. Taylor, | do. | do. do. |
| Albert Foster, | do. | do. do. |
| Jas. M. Landis, | do. | do. do. |

Date of last meeting of stockholders for election of directors: May 2, 1892.
 Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------|---------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | Howard Hancock, | do. |
| Treasurer, | John Welch, | do. |
| Comptroller, | D. Jones, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|--------------------|---------------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Reading, Marietta and Hanover railroad. | Marietta Junction, | Chokies, Pa., . . . | Reading and Columbia Railroad Company. | 6.80 | 6.80 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|---------------------|--|---------------------|
| Cost of road, | \$332,587 11 | Capital stock, | \$250,000 00 |
| | | Accrued interest on funded debt not yet payable, " | 82,587 11 |
| Total, | \$332,587 11 | Total, | \$332,587 11 |

EMPLOYES AND SALARIES.

| | |
|---|----------|
| General officers, | 4 |
| Total, | 4 |
| Employes in Pennsylvania : | |
| Total number of employes in Pennsylvania, | 4 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|------------------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 5 | |
| Trestles: | | |
| Number, | 6 | 5 |
| Aggregate length (feet), | 1,681 | 1,681 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

REW CITY AND ELDRED RAILROAD COMPANY.

Date of organization : March 16, 1882.

By what authority incorporated : Under the general law of the State of Pennsylvania. Act of June, 1874, and amendments.

Operated by the Bradford, Bordell and Kinzua Railway Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|------------------------------|----------------------------|----------------------------------|
| John J. Carter, | Titusville, Pa., | January, 1898. |
| John E. Ransom, | Buffalo, N. Y., | do. |
| Aug. Stein, | New York, N. Y., | do. |
| M. L. Hinman, | Dunkirk, N. Y., | do. |
| W. W. Brown, | Bradford, Pa., | do. |
| A. I. Wilcox, | Bradford, Pa., | do. |
| George L. Roberts, | Bradford, Pa., | do. |
| John C. McKenna, | Bradford, Pa., | do. |
| L. J. Backer, | Boston, Mass., | do. |

Date of last meeting of stockholders for election of directors : January 12, 1891.

Postoffice address of general office : Bradford, Pa.

Postoffice address of operating company : Bradford, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|------------------------------|----------------|
| President, | John J. Carter, | Bradford, Pa. |
| Vice President, | A. I. Wilcox, | Bradford, Pa. |
| Secretary, | John E. Ransom, | Buffalo, N. Y. |
| Treasurer, | W. R. Dieffenback, | Bradford, Pa. |
| General Solicitor, Attorney or Counsel, | George L. Roberts, | Bradford, Pa. |
| Auditor, | W. R. Dieffenback, | Bradford, Pa. |
| General Manager, | John J. Carter, | Bradford, Pa. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------------|-----------------|---------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Rew City and Eldred railroad. | Rew City, . . . | Eldred, . . . | Bradford, Bordell & Kinzua Railway Company. | 12.16 | 12.16 |

The Rew City and Eldred Railroad Company leased to the Bradford, Bordell and Kinzua Railway Company for the term of its charter by lease dated November 1, 1882, and the total issue of stock belongs to the Bradford, Bordell and Kinzua Railway Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$108,999 37 | Capital stock, | \$111,000 00 |
| Cost of equipment, | 4,219 23 | Current liabilities, | 2,118 60 |
| Total, | \$113,118 60 | Total, | \$113,118 60 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENN-SYLVANIA. |
|------------------------------------|--------------------------|-------------------|
| Bridges: | | |
| Number wooden, | 1 | 1 |
| Trestles: | | |
| Number, | 10 | 10 |
| Aggregate length (feet), | 2,857 | 2,857 |

Gauge of track, 3 feet.

REYNOLDSVILLE AND FALLS CREEK RAILROAD COMPANY.

Date of organization : December 13, 1883.

By what authority incorporated : General laws and supplements thereto

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-------------------------------|-----------------------------|
| F. A. Bell, | Buffalo, N. Y., | January 1898. |
| G. H. Lewis, | Buffalo, N. Y., | do. |
| A. G. Yates, | Rochester, N. Y., | do. |
| Charles Clifton, | Buffalo, N. Y., | do. |
| George Mellinger, | Reynoldsville, Pa., | do. |
| L. W. Robinson, | Punxsutawney, Pa., | do. |
| E. J. Lofts, | Reynoldsville, Pa., | do. |

Date of last meeting of stockholders for election of directors : January 12, 1892.
Postoffice address of general office : Reynoldsville, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------|-------------------|--------------------|
| President. | S. B. Elliott. | Reynoldsville, Pa. |
| Vice President. | F. A. Bell. | Buffalo, N. Y. |
| Secretary. | Charles Clifton. | Buffalo, N. Y. |
| Treasurer. | Geo. H. Lewis. | Buffalo, N. Y. |
| Auditor. | R. W. Macpherson. | Buffalo, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of Pennsylvania. |
|--|-------------------------|---------------------|------------------------|--------------------------------|
| | From— | To— | | |
| Reynoldsville and Falls Creek railroad | Falls Creek, Pa., . . . | Rathmel, Pa., . . . | 14.50 | 14.50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------------|--------------------------------|--------------------|
| Cost of road, | \$25,526 50 | Capital stock, | \$170,000 00 |
| Cost of equipment, | 26,051 22 | Funded debt, | 170,000 00 |
| Cash and current assets, | 57,989 91 | Current liabilities, | 8,498 11 |
| | | Profit and loss, | 61,081 62 |
| Total, | \$49,567 73 | Total, | \$49,567 73 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers, | 6 | \$12,000 00 | |
| Station agents, | 1 | 288 00 | \$1 25 |
| Other station men, | 7 | 5,156 24 | |
| Enginemen, | 3 | 4,045 75 | 2 90 |
| Firemen, | 3 | 2,637 17 | 2 00 |
| Conductors, | 5 | 3,899 49 | 1 75 |
| Other trainmen, | | 9,545 95 | 8 00 |
| Machinists, | | 875 85 | 1 75 |
| Section foremen, | | 525 00 | 1 25 |
| Other trackmen, | | 11,074 13 | 1 25 |
| Switchmen, flagmen and watchmen, | | 1,408 15 | 1 30 |
| All other employes and laborers, | | 2,747 45 | |
| Total, | 23 | \$68,498 18 | |
| Distribution of above: | | | |
| General administration, | | \$12,000 00 | |
| Maintenance of way and structures, | | 11,569 13 | |
| Conducting transportation, | | 29,894 05 | |
| Total, | | \$68,498 18 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 1 | 1 |
| Trestles: | | |
| Number, | 7 | 7 |
| Aggregate length (feet), | 720 | 7.20 |

What provision, if any, has been made by this road for the payment of its funded debt? None at present, but subject will be taken up at next meeting of directors.
 Gauge of track, 4 ft. 8½ in.

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Date of organization : April 20, 1882.
 By what authority incorporated : General law of April 4, 1868.
 Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-----------------------------|
| W. H. Barnes, | Philadelphia, | February 7, 1893. |
| John P. Green, | Philadelphia, | do. |
| G. B. Roberts, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| George Wood, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Pa., | do. |

Date of last meeting of stockholders for election of directors : February 2, 1892.
 Postoffice address of general office : 233 South Fourth street, Philadelphia.
 Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|----------------------------------|----------------|------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Ridgway and Clearfield railroad. | Ridgway, . . . | Falls Creek, . . | Pennsylvania Railroad Company. | 27.23 | 27.23 |
| Total mileage, | | | | 27.23 | 27.23 |

Operated by Pennsylvania Railroad Company, under resolution of board of directors adopted July 23, 1884. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|----------------------------|-----------------------|
| Cost of road, | \$686,970 00 | Capital stock, | \$491,000 00 |
| Cash and current assets, | 201,373 82 | Funded debt, | 491,000 00 |
| | | Profit and loss, | 205,344 43 |
| Total, | \$1,187,344 42 | Total, | \$1,187,344 43 |

EMPLOYES AND SALARIES.

General officers, 3

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--|--------------------------------|-----------------------|
| Bridges: | | |
| Number stone, | 1 | 1 |
| Number iron, | 3 | 3 |
| Number wooden | 12 | 12 |
| Telegraph: | | |
| Miles of line owned by this company, | 27.23 | 27.23 |
| Miles of wire owned by this company, | 54.46 | 54.46 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 27.23 | 27.23 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 54.46 | 54.46 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained at par or less, shall annually be appropriated therefor, provided the net earnings are sufficient.

RIVERFRONT RAILROAD COMPANY.

Date of organization : May 5, 1876.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|-----------------------------|--|----------------------------------|
| G. B. Roberts, | Philadelphia, | March 21, 1896. |
| N. P. Shortridge, | Wynnewood, Montgomery county, Pa., | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| Frank Thomson, | Philadelphia, | do. |
| John P. Green, | Philadelphia, | do. |
| H. H. Houston, | Philadelphia, | do. |
| Amos R. Little, | Philadelphia, | do. |
| W. H. Barnes, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors : March 22, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | James R. McClure, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------|-------------------------|------------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Riverfront railroad, | Lehigh avenue, | Dock street, | Pennsylvania Railroad Company. | 3.62 | 3.62 |
| Riverfront railroad, | Canal street, | Laurel street, | Pennsylvania Railroad Company. | .24 | .24 |
| Total mileage, | | | | 3.86 | 3.86 |

Leased to the Pennsylvania Railroad Company for the term of fifty years, from and after May 1, 1882, at a rental of \$23,000 per annum.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$604,968 01 | Capital stock, | \$216,000 00 |
| Cash and current assets, | 17,102 49 | Funded debt, | 216,000 00 |
| Other assets: | | Current liabilities, | 164,143 81 |
| Sinking fund, | 4,000 00 | Profit and loss, | 29,926 69 |
| Total, | \$626,070 50 | Total, | \$626,070 50 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA |
|--------------------------|--------------------------|-----------------|
| Bridges: | | |
| Number iron, | 1 | 1 |
| Number wooden, | 1 | 1 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By advertising annually until date of maturity of the bonds whenever said bonds can be purchased at not exceeding their par value, amounting at par to the sum of \$2,000.

ROCHESTER, BEAVER FALLS AND WESTERN RAILWAY COMPANY.

Date of organization : March 27, 1869.

By what authority incorporated : General railroad law, approved April 4, 1868.

The road is not yet in operation.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|---------------------|--------------------------------|
| F. Slataper | Pittsburg | January 9, 1898. |
| William Mullins | do. | do. |
| L. L. Gilbert | do. | do. |
| James McCrea | do. | do. |
| Thomas Rodd | do. | do. |
| S. C. Scott | do. | do. |
| J. J. Brooks | do. | do. |
| John E. Davidson | do. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|-----------------------------|------------|
| President | Thomas D. Messler | Pittsburg. |
| Secretary | S. B. Liggett | do. |
| Treasurer | T. H. B. McKnight | do. |

PROPERTY OPERATED.

Rochester, Beaver Falls and Western railway, from Rochester to Wurtemberg,
not yet constructed.

GENERAL BALANCE SHEET.

| DR. | | OR. | |
|-----------------------------------|-------------|-------------------------|-------------|
| Cost of road | \$48,125 76 | Capital stock | \$75,000 00 |
| Cash and current assets | 26,874 24 | | |
| Total | \$75,000 00 | Total | \$75,000 00 |

EMPLOYES AND SALARIES.

General officers, 3; compensation nothing.

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization : December 31, 1888.

By what authority incorporated : Act of April 4, 1868, and supplements thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|---------------------------|-----------------------------|
| A. H. O'Brien | Philadelphia, Pa. | First Monday in May, 1896. |
| W. A. Church | do. | do. |
| W. B. Taylor | do. | do. |
| W. G. Brown | do. | do. |
| W. B. Scott | do. | do. |
| James M. Landis | do. | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|--------------------------|---------------|
| President | A. A. McLeod | Philadelphia. |
| Secretary | W. R. Taylor | do. |
| Treasurer | W. A. Church | do. |
| Comptroller | D. Jones | do. |
| General Manager | I. A. Sweigard | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania |
|---------------------------------|------------------|----------------------|------------------------|---------------------------------------|
| | From— | To— | | |
| Rupert and Bloomsburg railroad. | Rupert | Bloomsburg | 1.60 | 1.60 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|--------------------|-------------------------------|--------------------|
| Cost of road | \$58,046 00 | Capital stock | \$50,000 00 |
| Cash and current assets | 4,310 16 | Current liabilities | 20,852 99 |
| Profit and loss | 8,496 83 | | |
| Total | \$70,852 99 | Total | \$70,852 99 |

CONTRACTS, AGREEMENTS, ETC.

United States Mail—Rate per mile.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General officers, | 4 | | |
| Station agents, | 1 | 8840 00 | 83 69 |
| Other stationmen, | 2 | 900 00 | 1 45 |
| Section foremen, | 1 | 490 00 | 1 54 |
| Other trackmen, | 14 | 5,360 00 | 1 25 |
| Telegraph operators and dispatchers, | 1 | 437 80 | 1 37 |
| All other employes and laborers, | 18 | 11,986 00 | 3 18 |
| Total, | 36 | \$20,002 80 | \$1 78 |
| Distribution of above: | | | |
| General administration, | 4 | | |
| Maintenance of way and structures, | 15 | 85,840 00 | 81 27 |
| Conducting transportation, | 17 | 14,162 80 | 2 67 |
| Total, | 36 | \$20,002 80 | \$1 78 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 36 | \$20,002 80 | \$1 78 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|---------------------|
| Bridges: | | |
| Number stone, | 3 | 3 |
| Telegraph: | | |
| Miles of line operated by the Philadelphia, Reading and Pottsville Telegraph Company, | 1.75 | 1.75 |
| Miles of wire operated by the Philadelphia, Reading and Pottsville Telegraph Company, | 7.25 | 7.25 |
| Gauge of track, | | 4 ft. 8½ in. |

SALISBURY RAILROAD COMPANY.

Date of organization : May 8, 1875.

By what authority incorporated : Salisbury and Baltimore Railroad Company, State of Pennsylvania, act April 8, 1861; re-organized as the Salisbury Railroad Company, May 8, 1875.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---------------------------|-----------------------------|
| E. Holbrook, | Pittsburg. | First Monday in May, 1898. |
| J. B. Jackson, | Pittsburg. | do. do. |
| Johns McCleave, | Pittsburg. | do. do. |
| C. B. Wight, | Pittsburg. | do. do. |
| Charles Donnelly, | Pittsburg. | do. do. |
| J. M. Schoonmaker, | Pittsburg. | do. do. |
| A. J. Hill, | Vanderbilt, Pa. | do. do. |
| Francis Burns, | Baltimore, Md., | do. do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : Pittsburg.

Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|----------------|
| President, | J. B. Washington, | Pittsburg. |
| Secretary, | A. W. Black, | Pittsburg. |
| Treasurer, | W. H. Ijams, | Baltimore, Md. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHEAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------------|-------------------------------------|----------------------------------|--------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Salisbury Railroad Company, | Salisbury Junction, Pa., | West Salisbury, Pa. | Baltimore and Ohio Railroad Company. | 8.60 | 8.60 |
| Grassy Run extension, | Grassy Run Junction, Pa., | Co-operative mines, Pa. | Baltimore and Ohio Railroad Company. | 2 | 2 |
| Hocking extension, | Hocking Junction, Pa., | Hamilton mine No. 1, Pa. | Baltimore and Ohio Railroad Company. | 1.10 | 1.10 |
| Total mileage, | | | | 11.70 | 11.70 |

Operated by Baltimore and Ohio Railroad Company by reason of the ownership of a majority of its stock by the Pittsburg and Connellsville Railroad Company, which latter company is leased by the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$256,977 46 | Capital stock, | \$117,800 00 |
| Cost of equipment, | 11,840 72 | Scrap stock, | 229 50 |
| Cash and current assets, | 18 71 | Funded debt, | 150,000 00 |
| Other assets: | | Current liabilities, | 1,841 00 |
| E. & O. R. R. Co., | \$27,629 47 | Profit and loss, | 29,008 45 |
| Yutz & Scott, | 217 59 | | |
| | 28,047 06 | | |
| Total, | \$296,878 95 | Total, | \$296,878 95 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Average daily com- pensation. |
|--|---------|----------------------------------|
| Station agents, | 2 | \$1 47 |
| Enginemen, | 1 | 3 50 |
| Firemen, | 1 | 1 80 |
| Conductors, | 1 | 3 08 |
| Other trainmen, | 4 | 1 85 |
| Section foremen, | 3 | 1 33 |
| Other trackmen, | 9 | 1 08 |
| Total, | 21 | |
| Distribution of above: | | |
| Maintenance of way and structures, | 12 | |
| Conducting transportation, | 9 | |
| Total, | 21 | |
| Employees in Pennsylvania: | | |
| Total number of employees in Pennsylvania, | 21 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|------------------------------------|--------------------------------|---------------------------|
| Bridges: | | |
| Number wooden, | 7 | 7 |
| Trestles: | | |
| Number, | 8 | 8 |
| Aggregate length (feet), | 1,360 | 1,360 |
| Gauge of track, | | 4 ft. 8 $\frac{1}{2}$ in. |

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Date of organization : June 7, 1880.

By what authority incorporated : March 29, 1871.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-------------------------|--------------------------------|
| George DeB. Keim, | Philadelphia, | First Monday in May, 1893 |
| A. J. Antelo, | do. | do. do. |
| Thomas Cochran, | do. | do. do. |
| W. R. Taylor, | do. | do. do. |
| Albert Foster, | do. | do. do. |
| J. M. Landis, | do. | do. do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

Postoffice address of operating company : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|---------------|
| President. | A. A. McLeod. | Philadelphia. |
| Secretary. | Howard Hancock, | do. |
| Treasurer. | John Welch, | do. |
| Comptroller. | D. Jones, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------|----------------|------------------|------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Schuylkill and Lehigh railroad. | Reading, . . . | Slatington, Pa., | Philadelphia and Reading railroad. | 44 | 44 |

Leased to the Philadelphia and Reading Railroad Company April 11, 1883, for 999 years from May 1, 1883.

Lessee pays all expenses of operating and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|----------------|------------------------------|----------------|
| Cost of road. | \$1,063,800 33 | Capital stock. | \$50,000 00 |
| Cash and current assets. | 17,648 18 | Funded debt. | 1,000,000 00 |
| | | Current liabilities. | 31,448 45 |
| Total | \$1,081,448 45 | Total. | \$1,081,448 45 |

EMPLOYES AND SALARIES.

General officers, 4

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|----------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden. | 3 | 3 |
| Number combination. | 51 | 51 |
| Trestles: | | |
| Number. | 23 | 23 |
| Aggregate length (feet). | 8,327 | 3,327 |

Gauge of track, 4 ft. 8½ in.

SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

If a consolidated company, name the constituent companies: Schuylkill River East Side railroad and Philadelphia, Newtown and Chester railroad, May 19, 1886, filed with Secretary of the Commonwealth, May 21, 1886.

Operated by Baltimore and Ohio Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|---------------------------------|--|
| J. B. Washington, | Pittsburg, | First Monday after second Tuesday, December, 1892. |
| T. M. King, | Philadelphia, | do. do. |
| Geo. deB. Keim, | Philadelphia, | do. do. |
| H. T. Douglas, | Baltimore, Md., | do. do. |
| R. L. Ashburst, | Philadelphia, | do. do. |
| Jno. Carroll Walsh, | Jerusalem Mills, Md., | do. do. |
| J. Van Smith, | Philadelphia, | do. do. |

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|------------------------------|----------------|
| President, | Thomas M. King, | Philadelphia. |
| Secretary and Assistant Treasurer, | Theo. Frothingham, | Philadelphia. |
| Treasurer, | W. H. Ijams, | Baltimore, Md. |
| Chief Engineer, | H. T. Douglas, | Baltimore, Md. |
| Auditor, | W. T. Thelin, | Baltimore, Md. |
| Superintendent, | J. Van Smith, | Philadelphia. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line in Pennsylvania. |
|--|---|---------------------------------------|--|--------------------------------|
| | From— | To— | | |
| Schuylkill River East Side railroad, | West side, Schuylkill river, Pa., | Park Junction, Phila., Pa., | Baltimore and Ohio Railroad Company, | 3.60 |
| Delaware branch, | East side, Schuylkill river, Pa., | Pier 40, Phila., Pa., . . . . . | ..... | 7.90 |
| Total mileage, . . . . . | ..... |  | ..... | 11.50 |

Operated under contract of November 6, 1885, between the Schuylkill River East Side railroad, the Baltimore and Ohio railroad, the Baltimore and Philadelphia railroad and the Philadelphia and Reading railroad.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|----------------------------|----------------|
| Cost of road, | \$9,000,000 00 | Capital stock, | \$4,500,000 00 |
| Cash and current assets, | 49,057 17 | Funded debt, | 4,500,000 00 |
| | | Profit and loss, | 49,057 17 |
| Total, | \$9,049,057 17 | Total, | \$9,049,057 17 |

CONTRACTS, AGREEMENTS, ETC.

As per contract of November 6, 1885. Operated by Baltimore and Ohio Railroad Company, in connection with the Philadelphia and Reading Railroad Company.

EMPLOYES AND SALARIES.

General officers, 4; total yearly compensation, \$1,000 00

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 2 | 2 |
| Trestles: | | |
| Number, | 5 | 5 |
| Aggregate length (feet), | 200 | 200 |
| Tunnels: | | |
| Number, | 2 | 2 |
| Maximum length (feet), | 3,990.5 | 3,990.5 |
| Minimum length (feet), | 401.85 | 401.85 |
| Aggregate length of all tunnels (feet), | 4,391.90 | 4,391.90 |

Gauge of track, 4 ft. 8½ in.

SCHUYLKILL RIVER WEST SIDE RAILROAD COMPANY.

Date of organization : July 16, 1883.

By what authority incorporated : Commonwealth of Pennsylvania.

Road not yet in operation.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|----------------------------|---------------------------------|
| Geo. deB. Keim, | Philadelphia, | Second Monday in January, 1893. |
| A. J. Antelo, | Philadelphia, | do. do. |
| Thomas Dolan, | Philadelphia, | do. do. |
| Samuel R. Shipley, | Philadelphia, | do. do. |
| W. R. Taylor, | Philadelphia, | do. do. |
| James Boyd, | Norristown, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | Howard Hancock, | do. |
| Treasurer, | John Welch, | do. |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|------------|--------------------------------|------------|
| Cost of road, | \$2,850 10 | Capital stock, | \$1,500 00 |
| | | Current liabilities, | 1,350 10 |
| Total, | \$2,850 10 | Total, | \$2,850 10 |

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Date of organization : March 20, 1827.

By what authority incorporated : State of Pennsylvania, act approved March 20, 1827.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---|-----------------------------|
| A. J. Antelo, | 407 Library street, Philadelphia, | December, 1892. |
| Thomas Cochran, | do. do. | do. |
| George deB. Keim, | do. do. | do. |
| F. C. Hollis, | do. do. | do. |
| William B. Taylor, | do. do. | do. |
| J. M. Landis, | do. do. | do. |

Date of last meeting of stockholders for election of directors : December 28, 1891.

Postoffice address of general office : 407 Library street, Philadelphia.

Postoffice address of operating company : Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-------------------------|--------------------------------|
| President, | A. A. McLeod, | 407 Library st., Philadelphia. |
| Secretary, | P. C. Hollis, | do. do. |
| Treasurer, | | |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|--------------|-------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Schuylkill Valley Navigation and Railroad Company. | Port Carbon, | Reevesdale, | Philadelphia and Reading Railroad Company. | 11 | 11 |

The Schuylkill Valley Navigation and Railroad Company leased its road to the Philadelphia and Reading Railroad Company, on the 25th of July, 1861, for a period of 999 years at a rental of \$29,450.00 and taxes per annum.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|---------------------|-----------------------------------|---------------------|
| Cost of road, | \$576,840 94 | Capital stock, | \$576,050 00 |
| Cash and current assets and six months rental due June 1, | 1,081 75 | Dividends uncalled for, | 404 80 |
| Dividends declared in July, | 14,735 00 | Profit and loss, | 16,142 89 |
| Total, | \$592,597 69 | Total, | \$592,597 69 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|------------------------------------|----------|----------------------------|
| General officers: | | |
| President, | 1 | \$300 00 |
| Secretary and Treasurer, | 1 | 250 00 |
| Total, | 2 | \$450 00 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|--------------------|
| Bridges: | | |
| Number stone, | 4 | 4 |
| Number iron, | 1 | 1 |
| Number wooden, | 16 | 16 |
| Trestles: | | |
| Number, | 10 | 10 |
| Aggregate length (feet), | 5254 | 5254 |
| Telegraph: | | |
| Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company, | 11 | 11 |
| Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company, | 44 | 44 |
| Gauge of track, | | 4 ft. 8½ in |

SEWICKLEY AND JEANNETTE RAILROAD COMPANY.

Date of organization : August 26, 1891.

By what authority incorporated : "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---------------------------|---|
| W. P. Wood, | Pittsburg, | August 24, 1892, or until successor is elected. |
| C. W. Wood, | Fort Ferry, Pa. | do. do. |
| W. G. Wilkins, | Allegheny City, | do. do. |
| George S. Davison, | Pittsburg, | do. do. |
| B. G. Bolleau, | Pittsburg, | do. do. |
| W. J. Scully, | Pittsburg, | do. do. |

Date of last meeting of stockholders for election of directors : August 24, 1891.

Postoffice address of general office : 48 Sixth avenue, room 9, Pittsburg.

Postoffice address of operating company : Not operated.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|----------------------------|
| President, | B. L. Wood, Jr., | (Deceased.) |
| Secretary, | W. P. Wood, | No. 8 Wood st., Pittsburg. |
| Treasurer, | Robert S. Fraser, | Pittsburg. |
| Attorney, | | |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|------------|--------------------------|------------|
| Cost of road, | \$3,000 00 | Capital stock, | \$3,000 00 |
| Total, | \$3,000 00 | Total, | \$3,000 00 |

SHADE CREEK RAILROAD COMPANY.

Date of organization : March 23, 1888.

By what authority incorporated : Act 29th of April, 1874.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-------------------------|-----------------------------|
| S. H. Baker, | Pittsburg, | January 11, 1893. |
| M. Saxmem, Jr., | Latrobe, Pa., | do. |
| E. Pitcairn, | Pittsburg, | do. |
| Jos. C. Head, | Latrobe, Pa., | do. |
| John P. Logan, | Philadelphia, | do. |
| Chas. N. Wire, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors : January 14, 1892.
 Postoffice address of general office : 201 Walnut Place, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|------------------------------|---------------|
| President, | Wm. G. Audenried, | Philadelphia. |
| Secretary, | M. Hayden Leonard, | do. |
| Treasurer, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---------------------------------|---|-----------------------|------------------------|--|
| | From— | To— | | |
| Shade Creek railroad, | Foustwell station on Baltimore and Ohio railroad, | Cambria lumber mills. | 1 | 1 |

GENERAL BALANCE SHEET

| DR. | | CR. | |
|------------------------------|-------------|--------------------------------|-------------|
| Cost of road, | \$9,530 59 | Capital stock, | \$12,500 00 |
| Cost of equipment, | 3,075 25 | Current liabilities, | 137 16 |
| Profit and loss, | 31 32 | | |
| Total, | \$12,637 16 | Total, | \$12,637 16 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|---------|---------------------------------|----------------------------------|
| General office clerks. | 1 | \$120 00 | *\$10 00 |
| Enginemen. | 1 | 600 52 | 2 50 |
| Other trainmen. | 1 | 200 00 | 1 00 |
| Total. | | \$920 52 | |
| Distribution of above: | | | |
| General administration. | | \$120 00 | |
| Conducting transportation. | | 800 52 | |
| Total. | | \$920 52 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 3 | | |

CHARACTERISTICS OF R JAD.

| | |
|------------------------------------|---------|
| Bridges : | |
| Number wooden, | 2 |
| Trestles : | |
| Number, | 2 |
| Aggregate length (feet), | 300 |
| Gauge of track, | 3 feet. |

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD
COMPANY.

Date of organization : February 17, 1882.

By what authority incorporated : Act of April 4, 1868.

Operated by the Philadelphia and Reading Railroad Company.

* DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|----------------------------|---------------------------------|
| A. J. Antelo. | Philadelphia. | Second Monday in January, 1888. |
| George DeB. Keim. | Philadelphia. | do. do. |
| Thomas Cochran. | Philadelphia. | do. do. |
| Thomas Dolan. | Philadelphia. | do. do. |
| W. R. Taylor. | Philadelphia. | do. do. |
| Samuel R. Shipley. | Philadelphia. | do. do. |
| James Boyd. | Norristown, Pa., | do. do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

* Per month.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|---------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | Howard Hancock, | do. |
| Treasurer, | John Welch, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|-----------------|------------------|------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Shamokin, Sunbury and Lewisburg railroad. | Shamokin, . . . | West Milton, Pa. | Philadelphia and Reading railroad. | 81.10 | 81.10 |

Leased to the Philadelphia and Reading Railroad Company July 20, 1883, for 999 year. Lessee pays all expenses of operating and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|------------------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$3,048,261 62 | Capital stock, | \$2,000,000 00 |
| Cash and current assets, | 951,988 88 | Funded debt, | 2,000,000 00 |
| | | Current liabilities, | 250 45 |
| Total, | \$4,000,250 45 | Total, | \$4,000,250 45 |

EMPLOYES AND SALARIES.

| | |
|-----------------------------|---|
| General officers, | 3 |
|-----------------------------|---|

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|-------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 2 | 2 |
| Number wooden, | 18 | 18 |
| Number combination, | 24 | 24 |

Gauge of track, 4 ft. 8½ in.

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Date of organization : March 25, 1858.

By what authority incorporated : Special act March 25, 1858.

Operated by Northern Central Railway Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|------------------------|-----------------------------|
| J. N. DuBarry | Philadelphia | May 1, 1893. |
| A. J. Cassatt | Philadelphia | do. |
| Edmund Smith | Philadelphia | do. |
| John P. Green | Philadelphia | do. |
| Henry D. Welsh | Philadelphia | do. |
| N. P. Shortridge | Wynnewood, Pa. | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|----------------------------|---------------|
| President | G. B. Roberts | Philadelphia. |
| Secretary | Stephen W. White | do. |
| Treasurer | Taber Ashton | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|-------------------|----------------------|-----------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Shamokin Valley and Pottsville Railroad Company | Sunbury | Mt. Carmel | Northern Central Railway Company. | 27.30 | 27.30 |
| Branch . . . . . | ..... | ..... | Northern Central Railway Company. | 2.48 | 2.48 |
| Total mileage . . . . . | ..... | ..... | ..... | 29.78 | 29.78 |

Road and coal lands leased for 999 years, from February 27, 1863, to the Northern Central Railway Company. Rental equivalent to seven per cent. per annum interest on bonds, six per cent. dividend on capital stock and taxes.

STOCKS OWNED.

| NAME. | Total par value. | Rate—per cent. | Income or dividend received. |
|---|------------------|----------------|------------------------------|
| Pennsylvania Railroad Company | \$2,750 00 | 6 | 156 00 |

* Six per cent. on fifty two shares.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|----------------|--------------------------------|----------------|
| Cost of road, | \$1,208,050 00 | Capital stock, | \$869,450 00 |
| Stocks of other companies owned, | 2,877 66 | Funded debt, | 2,000,000 00 |
| Lands owned, | 1,677,960 00 | Current liabilities, | 78,365 00 |
| Cash and current assets, | 78,895 06 | Profit and loss, | 9,457 72 |
| Total, | \$2,962,772 72 | Total, | \$2,962,772 72 |

IMPORTANT CHANGES DURING THE YEAR.

Purchased three shares of stock of Pennsylvania Railroad Company, May 31, 1892.

EMPLOYES AND SALARIES.

General officers, 3

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone, | 2 | 2 |
| Number iron, | 5 | 5 |
| Number wooden, | 17 | 17 |
| Trestles: | | |
| Number, | 9 | 9 |
| Aggregate length (feet), | 154 | 154 |
| Telegraph: | | |
| Miles of line owned by this company, | 26.78 | 26.78 |
| Miles of wire owned by this company, | 55.54 | 55.54 |
| Miles of line operated by Northern Central Railway Company, lessee, | 26.78 | 26.78 |
| Miles of wire operated by Northern Central Railway Company, lessee, | 55.54 | 55.54 |

Gauge of track, 4 ft. 9 in.

SHARON RAILWAY COMPANY.

Date of organization : July 16, 1873.

By what authority incorporated : Organized under an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railway corporations," approved April 4, 1868, and by consolidation possesses the franchise, rights and privileges conferred on the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company by act of June 2, 1870.

If a consolidated company, name the constituent companies : The Sharon railway and the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, consolidated November 27, 1875, under the act of the General Assembly of the Commonwealth of Pennsylvania, approved May 16, 1861 (P. L. 702 to 704).

Operated by the New York, Pennsylvania and Ohio Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-----------------------------|-----------------------------|
| Norman Hall, | Sharon, Pa., | January, 1896. |
| P. L. Kimberly, | Sharon, Pa., | do. |
| J. J. Spearman, | Sharon, Pa., | do. |
| Simon Perkins, | Sharon, Pa., | do. |
| J. J. Flores, | Sharpsville, Pa., | do. |
| Earl Tapper, | Cleveland, Ohio, | do. |
| Fayette Brown, | Cleveland, Ohio, | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.
 Postoffice address of general office : Sharon, Pa.
 Postoffice address of operating company : Cleveland, Ohio.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|------------------|
| President, | E. A. Wheeler, | Sharon, Pa. |
| Secretary, | John H. Dynes, | Cleveland, Ohio. |
| Treasurer, | Charles Hall, | Sharon, Pa. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line in Pennsylvania. |
|----------------------------------|-------------------|---------------------------|--|--------------------------------|
| | From— | To— | | |
| The Sharon railway, | Sharon, | Pymatuning, | New York, Pennsylvania and Ohio Railroad Co. | 7.93 |
| Middlesex Extension, | Feron, | West Middlesex, | | 6.82 |
| Sharpville Extension, | Boyce, | Sharpville, | | 1.56 |
| Yards and side tracks, | | | | 9.84 |
| Total mileage, | | | | 26.15 |

The Sharon railway is operated by the New York, Pennsylvania and Ohio Railroad Company (Erie system), under lease for 99 years from December 1, 1886. The rental is payable quarterly, and is based upon the total issue of stock at the rate of six per cent. per annum, and upon the first mortgage bonds at the rate of five and five-eighths per cent. per annum. Excess of income over dividends, fixed charges and expenses to be refunded annually.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|----------------------------|--------------|
| Cost of road, | \$617,845 20 | Capital stock, | \$453,350 00 |
| Cash and current assets, | 7,445 41 | Funded debt, | 164,000 00 |
| | | Profit and loss, | 7,440 61 |
| Total, | \$624,790 61 | Total, | \$624,790 61 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number Iron, | 1 | 1 |
| Trestles: | | |
| Number, | 35 | 35 |
| Aggregate length (feet), | 1,983 | 1,933 |

SHARPSVILLE RAILROAD COMPANY.

Date of organization : March 25, 1876.

By what authority incorporated : State of Pennsylvania, acts April 4, 1868, and February 17, 1870.

If a consolidated company, name the constituent companies : Sharpsville and Oakland Railroad Company, organized January 25, 1866.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-----------------------------|---------------------------------|
| J. B. Washington, | Pittsburg, | Second Monday in January, 1898. |
| G. K. Lord, | Baltimore, Md., | do. do. |
| J. D. Messler, | Pittsburg, | do. do. |
| Johns McCleave, | Pittsburg, | do. do. |
| E. B. Taylor, | Pittsburg, | do. do. |
| J. B. Caven, | Pittsburg, | do. do. |
| J. J. Pierce, | Sharpsville, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Postoffice box 989, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------|-----------------------------|------------|
| President, | J. V. Patton, | Pittsburg. |
| Vice President, | J. B. Washington, | do. |
| Secretary, | W. L. Washington, | do. |
| Treasurer, | J. B. Washington, | do. |
| Auditor, | S. K. Harris, | do. |
| General Manager, | J. V. Patton, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|------------------------------------|--------------------------------------|--------------------------------|------------------------|--|
| | From— | To— | | |
| Sharpsville railroad, | Sharpsville, | Wilmington Junction, | 17 | |
| Lackawannock branch, | Lackawannock Junction, | Lackawannock Mines, | .80 | |
| Furnace branch, | In borough of Sharpsville, | Sharon, | .92 | |
| Sharon branch, | Sharpsville, | Neshannock, | .75 | |
| Neshannock branch, | Summit, | | 1.06 | |
| Sidings and yard tracks, | | | 2 | |
| Total, | | | 22.53 | 22.53 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|---------------------|--------------------------------|---------------------|
| Cost of road | \$423,340 24 | Capital stock | \$350,000 00 |
| Cost of equipment | 26,856 19 | Current liabilities, | 115,133 77 |
| Cash and current assets, | 9,635 76 | | |
| Other assets: | | | |
| Bundries, | 1,141 88 | | |
| Profit and loss, | 4,100 30 | | |
| Total | \$465,133 77 | Total | \$465,133 77 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Averagedaily com- pensation. |
|--|-----------|---------------------------------|---------------------------------|
| General officers, | 5 | \$3,950 00 | |
| General office clerks, | 1 | 180 00 | 80 50 |
| Station agents, | 4 | 1,140 00 | 98 |
| Other station men, | 1 | 360 00 | 1 00 |
| Enginemen, | 2 | 1,862 75 | 2 97 |
| Firemen, | 2 | 1,143 60 | 1 83 |
| Conductors, | 2 | 1,671 23 | 2 67 |
| Other trainmen, | 8 | 2,929 00 | 1 17 |
| Section foremen, | 2 | 1,140 00 | 1 56 |
| Other trackmen, | 9 | 3,444 66 | 1 22 |
| Switchmen, flagmen and watchmen, | 1 | 370 00 | 1 01 |
| Total | 37 | \$17,191 14 | \$1 38 |
| Distribution of above: | | | |
| General administration, | 6 | \$3,190 00 | \$1 43 |
| Maintenance of way and structures, | 12 | 4,954 66 | 1 32 |
| Conducting transportation, | 19 | 9,106 48 | 1 47 |
| Total | 37 | \$17,191 14 | \$1 38 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSY- LVANIA. |
|---------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 1 | 1 |
| Number wooden, | 6 | |
| Gauge of track, | 4 ft. 8½ in. | |

SHEFFIELD AND SPRING CREEK RAILROAD COMPANY.

Date of organization : November 21, 1884.

By what authority incorporated : Commonwealth of Pennsylvania.

Operated by the Tionesta Valley Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|-------------------------|---------------------|-----------------------------|---------------------|
| Jerry Crary | Sheffield, Pa. | C. W. R. Radeker | Sheffield, Pa. |
| John McNair | Sheffield, Pa. | J. H. Horton | Sheffield, Pa. |
| George Horton | Sheffield, Pa. | J. F. Schoellkopf | Buffalo, N. Y. |
| Isaac Horton | Sheffield, Pa. | Webb Horton | Middletown, N. Y. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Sheffield, Warren county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|-------------------------|-------------------|
| President | Webb Horton | Middletown, N. Y. |
| Secretary | J. H. Horton | Sheffield, Pa. |
| Treasurer | Charles Sigel | Sheffield, Pa. |
| Auditor | A. H. Bailey | Sheffield, Pa. |
| General Manager | Isaac Horton | Sheffield, Pa. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------------------|---------------------|---------------|---------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Sheffield and Spring Creek railway, | Sheffield Junction, | Parrish . . . | Tionesta Valley railroad. | 9.5 | 9.5 |

Leased to the Tionesta Valley Railroad Company December 1, A. D. 1884, for a term of 99 years at an annual rental of \$300.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------|-------------|-------------------------------|-------------|
| Cost of road | \$38,960 50 | Capital stock | \$9,000 00 |
| | | Current liabilities | 12,000 00 |
| | | Profit and loss | 17,960 50 |
| Total | \$38,960 50 | Total | \$38,960 50 |

SHENANGO VALLEY RAILROAD COMPANY.

Date of organization : May 3, 1886.

By what authority incorporated : An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and the acts supplementary thereto. Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|-----------------------------|------------------------------------|
| C. P. Leland, | Cleveland, O., | When their successors are elected. |
| Dan. P. Bells, | Cleveland, O., | |
| J. N. McClure, | Sharon, Pa., | |
| Walter Pierce, | Sharpsville, Pa., | |
| J. S. Fruit, | Sharon, Pa., | |
| Enoch Flter, | Sharon, Pa., | |
| Joseph Forker, | Sharon, Pa., | |
| F. H. Buhl, | Sharon, Pa., | |
| John Phillips, | Sharon, Pa., | |

Date of last meeting of stockholders for election of directors : January 12, 1891.

Postoffice address of operating company : Lake Shore and Michigan Southern Railway Company, Cleveland, O.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|----------------------------|---------------|
| President, | Daniel P. Bells, | Cleveland, O. |
| Secretary, | C. P. Leland, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-----------------------------------|--------------|----------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Shenango Valley railroad. | Sharon, Pa., | State Line, O. | Lake Shore and Michigan Southern railway. | 1.95 | 1.95 |

Under date of October 1, 1889, the capital stock and outstanding obligations of the Shenango Valley railroad were purchased by the Mahoning Coal Railroad Company and a contract entered into giving the said Mahoning Coal railroad full possession of all the property of the said Shenango Valley railroad and the right to collect and receive and retain all income and revenue to be derived from operating said road in perpetuity, the Mahoning Coal railroad to pay all taxes and assessments and cost of maintaining corporate organization, and maintain the property in good condition and repair.

Under the same date the said Shenango Valley railroad was leased in perpetuity by the Mahoning Coal railroad to the Lake Shore and Michigan Southern railway at a rental of forty per cent. of the gross earnings and the payment of taxes and maintenance of the property.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|---------------------|--|---------------------|
| Cost of road, | \$127,787 88 | Capital stock, | \$60,000 00 |
| | | Value of notes given contractor, . . . | 67,787 88 |
| Total, | \$127,787 88 | Total, | \$127,787 88 |

CHARACTERISTICS OF ROAD.

| | |
|---|--------------|
| Number iron bridges (length 320 feet) | 1 |
| Gauge of track, | 4 ft. 8½ in. |

SINNEMAHONING VALLEY RAILROAD COMPANY.

Date of organization : May 8, 1885.

By what authority incorporated : Pennsylvania general law approved April 4, 1868.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|------------------------------|-----------------------------|
| F. H. Goodyear, | Austin, Pa., | January 11, 1898. |
| C. W. Goodyear, | Austin, Pa., | do. |
| N. N. Metcalf, | Austin, Pa., | do. |
| W. I. Lewis, | Coudersport, Pa., | do. |
| H. A. Avery, | Forest House, Pa., | do. |
| M. M. Griffin, | Wrights, Pa., | do. |
| Dan Collins, | Austin, Pa., | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Austin, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------------|--------------------|
| President, | F. H. Goodyear, | Austin, Pa. |
| Vice President, | C. W. Goodyear, | Austin, Pa. |
| Secretary, | N. N. Metcalf, | Austin, Pa. |
| Treasurer, | E. O. Cheney, | Austin, Pa. |
| Chief Engineer, | C. E. Botsford, | Springville, N. Y. |
| General Solicitor, Attorney or Counsel, | W. I. Lewis, | Coudersport, Pa. |
| Auditor, | E. O. Cheney, | Austin, Pa. |
| General Manager, | C. W. Goodyear, | Austin, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|--------------------------------|--------------------------|------------------------|--|
| | From— | To— | | |
| Sinnemahoning Valley Railroad Company. | Keating Summit, Pa., | Costello, Pa., | 12.23 | 12.23 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|--------------------|---------------------------|--------------------|
| Cost of road | \$90,000 00 | Capital stock | \$90,000 00 |
| Cash and current assets | 207 53 | Funded debt | 208 53 |
| | | Profit and loss | 4 00 |
| Total | \$90,207 53 | Total | \$90,207 53 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers | 4 | \$8,500 00 | 23 30 |
| General office clerks | 4 | 2,880 00 | 7 90 |
| Station agents | 3 | 2,160 00 | 5 90 |
| Other stationmen | 2 | 1,080 00 | 2 95 |
| Enginemen | 2 | 3,240 00 | 8 95 |
| Firemen | 3 | 2,160 00 | 5 95 |
| Conductors | 3 | 3,240 00 | 8 95 |
| Machinists | 18 | 8,112 00 | 22 00 |
| Switchmen, flagmen and watchmen | 25 | 6,238 00 | 17 00 |
| Total | 60 | \$38,600 00 | 10 60 |
| Distribution of above (cannot furnish exactly these figures, approxi- mate only): | | | |
| General administration | 8 | \$11,380 00 | \$5 00 |
| Maintenance of way and structures | 25 | 6,238 00 | 17 00 |
| Maintenance of equipment | 18 | 8,112 00 | 22 00 |
| Conducting transportation | 14 | 12,880 00 | 35 00 |
| Total | 60 | \$38,610 00 | 10 60 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania | 60 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|-----------------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number wooden | 1 | 1 |
| Trestles: | | |
| Number | 5 | 5 |
| Aggregate length (feet) | 425 | 425 |

SLATE RUN RAILROAD COMPANY.

Date of organization : December 9, 1889.

By what authority incorporated : Under general laws approved June 8, 1874.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------|---------------------------|-----------------------------|
| Wm. H. Jessup. | Scranton, Pa. | March 26, 1891. |
| James B. Weed. | Binghamton, N. Y. | do. |
| Wm. S. Hill. | Binghamton, N. Y. | do. |
| Wm. H. Jessup, Jr. | Scranton, Pa. | do. |
| Geo. S. Jessup. | Scranton, Pa. | do. |
| H. C. Jessup. | Scranton, Pa. | do. |
| Horace E. Hand. | Scranton, Pa. | do. |

Date of last meeting of stockholders for election of directors : March 26, 1890.

Postoffice address of general office : Montrose, Pa.

Postoffice address of operating company : Slate Run, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------|--------------------|-------------------|
| President. | James B. Weed. | Binghamton, N. Y. |
| Secretary. | Wm. S. Hill. | Binghamton, N. Y. |
| Treasurer. | Frederick M. Weed. | Binghamton, N. Y. |
| Chief Engineer. | A. P. Bovier. | Kimira, N. Y. |
| General Manager. | E. C. Rodman. | Slate Run, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------|------------------------|-------------------------|------------------------|--|
| | From— | To— | | |
| Slate Run Railroad Company. | Slate Run, Pa. | North Bend, Pa. | 15 | 15 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|--------------------|-------------------------------|--------------------|
| Cost of road | \$65,757 31 | Capital stock | \$81,000 00 |
| Cost of equipment | 15,242 69 | Current liabilities | 12,006 84 |
| Cash and current assets | 17,049 74 | Profit and loss | 5,042 90 |
| Total. | \$98,049 74 | Total. | \$98,049 74 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|---------|---------------------------------|----------------------------------|
| General officers (no compensation), | 1 | | |
| General office clerks (no compensation), | 1 | | |
| Enginemen, | 2 | \$1,800 00 | \$3 87 |
| Firemen, | 2 | 978 12 | 1 75 |
| Other trainmen, | 2 | 8,069 76 | 1 75 |
| Carpenters, | 2 | 1,200 00 | 2 00 |
| Section foremen, | 2 | 900 00 | 2 50 |
| Other trackmen, | 22 | 5,221 58 | 1 23 |
| Total, | 40 | \$18,259 45 | \$1 65 |
| Distribution of above: | | | |
| General administrator, | 2 | | |
| Maintenance of way and structures, | 24 | \$6,121 66 | \$1 34 |
| Maintenance of equipment, | 2 | 1,200 00 | 2 00 |
| Conducting transportation, | 12 | 5,937 87 | 2 00 |
| Total, | 40 | \$18,259 45 | \$1 65 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania: All. | | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number wooden, | 2 | 2 |
| Trestles: | | |
| Number, | 16 | 16 |

Gauge of track, 3 feet.

SLATINGTON RAILROAD COMPANY.

Date of organization : June 1, 1888.

By what authority incorporated : Act of April 4, 1868, and supplements thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-------------------------|-----------------------------|
| A. H. O'Brien, | Philadelphia, | First Monday in May, 1893. |
| I. A. Sweigard, | do. | do. do. |
| C. G. Hancock, | do. | do. do. |
| D. Jones, | do. | do. do. |
| C. H. Quarles, | do. | do. do. |
| John Walker, Jr., | do. | do. do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------|-------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | W. R. Taylor, | do. |
| Treasurer, | W. A. Church, | do. |
| Comptroller, | D. Jones, | do. |

PROPERTY OPERATED.

Slatington Railroad Company, from Slatington Junction to Walnut Port, Pa. Not constructed.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------------|--------------------------|--------------------|
| Cost of road, | \$1,733 29 | Capital stock, | \$20,000 00 |
| Cash and current assets, | 18,266 71 | | |
| Total, | \$20,000 00 | Total, | \$20,000 00 |

EMPLOYES AND SALARIES.

General officers 4; no yearly compensation.

SOMERSET COUNTY RAILROAD COMPANY.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | ADDRESS. |
|-----------------------------|-----------------------|----------------------------|-----------------------|
| Joseph Heineu, | Mauch Chunk, Pa. | Frank Schwartz, | East Mauch Chunk, Pa. |
| Frank Schweibinz, | East Mauch Chunk, Pa. | Pius Schweibinz, | East Mauch Chunk, Pa. |
| John Schabo, | Shamokin, Pa. | Jos. Schaefer, | Mauch Chunk, Pa. |

Date of last meeting of stockholders for election of directors: December 31, 1891.
 Postoffice address of general office: Confluence, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|------------------------------|-----------------|
| President, | Max Schweibinz, | Confluence, Pa. |
| Secretary, | Alfred Schweibinz, | do. |
| Treasurer, | P. H. Schweibinz, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-------------------------------|-----------------------------|------------------------|--|
| | From— | To— | | |
| Somerset County railroad, | Schweibinz station, | Schweibinz mills, | 8.7 | 8.7 |
| | Schweibinz mills, | Stone quarry, | .2 | .2 |
| Total mileage operated, | | | 8.9 | 8.9 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------|-------------|-------------------------|-------------|
| Cost of road | \$74,300 00 | Capital stock | \$68,300 00 |
| | | Funded debt | 6,000 00 |
| Total | \$74,300 00 | Total | \$74,300 00 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---------------------------------|---------|---------------------------------|----------------------------------|
| General officers | 3 | \$900 00 | 3 00 |
| General office clerks | 1 | 490 00 | 1 60 |
| Enginemen | 1 | 876 00 | 2 50 |
| Firemen | 1 | 433 00 | 1 45 |
| Other trainmen | 1 | 437 35 | 1 45 |
| Section foremen | 1 | 421 85 | 1 50 |
| Other trackmen | 3 | 883 06 | 1 25 |
| Total | 11 | \$4,430 26 | 1 25 |

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Date of organization : January 27, 1879.

By what authority incorporated : State of Pennsylvania, act of April 8, 1861.
Somerset and Mineral Point Railroad Company reorganized as Somerset and Cambria Railroad Company.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|----------------------------|-----------------------------|
| W. H. Koontz | Somerset, Pa. | First Monday in May, 1899 |
| Mord Lewis | Clarksburg, W. Va. | do. do. |
| W. J. Hitchman | Mt. Pleasant, Pa. | do. do. |
| William Reed | Baltimore, Md. | do. do. |
| W. P. Kooser | Somerset, Pa. | do. do. |
| C. S. Wright | Pittsburg, Pa. | do. do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|-----------------------------|----------------|
| President | J. B. Washington, | Pittsburg. |
| Secretary | A. W. Black, | Pittsburg. |
| Treasurer | W. H. Ijams, | Baltimore, Md. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|----------------|----------------|--------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Somerset and Cambria Railroad Company. | Rockwood, Pa., | Johnstown, Pa. | Baltimore and Ohio Railroad Company. | 45.10 | 45.10 |

Operated by the Baltimore and Ohio Railroad Company, by reason of a majority of its stock being owned by the Pittsburg and Connellsville Railroad Company, which company is leased to the Baltimore and Ohio Railroad Company from August 15, 1879.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|-----------------------|-------------------------|-----------------------|
| Cost of road | \$1,337,300 45 | Capital stock | \$1,000,000 00 |
| Cash and current assets | 394,188 95 | Funded debt | 754,500 00 |
| Profit and loss | 23,060 60 | | |
| Total | \$1,754,500 00 | Total | \$1,754,500 00 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Average daily compensation. |
|--|------------|-----------------------------|
| Station agents | 5 | \$1 30 |
| Other station men | 4 | 1 62 |
| Enginemen | 5 | 4 32 |
| Firemen | 8 | 3 23 |
| Conductors | 8 | 5 10 |
| Other trainmen | 13 | 1 57 |
| Other shopmen | 8 | 1 50 |
| Section foremen | 11 | 1 31 |
| Other trackmen | 39 | 1 13 |
| Switchmen, flagmen and watchmen | 6 | 1 16 |
| Telegraph operators and dispatchers | 4 | 1 50 |
| All other employes and laborers | 6 | 91 |
| Total | 109 | |
| Distribution of above: | | |
| Maintenance of way and structures | 50 | |
| Maintenance of equipment | 8 | |
| Conducting transportation | 51 | |
| Total | 109 | |
| Employees in Pennsylvania: | | |
| Total number of employes in Pennsylvania, | 109 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|------------------|
| Bridges: | | |
| Number iron. | 34 | 34 |
| Number wooden. | 30 | 30 |
| Trestles: | | |
| Number. | 3 | 3 |
| Aggregate length (feet). | 253 | 253 |
| Tunnels: | | |
| Number. | 1 | 1 |
| Maximum length (feet). | 322 | 322 |
| Minimum length (feet). | 322 | 322 |
| Aggregate length of all tunnels (feet). | 322 | 322 |
| Telegraph: | | |
| Miles of line operated by Western Union Telegraph Company. | 45.10 | ..... |
| Miles of wire operated by Western Union Telegraph Company. | 90.20 | ..... |
| Gauge of track, | | 4 ft. 8½ in. |

SOUTH CHESTER RAILROAD COMPANY.

Date of organization : Articles of association filed January 22, 1891.

By what authority incorporated : Act approved April 4, 1868, and the supplements thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|--|-----------------------------|
| R. D. Barclay. | Philadelphia. | February 14, 1893. |
| Lewis Neilson. | Philadelphia. | do. |
| Wm. A. Patton. | Radnor, Delaware county, Pa. | do. |
| N. Parker Shortridge. | Wynnewood, Montgomery county, Pa., | do. |
| John C. Sims. | Philadelphia. | do. |
| Stephen W. White. | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Not in operation.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------------|------------------------|--|
| President. | John P. Green. | 233 South Fourth street, Philadelphia, Pa. |
| Secretary and Treasurer. | Albert Hewson. | do. do. |
| Chief Engineer. | Wm. H. Brown. | do. do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road contemplated. | Total mileage of road in Pennsylvania. |
|---------------------------------|--|--|-------------------------------------|--|
| | From— | To— | | |
| South Chester railroad. | A connection with the Philadelphia, Wilmington and Baltimore railroad about 1,400 feet north of Lamokin station. | The dividing line between the States of Pennsylvania and Delaware, south of Marcus Hook. | 4 | 4 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|--------------------|------------------------|--------------------|
| Cost of road. | \$18,898 38 | Capital stock. | 25,000 00 |
| Cash and current assets. | 5,996 32 | | |
| Other assets: | | | |
| Sundries. | 106 30 | | |
| Total. | \$25,000 00 | Total. | \$25,000 00 |

SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

Date of organization : July 25, 1888.

By what authority incorporated : Under act of April 4, 1868, and supplementary acts.

Operated by Lehigh and Hudson River Railway Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|-----------------------|---------------------------------|
| F. R. Cope. | Philadelphia. | Second Monday in January, 1893. |
| S. Shepherd. | do. | do. do. |
| E. Hill. | do. | do. do. |
| E. N. Moor. | do. | do. do. |
| W. A. Buchanan. | do. | do. do. |
| C. F. Howell. | do. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 226 South Third street, Philadelphia.

Postoffice address of operating company : Lehigh and Hudson River Railway Company, Warrick, New York.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|-----------------------|---------------|
| President. | J. S. Harris. | Philadelphia. |
| Secretary. | S. Shepherd. | do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

South Easton and Phillipsburg Railroad Company, from South Easton, Pa., to boundary line between States of New Jersey and Pennsylvania. Operated by the Lehigh and Hudson River Railway Company. Miles of line in Pennsylvania, about one-third.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------|-------------|-------------------------------|-------------|
| Cost of road | \$82,899 12 | Capital stock | \$75,000 00 |
| | | Current liabilities | 7,899 12 |
| Total, | \$82,899 12 | Total, | \$82,899 12 |

SOUTH FORK RAILROAD COMPANY.

Date of organization: July 2, 1896.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-------------------------|-----------------------------|
| Richard Coulter | Greensburg, Pa. | March 28, 1893. |
| Henry D. Welsh | Philadelphia | do. |
| George F. Huff | Greensburg, Pa. | do. |
| Robert Pitcairn | Pittsburg | do. |
| William A. Patton | Philadelphia | do. |
| W. H. Barnes | Philadelphia | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|----------------------------|---------------|
| President | J. N. DuBarry | Philadelphia. |
| Secretary | James R. McClure | do. |
| Treasurer | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:—

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

The above agreement was dated August 15, 1891, on which date the railroad was opened for traffic.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$97,374 95 | Capital stock, | \$28,000 00 |
| Profit and loss, | 7,391 80 | Current liabilities, | 76,766 75 |
| Total, | \$104,766 75 | Total, | \$104,766 75 |

IMPORTANT CHANGES DURING THE YEAR.

Road completed and put in operation August 15, 1891.

Operating agreement with Pennsylvania Railroad Company of date August 15, 1891.

Subscription to \$28,000.00 capital stock paid in full and certificates therefor issued.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number wooden, | 2 | 2 |
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 96 | 96 |
| Gauge of track, | | 4 ft. 9 in. |

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Date of organization : February 1, 1873.

By what authority incorporated : Laws of Pennsylvania. Acts of assembly, March 22, 1867, April 30, 1869.

Operated by the Cumberland Valley Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|------------------------------|-----------------------------|
| Thomas B. Kennedy, | Chambersburg, Pa., | May, 1896. |
| George B. Roberts, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| J. N. Du Barry, | Philadelphia, | do. |
| John P. Green, | Philadelphia, | do. |
| W. W. Jennings, | Harrisburg, Pa., | do. |
| George H. Stewart, | Shippensburg, Pa., | do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.
 Postoffice address of general office : Chambersburg.
 Postoffice address of operating company : Chambersburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|------------------------------|---------------|
| President | Thomas B. Kennedy, | Chambersburg. |
| Secretary | W. L. Ritchey, | do. |
| Treasurer | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|--------------------------------------|----------------------|-------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Southern Pennsylvania Railroad and Mining Company. | Junction Cumberland Valley railroad, | Mercersburg. | Cumberland Valley Railroad Company. | 13.60 | 13.60 |
| | Mercersburg Junction, | Richmond, | | 7.80 | 7.80 |
| Total mileage, | | | | 21.40 | 21.40 |

Leased to and operated by the Cumberland Valley Railroad Company as part of its system, upon the terms : That the receipts shall be applied to the cost of maintaining, keeping and perpetuating the railroad property and equipment used thereon, and all other expenses of operation, including taxes, insurance, etc., etc. The balance, if any, to be paid to the lessor. The lease became effective March 1, 1870, to continue for a period of 199 years.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|----------------|--------------------------------|----------------|
| Cost of road, including landed estate, | \$1,425,000 00 | Capital stock, | \$800,000 00 |
| Profit and loss, | 118,068 60 | Funded debt, | 625,000 00 |
| | | Current liabilities, | 118,068 60 |
| Total, | \$1,543,068 60 | Total, | \$1,543,068 60 |

CHARACTERISTICS OF ROAD

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---------------------------|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 4 | 4 |
| Number wooden, | 2 | 2 |
| Gauge of track, | 4 ft. 9 in. | |

SOUTH WEST PENNSYLVANIA RAILWAY COMPANY.

Date of organization : Incorporated March 16, 1871.

By what authority incorporated : Special act of March 16, 1871.

If a consolidated company, name the constituent companies : The Uniontown and West Virginia Railroad Company was consolidated with the South West Pennsylvania Railway Company March 3, 1877.

The Uniontown and West Virginia Railroad Company was chartered April 2, 1868, sold March 4, 1874.

The Uniontown and West Virginia Railroad Company organized April 3, 1874, by purchasers of Uniontown and West Virginia Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|---------------------|-----------------------------|
| John K. Ewing. | Uniontown, Pa. | March 7, 1898. |
| George F. Huff. | Greensburg, Pa. | do. |
| George A. Torrence. | New Haven, Pa. | do. |
| J. F. Wentling. | Greensburg, Pa. | do. |
| N. F. Shortridge. | Wynnewood, Pa. | do. |
| Robert Pittsairn. | Pittsburg. | do. |
| G. B. Roberts. | Philadelphia. | do. |
| Wm. A. Patton. | Philadelphia. | do. |
| Henry D. Welsh. | Philadelphia. | do. |
| John F. Green. | Philadelphia. | do. |
| Wm. J. Howard. | Philadelphia. | do. |
| W. H. Barnes. | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors : March 1, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|----------------|---------------|
| President. | J. N. DuBarry. | Philadelphia. |
| Secretary. | Albert Hewson. | do. |
| Treasurer. | Taber Ashton. | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|----------------------------------|-------------|-------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| South West Pennsylvania railway. | Greensburg. | Fairchance. | Pennsylvania Railroad Company. | 44.50 | 44.50 |
| Branches. | | | | 64.46 | 64.46 |
| Total mileage. | | | | 108.96 | 108.96 |

Leased to the Pennsylvania Railroad Company for one year, from April 1, 1892. Renewed every year. Rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|-----------------------|---------------------------------------|-----------------------|
| Cost of road. | \$2,438,854 49 | Capital stock. | \$1,499,900 00 |
| Cash and current assets. | 1,166,341 85 | Funded debt. | 900,000 00 |
| Other assets: | | Current liabilities. | 31,115 64 |
| Sinking fund. | 88,000 00 | Fund for redemption of bonds. | 70,735 00 |
| | | Profit and loss. | 1,140,445 70 |
| Total. | \$3,642,196 34 | Total. | \$3,642,196 34 |

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, \$600.00.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------------|--------------------|
| Bridges: | | |
| Number stone. | 2 | 2 |
| Number iron. | 29 | 29 |
| Number wooden. | 64 | 64 |
| Trestles: | | |
| Number. | 20 | 20 |
| Aggregate length (feet). | 3,646 | 3,646 |
| Telegraph: | | |
| Miles of line owned by this company. | 68.6 | 68.6 |
| Miles of wire owned by this company. | 169.5 | 169.5 |
| Miles of line operated by Pennsylvania Railroad Company, lessee. | 68.6 | 68.6 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee. | 169.5 | 169.5 |
| Gauge of track. | | 4 ft. 9 in. |

STATE LINE RAILROAD COMPANY.

Date of organization : April 11, 1884.

By what authority incorporated : State of Pennsylvania, acts April 4, 1868, June 8, 1874.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|-------------------------------|
| J. B. Washington. | Pittsburg. | Second Monday in April, 1893. |
| Johns McCleave. | Pittsburg. | do. do. |
| E. D. Smith. | Pittsburg. | do. do. |
| Alexander Bradley. | Pittsburg. | do. do. |
| William Reed. | Baltimore, Md.. | do. do. |
| J. T. Odell. | Baltimore, Md.. | do. do. |

Date of last meeting of stockholders for election of directors : April 11, 1892.

Postoffice address of general office : Pittsburg.

Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|---------------------------|----------------|
| President. | Thomas M. King. | Philadelphia. |
| Secretary. | J. B. Washington. | Pittsburg. |
| Treasurer. | W. H. Ijams. | Baltimore, Md. |
| Auditor. | W. T. Thelin. | Baltimore, Md. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|------------------------|-----------------------|--------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| State Line Railroad Company. | Uniontown, Pa. | Red stone, Junc., Pa. | Baltimore and Ohio Railroad Company. | 3.22 | 3.22 |
| Redstone branch, | Red stone, Junc., Pa., | Red stone, Pa. | Baltimore and Ohio Railroad Company. | 1 | 1 |
| Total mileage, | | | | 4.22 | 4.22 |

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock, from April 11, 1884.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|----------------------------|--------------|
| Cost of road, | \$222,296 05 | Capital stock, | \$260,000 00 |
| Cash and current assets, | 43,632 25 | Profit and loss, | 16,027 30 |
| Total, | \$276,027 30 | Total, | \$276,027 30 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Average daily compensation. |
|--|---------|-----------------------------|
| Enginemen, | 4 | \$8 50 |
| Firemen, | 4 | 1 75 |
| Section foremen, | 1 | 1 41 |
| Other trackmen, | 3 | 1 19 |
| Total, | 12 | |
| Distribution of above: | | |
| Maintenance of way and structures, | 4 | |
| Conducting transportation, | 8 | |
| Total, | 12 | |
| Employees in Pennsylvania: | | |
| Total number of employees in Pennsylvania, | 12 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 1 | 1 |
| Number wooden, | 6 | 6 |
| Trestles: | | |
| Number, | 6 | 6 |
| Aggregate length (feet), | 2,604 | 2,604 |

Gauge of track, 4 ft. 8 1/2 in.

STATE LINE AND SULLIVAN RAILROAD COMPANY.

Date of organization : December 2, 1874.

By what authority incorporated : Pennsylvania, act concerning railroads, approved April 8, 1861, also February 19, 1867 (Sullivan and Erie Coal and Railroad Company).
Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|---------------------------|-------------------------|---------------------------|---|
| William S. Grant. | 1536 Spruce st., Phila. | Charles H. Banes. | 2021 Spring Garden street. Philadelphia. |
| Henry C. Davis. | New York city. | Charles Y. Audenried. | 1823 Walnut st., Phila. |
| N. N. Betts. | Towanda, Pa. | Herman Hoopes. | 514 Minor st., Phila. |

Date of last meeting of stockholders for election of directors : May 18, 1892.

Postoffice address of general office: 204 Walnut Place, Philadelphia.

Postoffice address of operating company: Lehigh Valley Railroad Company, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|--------------------------------|---------------|
| President. | J. Raymond Claghorn, | Philadelphia. |
| Secretary. | O. A. Baldwin. | Philadelphia. |
| Treasurer. | I. O. Blight. | Towanda, Pa. |
| General Manager. | | Towanda, Pa. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|--------------------|-----------------|---------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| State Line and Sullivan Railroad Company. | Bernice, | Monroeton, Pa., | Lehigh Valley Railroad Company. | 25 | 25 |

The railroad is operated by the Lehigh Valley Railroad Company (Pennsylvania and New York Canal and Railroad Company division) under lease dated April, 1884, for fifty years from May 1, 1884.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|----------------|--------------------------------|----------------|
| Cost of road. | \$625,000 00 | Capital stock, | \$625,550 00 |
| Cost of equipment, | 88,500 00 | Funded debt, | 300,000 00 |
| Other permanent investments, | 82,857 48 | Current liabilities, | 23,041 11 |
| Land owned, | 500,000 00 | Profit and loss, | 25,200 00 |
| Cash and current assets, | 95,595 08 | | |
| Total. | \$1,341,946 56 | Total. | \$1,337,791 11 |

EMPLOYES AND SALARIES.

General officers, 4; yearly compensation, \$9,300 00

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron. | 8 | 8 |
| Trestles: | | |
| Number. | 1 | 1 |
| Aggregate length (feet). | 175 | 175 |
| Telegraph: | | |
| Miles of line owned by this company. | 25 | 25 |
| Miles of wire owned by this company. | 58 | 58 |
| Miles of line operated by this company (leased, Lehigh Valley Rail- road Company). | 29 | 29 |
| Miles of wire operated by this company. | 29 | 29 |
| Gauge of track, | | <u>4 ft. 8½ in.</u> |

STEWART RAILROAD COMPANY.

Date of organization : September 9, 1887.

By what authority incorporated : Act approved April 4, 1868, and the acts supplementary thereto.

Operated by the Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|--------------------------|--------------------------------------|
| Dan. P. Eells. | Cleveland, Ohio. | } When their successors are elected. |
| Jas. N. McClure. | Sharon, Pa. | |
| Samuel McClure. | Sharon, Pa. | |

Date of last meeting of stockholders for election of directors : January 12, 1891.

Postoffice address of operating company : Lake Shore and Michigan Southern Railway Company, Cleveland, Ohio.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|--------------------------|------------------|
| President. | Dan. P. Eells. | Cleveland, Ohio. |
| Secretary. | Cyrus P. Leland. | do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------|----------------------------------|------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Stewart Railroad Company, | Stewart Iron Works, Sharon, Pa., | Ohio State Line. | Lake Shore and Michigan Southern railway. | .32 | .32 |

Under date of October 1, 1889, the capital stock and outstanding liabilities and obligations of the Stewart Railroad Company were purchased by the Mahoning Coal railroad and a contract entered into giving the said Mahoning Coal railroad full possession of all the property of said Stewart Railroad Company, and the right to collect and receive and obtain all income and revenue to be derived from operating said road in perpetuity. The Mahoning Coal Railroad Company to pay all taxes and assessments and cost of maintaining the property in good condition and repair.

Under same date the said Stewart railroad was leased in perpetuity by the Mahoning Coal railroad to the Lake Shore and Michigan Southern Railway Company at an annual rental of 40 per cent. of the gross earnings and the payment of all taxes and the maintenance of the property.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|------------|--------------------------|------------|
| Cost of road, | \$7,114 20 | Capital stock, | \$7,700 00 |
| Profit and loss, | 885 80 | | |
| Total, | \$7,700 00 | Total, | \$7,700 00 |

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in.

STEWARTSTOWN RAILROAD COMPANY.

Date of organization : September 22, 1884.

By what authority incorporated : Under general laws of Pennsylvania.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---------------------------|-----------------------------|
| James Fulton, | Stewartstown, Pa. | January 13, 1888. |
| Thos. B. Fulton, | Stewartstown, Pa. | do. |
| Andrew Leib, | Stewartstown, Pa. | do. |
| John S. Leib, | Baltimore, Md. | do. |
| Jos. W. Anderson, | Stewartstown, Pa. | do. |
| J. C. Jordan, | Stewartstown, Pa. | do. |
| William Hammell, | Stewartstown, Pa. | do. |
| A. G. Bowman, | Stewartstown, Pa. | do. |
| M. W. Balm, | New Freedom, Pa. | do. |
| John Y. Keeney, | Shrewsbury, Pa. | do. |
| J. Schall Wilhelm, | York, Pa. | do. |

Date of last meeting of stockholders for election of directors : Second Monday in January.

Postoffice address of general office : Stewartstown, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------|-------------------|-------------------|
| President. | James Fulton. | Stewartstown, Pa. |
| Vice President. | M. W. Balm. | New Freedom, Pa. |
| Secretary. | John B. Gemill. | Stewartstown, Pa. |
| Treasurer. | Jos. W. Anderson. | Stewartstown, Pa. |
| Auditor. | C. W. Shaw. | Stewartstown, Pa. |
| General Manager. | James Fulton. | Stewartstown, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total of mileage road. | Total mileage of road in Pennsylvania. |
|------------------------|-----------------|----------------|------------------------|--|
| | From— | To— | | |
| Stewartstown railroad. | Stewartstown... | New Freedom... | 7.2 | 7.2 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|-------------|--|-------------|
| Cost of road. | \$68,899 17 | Capital stock. | \$70,000 00 |
| Cost of equipment. | 3,148 49 | By cost of car No. 16 included in equipment but changed to operating expenses. | 980 00 |
| Cash and current assets. | 5,499 34 | Profit and loss. | 11,560 99 |
| Total. | \$82,540 99 | Total. | \$82,540 99 |

CONTRACTS, AGREEMENTS. ETC.

Express Company—Adams Express Company pays us ten per cent. of gross earnings and ten cents per one hundred pounds for transportation of goods over our road.

Mail—Receive from government \$327.00 per year for carrying mail over the road and delivering same to offices at terminals of road.

Have joint rates with the Northern Central Railway Company in which freight charges are based on a constructive distance of twenty miles for points on our road, the Northern Central Railway Company allowing us arbitrary rates for our proportion of the earnings.

To encourage the building of the road the Northern Central contracted with us under date of December 26, 1884, to pay our road fifteen per cent. on gross earnings accruing on or consigned to points on our road, and destined to or coming from Baltimore or Harrisburg or intermediate points on the Northern Central Railway, for a period of five years from October 1, 1885, and by resolution of the board of directors of the Northern Central Railway Company, this contract was extended for an additional term of five years.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| General officers | 4 | | |
| General office clerks | 2 | \$150 00 | \$0 88 |
| Station agents | 4 | 840 00 | 2 88 |
| Enginemen | 1 | 600 00 | 1 90 |
| Firemen | 1 | 360 00 | 1 15 |
| Conductors | 1 | 480 00 | 1 53 |
| Other trainmen | 1 | 318 00 | 1 01 |
| Section foremen | 1 | 590 00 | 1 67 |
| Other trackmen | 4 | 1,155 64 | 3 69 |
| Total | 19 | \$4,418 64 | |
| Distribution of above: | | | |
| General administration | 6 | | |
| Maintenance way and structures | 5 | | |
| Maintenance of equipment | 8 | | |
| Total | 19 | | |
| Employees in Pennsylvania: All in Pennsylvania. | | | |

CHARACTERISTICS OF ROAD

| | | |
|------------------------------------|--|--------------|
| Bridges : | | |
| Wooden | | 1 |
| Trestles : | | |
| Number | | 5 |
| Aggregate length, (feet) | | 2,000 |
| Gauge of track | | 4 ft. 8½ in. |

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.

By what authority incorporated: Under the laws of the State of Pennsylvania, act of April 14, 1868.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|-----------------------------|--------------------------------|
| John Slingluff | Norristown, Pa. | Third Monday in January, 1898. |
| F. D. Sower | Norristown, Pa. | do. do. |
| Daniel C. Getty | Norristown, Pa. | do. do. |
| John Oberholtzer | Norristown, Pa. | do. do. |
| J. P. Hall Jenkins | Norristown, Pa. | do. do. |
| W. H. Slingluff | Norristown, Pa. | do. do. |
| William Stahler | Norristown, Pa. | do. do. |
| John Jamison | Norristown, Pa. | do. do. |
| John S. Heebner | Lansdale, Pa. | do. do. |
| David S. Heebner | Lansdale, Pa. | do. do. |
| Samuel Dresher | Norritonville, Pa. | do. do. |
| Oliver G. Morris | Line Lexington, Pa. | do. do. |

Date of last meeting of stockholders for election of directors: January 18, 1892.

Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|----------------------------|-----------------|
| President, | James Boyd, | Norristown, Pa. |
| Secretary, | Howard Boyd, | do. |
| Treasurer, | George B. Boggs, | do. |
| Engineer, | James Boyd, | do. |
| General Solicitor, Attorney or Counsel, | F. C. Boggs, | do. |
| Auditor, | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania |
|-----------------------------------|--------------------------|--------------------------|------------------------|---------------------------------------|
| | From— | To— | | |
| ony Creek, | Norristown, Pa., | Lansdale, Pa., | 10.30 | 10.30 |
| Total mileage operated, | | | 10.30 | 10.30 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|--------------------|------------|------------------------------|
| Agricultural Improvement Company of Norristown, Pa., | \$300 00 | 6 per ct., | \$18 00 |

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|---|----------------|--|----------------|
| Cost of road, | \$548,923 54 | Capital stock, | \$178,100 00 |
| Cost of equipment, | 397 34 | Funded debt, | 350,000 00 |
| Bonds of other companies owned, | 300 00 | Current liabilities, | 575,821 08 |
| Cash and current assets, | 34,791 20 | Accrued interest on funded debt not yet payable, | 6,125 00 |
| Profit and loss, | 529,186 00 | Mortgages and ground rents, | 5,500 00 |
| Total, | \$1,118,546 08 | Total, | \$1,118,546 08 |

CONTRACTS, AGREEMENTS, ETC.

No contracts nor agreements with other railroad companies. In the regular inter-course of business transactions there is a mutual arrangement in the proration of passenger and freight traffics, generally upon a mileage basis.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company for the use of their line at a certain annual rental.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|---|-----------|---------------------------------|----------------------------------|
| General officers, | 3 | \$2,040 00 | 1 01 |
| General office clerks, | 2 | 630 00 | 1 02 |
| Station agents, | 4 | 1,488 00 | 1 06 |
| Other station men, | 3 | 386 00 | 1 79 |
| Enginemen, | 2 | 1,327 64 | 1 15 |
| Firemen, | 2 | 722 25 | 1 53 |
| Conductors, | 2 | 1,048 85 | 1 05 |
| Other trainmen, | 5 | 1,756 85 | 2 30 |
| Carpenters, | 1 | 688 00 | 2 30 |
| Section foremen, | 1 | 720 00 | 1 40 |
| Other trackmen, | 7 | 3,072 00 | 1 00 |
| Switchmen, flagmen and watchmen, | 3 | 1,066 00 | 1 12 |
| Telegraph operators and dispatchers, | 2 | 820 00 | 1 22 |
| All other employes and laborers, | 4 | 1,522 75 | 1 22 |
| Total, | 41 | \$17,888 92 | \$1 25 |
| Distribution of above: | | | |
| General administration, | 5 | \$2,670 00 | 1 58 |
| Maintenance of way and structures, | 9 | 4,480 00 | 1 14 |
| Conducting transportation, | 27 | 10,688 92 | 1 25 |
| Total, | 41 | \$17,888 92 | \$1 25 |
| Employees in Pennsylvania: | | | |
| Total number of employes in Pennsylvania, | 41 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|------------------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron, | 9 | 9 |
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 50 | 50 |
| Telegraph:* | | |
| Miles of line, | 10.3 | 10.3 |
| Miles of wire, | 10.3 | 10.3 |
| Gauge of track, | | 4 ft. 8½ in |

* Telegraph line owned by the Philadelphia, Reading and Pottsville Telegraph Company, and leased by this company for the transaction of its railroad business.

SUGAR RUN RAILROAD COMPANY.

Date of organization : November 10, 1891.

By what authority incorporated : 1868, general railroad law.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|------------------------------|-----------------------------|
| A. A. Healy, | New York city, | January, 1898, |
| George E. Brown, | Wellsville, N. Y., | do. |
| L. E. Larrabee, | Coudersport, Pa., | do. |
| John F. Stone, | Coudersport, Pa., | do. |
| W. H. Bonnseville, | Coudersport, Pa., | do. |
| M. L. Gridley, | Coudersport, Pa., | do. |
| D. H. Jack, | Bradford, Pa., | do. |

Date of last meeting of stockholders for election of directors : January 13, 1892.
 Postoffice address of general office : Coudersport, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|----------------------------|--------------------------------|
| President, | W. I. Lewis, | Coudersport, Pa. |
| Vice President, | A. A. Healy, | 90 Gold street, New York city. |
| Secretary, | L. E. Larrabee, | Coudersport, Pa. |
| Treasurer, | Frank Healy, | 90 Gold street, New York city. |
| Chief Engineer, | F. E. Dalrymple, | Bradford, Pa. |
| General Solicitor, Attorney or Counsel, | W. I. Lewis, | Coudersport, Pa. |
| General Superintendent, | C. V. Merrick, | Bradford, Pa. |

We have no completed road ; we are building.

SUNBURY, HAZLETON AND WILKES-BARRE RAILWAY COMPANY.

Date of organization : May 1, 1878.

By what authority incorporated : General law of April 8, 1861.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-------------------------|-----------------------------|
| A. J. Cassatt, | Philadelphia, | May 16, 1893. |
| W. H. Barnes, | do. | do. |
| John F. Green, | do. | do. |
| H. H. Houston, | do. | do. |
| G. B. Roberts, | do. | do. |
| Henry D. Welsh, | do. | do. |

Date of last meeting of stockholders for election of directors : May 17, 1892.
 Postoffice address of general office : 233 South Fourth street, Philadelphia.
 Postoffice address of operating company : 233 South Fourth street, Philadelphia.
 30-11-92.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|----------------|---------------|
| President. | J. N. DuBarry. | Philadelphia. |
| Secretary. | Albert Hewson. | do. |
| Treasurer. | Taber Ashton. | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|----------------|----------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Sunbury, Hazleton and Wilkes-Barre railway. | Sunbury. . . . | Tomhicken. . . | Pennsylvania Railroad Company. | 43.44 | 43.44 |

Leased to Pennsylvania Railroad Company for fifty years from May 1, 1878.
Rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|----------------|------------------------------|----------------|
| Cost of road. | \$3,535,123 71 | Capital stock. | \$1,000,000 00 |
| Cash and current assets. | 273,972 86 | Funded debt. | 2,535,000 00 |
| Other assets: | | Current liabilities. | 3,364 30 |
| Sinking fund, series A. | 70,000 00 | Profit and loss. | 847,477 07 |
| Sundries, series B. | 6,745 00 | | |
| Total. | \$3,885,841 37 | Total. | \$3,885,841 37 |

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number stone. | 5 | 5 |
| Number iron. | 7 | 7 |
| Number wooden. | 5 | 5 |
| Trestles. | | |
| Number. | 8 | 6 |
| Aggregate length (feet). | 804 | 804 |
| Telegraph: | | |
| Miles of line owned by this company. | 48.37 | 48.37 |
| Miles of wire owned by this company. | 255.61 | 255.61 |
| Miles of line operated by Pennsylvania Railroad Company, lessee. | 48.37 | 48.37 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee. | 255.61 | 255.61 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: First mortgage bonds, series A and B, sinking fund one-half of one per cent. of amount of bonds issued is appropriated annually together with the interest on bonds already purchased.

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

Date of organization : Reorganized January 6, 1876.

By what authority incorporated : Under laws of State of Pennsylvania. Middle Creek Railroad Company, act of March 23, 1865 (P. L. 641). Name changed to Sunbury and Lewistown Railroad Company, supplement February 17, 1870 (P. L. 154) and reorganized under act of April 8, 1861, on January 6, 1876, as Sunbury and Lewistown Railway Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---|-----------------------------|
| Aaron Fries. | Bullitt Building, Philadelphia, Pa. | May 7, 1898. |
| Edward J. Berwind, | Bullitt Building, Philadelphia, Pa. | do. |
| Stephen Greene, | 27 South Fifth street, Philadelphia, Pa., | do. |
| John Hart, | Doylestown, Pa., | do. |
| Samuel G. Lewis, | 27 South Fifth street, Philadelphia, Pa., | do. |
| John W. Maffy, | 27 North Third street, Philadelphia, Pa., | do. |
| George Shannon, | Norristown, Pa., | do. |

Act provides for the election of a president and six directors by stockholders. Date of last meeting of stockholders for election of directors: May 2, 1892.

Postoffice address of general office : Room 257 Bullitt Building, Philadelphia. Postoffice address of operating company : 233 South Fourth street, Philadelphia. Operated by the Pennsylvania Railroad Company.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------|----------------------------|--------------------------------------|
| President, | Aaron Fries, | 257 Bullitt Building, Philadelphia. |
| Vice President, | Samuel G. Lewis, | 27 South Fifth street, Philadelphia. |
| Secretary, | Frank S. Lewis, | 257 Bullitt Building, Philadelphia. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|----------------------|-----------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Sunbury and Lewistown Railway Co., | Lewistown, | Selinsgrove Junction. | Pennsylvania Railroad Company. | 43.45 | 43.45 |

Sunbury and Lewistown railway operated by Pennsylvania Railroad Company for cost and one-half of net earnings after payment of interest on bonds outstanding.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|----------------|----------------------------|----------------|
| Cost of road, | \$1,100,000 00 | Capital stock, | \$900,000 00 |
| Cash and current assets, | 62,844 88 | Funded debt, | 500,000 00 |
| | | Profit and loss, | 62,844 88 |
| Total, | \$1,162,844 88 | Total, | \$1,162,844 88 |

EMPLOYES AND SALARIES.

General officers, 2; yearly compensation, \$2,000.00.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL VANIA. |
|--|--------------------------------|----------------------|
| Bridges: | | |
| Number iron, | 12 | 12 |
| Number wooden, | 8 | 8 |
| Trestles: | | |
| Number, | 5 | 5 |
| Aggregate length (feet), | 1,269 | 1,269 |
| Telegraph: | | |
| Miles of line owned by this company, | 43.45 | 43.45 |
| Miles of wire owned by this company, | 43.45 | 43.45 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 44.85 | 44.85 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 51.25 | 51.25 |

Gauge of track, 4 ft. 9 in.

SUSQUEHANNA RAILROAD COMPANY.

Date of organization: August 31, 1891.

By what authority incorporated: Pennsylvania General Law, approved April 4, 1868.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|----------------------------|------------------------------|----------------------------------|
| F. H. Goodyear, | Austin, Pa., | January 11, 1893. |
| C. W. Goodyear, | Austin, Pa., | do. |
| N. N. Metcalf, | Austin, Pa., | do. |
| W. J. Lewis, | Coudersport, Pa., | do. |
| H. A. Avery, | Forest House, Pa., | do. |
| W. H. Sullivan, | Austin, Pa., | do. |
| J. I. Johnson, | Austin, Pa., | do. |
| F. L. Blaisdell, | Austin, Pa., | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Austin, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|-----------------|--------------------|
| President. | F. H. Goodyear. | Austin, Pa. |
| Vice President. | C. W. Goodyear. | Austin, Pa. |
| Secretary. | N. N. Metcalf. | Austin, Pa. |
| Treasurer. | E. O. Cheney. | Austin, Pa. |
| Chief Engineer. | C. E. Botsford. | Springville, N. Y. |
| General Solicitor, Attorney or Counsel. | W. J. Lewis. | Coudersport, Pa. |
| Auditor. | E. O. Cheney. | Austin, Pa. |
| General Manager. | C. W. Goodyear. | Austin, Pa. |

PROPERTY OPERATED.

Susquehanna Railroad Company, from Costello, Pa., to Hulls, Pa. Road not yet completed.

SUSQUEHANNA AND BUFFALO RAILROAD COMPANY.

Date of organization : September 22, 1891.

By what authority incorporated : Charter from the Commonwealth of Pennsylvania. Under the act 4th April, 1868, and 8th June, 1874.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------|---------------------|-----------------------------|
| John R. T. Ryan. | Williamsport, Pa., | January 29, 1896. |
| Joseph C. Russell, | Williamsport, Pa., | do. |
| Garret D. Linsman, | Williamsport, Pa., | do. |
| H. A. Merriman, | Williamsport, Pa., | do. |
| A. D. Hermance, | Williamsport, Pa., | do. |
| Geo. L. Miller, | Bitumen, Pa., | do. |

Date of last meeting of stockholders for election of directors : January 29, 1892.

Postoffice address of general office : Williamsport, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------|-------------------|
| President. | John R. T. Ryan. | Williamsport, Pa. |
| Secretary. | Joseph C. Russell. | Williamsport, Pa. |
| Treasurer. | John S. Brown. | Williamsport, Pa. |
| Chief Engineer. | George L. Miller. | Bitumen, Pa. |
| General Solicitor, Attorney or Counsel. | Candor & Munson. | Williamsport, Pa. |
| General Manager. | George L. Miller. | Bitumen, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------------|------------------------|------------------------|------------------------|--|
| | From— | To— | | |
| Susquehanna and Buffalo railroad. | Cook's Run Pa. | Foot of plane. | 1.5 | 1.5 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------------|-------------|------------------------------|-------------|
| Cost of road and equipment. | \$19,911 64 | Current liabilities. | \$19,911 64 |

EMPLOYES AND SALARIES.

General officers: President, Secretary, Treasurer and General Manager, 4; no compensation.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8½ in.

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: December 8, 1879.

By what authority incorporated: General law of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|------------------------|-----------------------------|
| W. H. Barnes. | Philadelphia. | February 7, 1893. |
| John P. Green. | Philadelphia. | do. |
| G. B. Roberts. | Philadelphia. | do. |
| Henry D. Welsh. | Philadelphia. | do. |
| George Wood. | Philadelphia. | do. |
| N. P. Shortridge. | Wynnewood, Pa. | do. |

Date of last meeting of stockholders for election of directors: February 2, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|------------------------|---------------|
| President. | J. N. DuBarry. | Philadelphia. |
| Secretary. | Albert Hewson. | do. |
| Treasurer. | Taber Ashton. | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------------|------------------|------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Susquehanna and Clearfield railroad. | Keating. | Karthus. | Pennsylvania Railroad Company. | 22.78 | 22.78 |
| Branch. | | | | 2.11 | 2.11 |
| Total mileage | | | | 24.89 | 24.89 |

Operated by Pennsylvania Railroad Company under resolution of board of directors adopted July 23, 1884. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------|---------------------|-------------------------------|---------------------|
| Cost of road | \$570,912 55 | Capital stock | \$286,000 00 |
| Profit and loss | 80,013 44 | Funded debt | 286,000 00 |
| | | Current liabilities | 79,925 99 |
| Total | \$650,925 99 | Total | \$650,925 99 |

EMPLOYES AND SALARIES.

General officers, 3 ; compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number wooden | 11 | 11 |
| Telegraph: | | |
| Miles of line owned by this company | 22.50 | 22.50 |
| Miles of wire owned by this company | 22.50 | 22.50 |
| Miles of line operated by Pennsylvania Railroad Company | 22.50 | 22.50 |
| Miles of wire operated by Pennsylvania Railroad Company | 22.50 | 22.50 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained for par or less, shall be annually appropriated therefor, provided the net earnings are sufficient.

TAMAQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization : May 18, 1891.

By what authority incorporated : Act of April 4, 1868.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|------------------------|-----------------------------|
| A. H. O'Brien | Philadelphia | First Monday in May, 1898. |
| Jas. M. Landis | do. | do. do. |
| D. Jones | do. | do. do. |
| W. B. Scott | do. | do. do. |
| W. B. Taylor | do. | do. do. |
| C. H. Quarles | do. | do. do. |
| R. Weston | do. | do. do. |
| C. C. Midwood | do. | do. do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of operating company : 227 South Fourth street.

Postoffice address of general office : 227 South Fourth street.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-------------------------|---------------|
| President, | A. A. McLeod, | Philadelphia. |
| Secretary, | W. R. Taylor, | do. |
| Treasurer, | W. A. Church, | do. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-----------------------|----------------------|------------------------|--|
| | From— | To— | | |
| Tamaqua, Hazleton and Northern Railroad Company. | Lofty, Pa., | Roan, Pa., | 9.90 | 9.90 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$332,869 84 | Capital stock, | \$300,000 00 |
| Cash and current assets, | 915 78 | Current liabilities, | 33,900 00 |
| | | Profit and loss, | 785 62 |
| Total, | \$333,785 62 | Total, | \$333,785 62 |

IMPORTANT CHANGES DURING THE YEAR.

Road opened for business in January, 1892.

TIADAGHTON AND FAHNASTALK RAILWAY COMPANY.

Date of organization : March 11, 1892.

By what authority incorporated : Under the general railway laws of Pennsylvania, act of 4th April, 1868, and supplements.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|------------------------------|--------------------------------|
| E. G. Scheffelin, | Willsboro, Pa., | First Monday of January, 1898. |
| D. M. Lounsbury, | Stokesdale, Pa., | do. do. |
| Abram Farr, | Niles Valley, Pa., | do. do. |
| George A. Vall, | Orange, N. J., | do. do. |
| George D. Aiken, | Tioga, Pa., | do. do. |
| Frank Hammond, | Hammond, Pa., | do. do. |

Postoffice address of general office : Wellsboro, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------|----------------|
| President. | Jacob Schieffelin. | Tioga, Pa. |
| Secretary. | J. Harrison. | Wellsboro, Pa. |
| Treasurer. | C. B. Farr. | Tioga, Pa. |
| General Solicitor, Attorney or Counsel. | J. Harrison. | Wellsboro, Pa. |
| General Manager. | C. B. Farr. | Tioga, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-------------------|-------------------|------------------------|--|
| | From— | To— | | |
| Tiadaghton and Fahnestalk Railway Company. | Tiadaghton. . . . | Fahnestalk Creek. | 5 | 5 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|--------------------|----------------------|--------------------|
| Cost of road. | \$49,908 53 | Capital stock. | \$30,000 00 |
| Cash and current assets. | 347 62 | Current liabilities. | 21,156 98 |
| Profit and loss. | 900 83 | | |
| Total. | \$51,156 98 | Total. | \$51,156 98 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|-------------------------------------|-----------|----------------------------|-----------------------------|
| General officers, no salaries. | | | |
| General office clerks, no salaries. | | | |
| Enginemen. | 1 | | \$3 50 |
| Firemen. | 1 | | 2 00 |
| Other trainmen. | 3 | | 1 75 |
| Section foremen. | 1 | | 1 75 |
| Other trackmen. | 10 | | 1 25 |
| All other employes and laborers. | 40 | | 1 25 |
| Total. | 56 | \$5,148 20 | |
| Distribution of above: | | | |
| Grading extension. | | \$2,082 74 | |
| Maintenance of way and structures. | | 2,900 62 | |
| Maintenance of equipment. | | 155 23 | |
| Conducting transportation. | | 609 61 | |
| Total. | | \$5,148 20 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL VANIA. |
|---------------------------|--------------------------------|----------------------|
| Bridges: | | |
| Number wooden, | 1 | 1 |
| Gauge of track, | | 4 ft. 8½ in. |

**TIOGA RAILROAD COMPANY FOR ITSELF AND AS LESSEES
OF THE ELMIRA STATE LINE RAILROAD.**

Date of organization : 1851.

By what authority incorporated : Originally organized as the Tioga Navigation Company April 12, 1828, by special charter from Pennsylvania of February 28, 1826 Reorganized in 1851, under special act of 1850, giving power to create new stock, re-build its line and alter the name to the Tioga Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---|---------------------------------|
| John King, | 21 Cortlandt street, New York city, . . | First Monday in November, 1891. |
| J. G. McCullough, | 21 Cortlandt street, New York city, . . | do. do. |
| William Wheelock, | 320 Broadway, New York city, | do. do. |
| Ogden Mills, | 15 Broad street, New York city, | do. do. |
| H. E. Cook, | 115 Broadway, New York city, | do. do. |
| William Libbey, | 81 Nausau street, New York city, | do. do. |
| Andrew Donaldson, | 21 Cortlandt street, New York city, | do. do. |
| G. W. Quintard, | 80 Broadway, New York city, | do. do. |
| H. W. Hathbone, | Elmira, New York, | do. do. |
| F. N. Drake, | Corning, New York, | do. do. |

Date of last meeting of stockholders for election of directors: First Monday in November, 1891.

Postoffice address of general office: 21 Cortlandt street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------------|-----------------------------|-------------------------------|
| President, | John King, | P. O. Box 839, New York city |
| Vice President, | E. B. Thomas, | P. O. Box 839, New York city |
| Secretary, | A. R. Macdonough, | P. O. Box 839, New York city. |
| Treasurer, | Edward White, | P. O. Box 839, New York city. |
| General Superintendent, | H. E. Gilpin, | Elmira, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|---------------------------------------|-------------------------|------------------------|--|
| | From— | To— | | |
| Tioga railroad. | State Line and Lawrenceville. | Arnot Junction. | 42.83 | 42.83 |
| Morris Run branch. | Blossburg. | Morris Run. | 3.56 | 3.56 |
| Elmira State Line railroad. | State Line Junction. | State Line. | 6.50 | 6.50 |
| Arnot and Pine Creek railroad. | Arnot Junction. | Hoytville. | 11.83 | 11.83 |
| Total mileage operated. | | | 64.72 | 64.72 |

STOCKS OWNED.

| | |
|--|------------|
| Tioga hotel stock (total par value). | \$1,000 00 |
|--|------------|

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|----------------|--|----------------|
| Cost of road. | \$1,474,521 98 | Capital stock. | \$680,900 00 |
| Cost of equipment. | 1,000 00 | Funded debt. | 789,500 00 |
| Stocks of other companies owned. | | Current liabilities. | 342 00 |
| Other permanent investments: | | Accrued interest on funded debt not yet payable. | 10,891 66 |
| Real estate and buildings. \$39,591 90 | | Accrued rentals of leased lines not yet payable. | 3,696 50 |
| Arnot and Pine Creek Railroad additions. 3,350 74 | 42,743 64 | Elmira State Line Railroad stock. | 29,200 00 |
| Cash and current assets. | 2,310,651 85 | Profit and loss. | 2,414,384 26 |
| Total. | \$3,828,916 42 | Total. | \$3,828,916 42 |

CONTRACTS, AGREEMENTS, ETC.

No independent contracts, as this company works under the contracts of these classes of the New York, Lake Erie and Western Railroad Company.

Contract of February 1, 1883, with the Fall Brook Coal Company, the Corning, Cowanesque and Antrim Railroad Company, the Morris Run Coal Mining Company, term twenty years, agreement for interchange of trackage facilities at a fixed rate, one-half of one per cent. per ton per mile, or one dollar per car.

Contract October 2, 1875, with Northern Central Railroad Company, term 99 years. Tioga connection between Lawrenceville and Elmira to be built, give Tioga company trackage rights from this connection over roads controlled by the Northern Central Railroad Company, at one cent per mile per passenger and three-quarters of one cent per ton per mile for coal and lumber.

Contract July 1, 1879, with New York, Lake Erie and Western Railroad Company, term five years, gives trackage rights over the Erie from Southport Junction to Chemung railroad at one cent per mile per passenger, one cent per ton per mile for all freight, \$150.00 per month for rent of sidings and use of depots, and three-quarters of one cent per ton per mile on coal for delivery to Northern Central Railroad Company.

EMPLOYES AND SALARIES.

Incorporated in the report of the New York, Lake Erie and Western railroad.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|---|--------------------------------|-----------------------|
| Bridges: | | |
| Number iron | 8 | 9 |
| Number wooden | 28 | 17 |
| Trestles: | | |
| Number | 25 | 13 |
| Aggregate length (feet) | 3,662 | 2,592 |
| Telegraph: | | |
| Miles of line owned by this company | 54 | 44 |
| Miles of wire owned by this company | 54 | 44 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Track switches, passenger and freight stations at Elmira and Southport. Pay to the New York, Lake Erie and Western Railroad Company.

TIONESTA VALLEY RAILROAD COMPANY.

Date of organization : September 9, A. D. 1879.

By what authority incorporated : Commonwealth of Pennsylvania.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|-------------------------|---------------------|------------------------------|---------------------|
| Jerry Crary, | Sheffield, Pa. | C. W. R. Kadeker, | Sheffield, Pa. |
| Jno. McNair, | do. | J. H. Horton, | Sheffield, Pa. |
| Geo. Horton, | do. | J. F. Schoellkopf, | Buffalo, N. Y. |
| Isaac Horton, | do. | Webb Horton, | Middletown, N. Y. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Sheffield, Warren county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------|-------------------------|-------------------|
| President, | Webb Horton, | Middletown, N. Y. |
| Secretary, | J. H. Horton, | Sheffield, Pa. |
| Treasurer, | Chas. Sigel, | Sheffield, Pa. |
| Auditor, | A. H. Bailey, | Sheffield, Pa. |
| General Manager, | Isaac Horton, | Sheffield, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. |
|--|-----------------------------|------------------------------|------------------------|
| | From— | To— | |
| Tionesta Valley railroad. | Sheffield. | Sheffield Juno., Pa. | 18 |
| James branch. | Brookston. | Murphy. | 5 |
| Coon Run branch. | Point. | Coon Run. | 2.5 |
| Cherry Grove railroad. | Sheffield. | Garfield. | 11 |
| Sheffield and Spring Creek railroad. | Sheffield Junction. | Parrish. | 9.5 |
| Howland branch. | Parrish. | Howland. | 1.5 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|---------------------|------------------------------|---------------------|
| Cost of road. | \$167,216 97 | Capital stock. | \$100,000 00 |
| Cost of equipment. | 78,577 90 | Current liabilities. | 40,182 14 |
| Cash and current assets. | 8,126 33 | Profit and loss. | 108,739 06 |
| Total. | \$246,921 20 | Total. | \$246,921 20 |

IMPORTANT CHANGES DURING THE YEAR.

From Parrish to Howland, one and a half miles.

CONTRACTS, AGREEMENTS, ETC.

Express Companies—Fifteen cents per hundred on packages over twenty pounds; five cents per hundred on packages under twenty pounds.

Mails—Forty-one dollars and eighty-six cents per mile for thirteen miles.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|-----------|----------------------------|-----------------------------|
| General officers. | 6 | \$7,200 00 | |
| Station agents. | 2 | 1,179 00 | \$1 88 |
| Other station men. | 1 | 489 50 | 1 50 |
| Enginemen. | 2 | 1,440 75 | 3 12½ |
| Firemen. | 2 | 1,098 50 | 1 75 |
| Conductors. | 2 | 1,226 96 | 1 96 |
| Other trainmen. | 8 | 1,408 50 | 1 50 |
| Carpenters. | 2 | 309 00 | 1 50 |
| Section foremen. | 3 | 1,739 75 | 1 91½ |
| Other trackmen. | 30 | 11,737 50 | 1 25 |
| Total. | 53 | \$28,496 46 | |
| Distribution of above: | | | |
| General administration. | 6 | \$7,200 00 | \$8 88 |
| Maintenance of way and structures. | 33 | 13,537 25 | 1 91 |
| Maintenance of equipment. | 2 | 399 00 | 1 50 |
| Conducting transportation. | 12 | 6,320 21 | 1 79 |
| Total. | 53 | \$28,496 46 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 53 | \$28,496 46 | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Trestles: | | |
| Number | 48 | 45 |
| Aggregate length (feet) | 3,431 | 3,431 |
| Telephone: | | |
| Miles of line owned by this company | 18 | 18 |
| Miles of wire owned by this company | 18 | 18 |
| Gauge of track, | | <u>3 feet.</u> |

TIPTON RAILROAD COMPANY.

Date of organization : September 5, 1885.

By what authority incorporated : Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-----------------------------------|-----------------------------|
| John P. Green | Philadelphia. | May 9, 1893. |
| N. P. Shortridge | Wynnewood, Montgomery county, Pa. | do. |
| Henry D. Welsh | Philadelphia. | do. |
| G. B. Roberts | Philadelphia. | do. |
| Wm. L. Elkins | Philadelphia. | do. |
| Amos R. Little | Philadelphia. | do. |

Date of last meeting of stockholders for election of directors : May 10, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|----------------------------|---------------|
| President | J. N. DuBarry | Philadelphia. |
| Secretary | James R. McClure | do. |
| Treasurer | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------|----------------|----------------|---------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Tipton Railroad | Tipton | Coal mines . . | Pennsylvania Railroad Co. | 4.44 | 4.44 |

Agreement dated May 1, 1886.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions :

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty day's notice given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-------------|----------------------------|-------------|
| Cost of road. | \$48,250 00 | Capital stock, | \$48,250 00 |
| Cash and current assets, | 21,286 14 | Profit and loss, | 21,286 14 |
| Total. | \$64,536 14 | Total, | \$64,536 14 |

CHARACTERISTICS OF ROAD.

Bridges : number wooden, 7
 Gauge of track, 4ft. 9 in.

TRENTON CUT-OFF RAILROAD COMPANY.

Date of organization : Articles of association filed December 8, 1889.

By what authority incorporated : General law of April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---------------------------|-----------------------------|
| W. H. Barnes, | Philadelphia, | January 9, 1893. |
| John P. Green, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| William A. Patton, | Philadelphia, | do. |
| George Wood, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Pa., | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------------------|--------------|--------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| The Trenton Cut-off railroad. | Morrisville. | Bucks county line. | Pennsylvania Railroad Company. | 15.70 | 15.70 |

Leased to the Pennsylvania Railroad Company, dated January 1, 1892, for one year. Rental, one dollar. Leased to be continued from year to year until terminated by either party on six month's notice.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------|----------------|-------------------------------|----------------|
| Cost of road | \$1,301,158 03 | Capital stock | \$100,000 00 |
| Profit and loss | 127 25 | Funded debt | 1,300,000 00 |
| | | Current liabilities | 1,285 28 |
| Total | \$1,301,285 28 | Total | \$1,301,285 28 |

IMPORTANT CHANGES DURING THE YEAR.

Road put in operation. Balance received on subscription to capital stock December 31, 1891, \$90,000.00. Debenture certificates for \$1,200,000.00 issued January 1, 1892.

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone | 32 | 32 |
| Number iron | 31 | 31 |
| Telegraph: | | |
| Miles of line owned by this company | 46 | 46 |
| Miles of wire owned by this company | 94 | 94 |
| Miles of line operated by Pennsylvania Railroad Company | 46 | 46 |
| Miles of wire operated by Pennsylvania Railroad Company | 94 | 94 |
| Gauge of track, | | 4 ft. 9 in |

TRESCOW RAILROAD COMPANY.

Date of organization : May 26, 1870.
 By what authority incorporated : Under act of April 4, 1868.
 Operated by Central Railroad Company of New Jersey.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------|---------------------|---------------------------------|
| E. W. Clark. | Philadelphia. | Second Monday in January, 1898. |
| Edward Lewis. | do. | do. |
| E. Hill. | do. | do. |
| C. F. Howell. | do. | do. |
| Thos. McKean. | do. | do. |
| F. R. Cope. | do. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.
 Postoffice address of general office : 226 South Third street, Philadelphia.
 Postoffice address of operating company : 148 Liberty street, New York.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|---------------|---------------|
| President. | J. S. Harris. | Philadelphia. |
| Secretary. | S. Shepherd. | do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|-------------------|---------------|------------|----------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Trescow railroad. | Silver Brook, | Audenried, | Central Railroad Company of N.J. | 7.56 | 7.56 |

The Trescow railroad was leased to the Central Railroad Company of New Jersey, March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna Railroad.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------|--------------|----------------------|--------------|
| Cost of road. | \$271,570 87 | Capital stock. | \$180,000 00 |
| | | Current liabilities. | 141,570 87 |
| Total. | \$271,570 87 | Total. | \$271,570 87 |

EMPLOYES AND SALARIES.

General officers : President, Secretary and Treasurer ; total yearly compensation, nothing.
 31-11-92.

TROUT RUN RAILROAD COMPANY.

Date of organization : December 26, 1839.

By what authority incorporated : Entitled a supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations," approved the 8th day of June, A. D. 1874.

Operated by the Trout Run Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|---------------------------|-----------------------------|
| John Leisenring. | Hasleton, Pa. | January 1, 1888. |
| J. Frank Torbert. | Jersey Shore, Pa. | do. |
| John A. Titman. | Shenandoah, Pa. | do. |
| O. A. Keim. | Shenandoah, Pa. | do. |
| John F. Finney. | Shenandoah, Pa. | do. |
| Charles E. Titman. | Shenandoah, Pa. | do. |

Date of last meeting of stockholders for election of directors : December 25, 1891.
 Postoffice address of general office : Shenandoah, Schuylkill county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|-------------------------|-----------------|
| President. | Daniel Shepp. | Tamaqua, Pa. |
| Vice President. | C. E. Titman. | Shenandoah, Pa. |
| Secretary. | John F. Finney. | Shenandoah, Pa. |
| Treasurer. | T. M. Titman. | Shenandoah, Pa. |
| General Manager. | C. E. Titman. | Shenandoah, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------|-----------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Trout Run railroad. | Cammal. | Pump station. | 16 | 16 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|--------------------|--------------------------|--------------------|
| Cost of road. | \$38,016 43 | Capital stock. | \$25,000 00 |
| Cost of equipment. | 1,915 00 | Profit and loss. | 14,931 43 |
| Total. | \$39,931 43 | Total. | \$39,931 43 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers (no compensation) | 5 | | |
| Engineers, | 2 | \$500 00 | \$2 50 |
| Firemen, | 2 | | |
| Other trainmen, | 6 | 1,080 00 | 1 50 |
| Section foremen, | 1 | | 1 25 |
| Other trackmen, | 4 | | 1 00 |
| Total, | 20 | \$1,580 00 | |
| Distribution of above: | | | |
| General administration, | 5 | | |
| Maintenance of way and structures, | 5 | | |
| Conducting transportation, | 10 | | |
| Total, | 20 | | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania, | 20 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|------------------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number wooden, | 1 | 1 |
| Trestles: | | |
| Number, | 2 | 2 |
| Aggregate length (feet), | 402 | 402 |

Gauge of track, 3 ft. 6 in.

TURTLE CREEK VALLEY RAILROAD COMPANY.

Date of organization: May 7, 1886.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|------------------------------|--|----------------------------------|
| Robert Pitcairn, | Pittsburg, | May 9, 1893. |
| Henry D. Welsh, | Philadelphia, | do. |
| John P. Green, | Philadelphia, | do. |
| W. H. Barnes, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Montgomery county, Pa., | do. |
| William A. Patton, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|-----------------------------|---------------|
| President. | J. N. DuBarry, | Philadelphia. |
| Secretary. | James R. McClure, | do. |
| Treasurer. | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|--|----------------|--------------------------------|
| Turtle Creek Valley railroad, | Pennsylvania Railroad Company, | 6.37 | 6.37 |

Agreement dated September 28, 1891.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:—

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.
2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.
3. To pay over any mon eys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.
4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$279,006 67 | Capital stock, | \$250,000 00 |
| Profit and loss, | 8,628 39 | Current liabilities, | 37,635 06 |
| Total, | \$287,635 06 | Total, | \$287,635 06 |

IMPORTANT CHANGES DURING THE YEAR.

Operating agreement with Pennsylvania Railroad Company, dated September 28, 1891.

Subscription to \$250,000 capital stock paid in full and certificates issued therefor.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 4 | 4 |
| Trestles: | | |
| Number, | 2 | 2 |
| Aggregate length (feet), | 24 | 24 |
| Telegraph: | | |
| Miles of line owned by this company, | 6.37 | 6.37 |
| Miles of wire owned by this company, | 6.37 | 6.37 |
| Miles of line operated by Pennsylvania Railroad Company, | 6.37 | 6.37 |
| Miles of wire operated by Pennsylvania Railroad Company, | 6.37 | 6.37 |

Gauge of track, 4 ft. 9 in.

TYRONE AND CLEARFIELD RAILWAY COMPANY.

Date of organization : April 1, 1867.

By what authority incorporated : Act of April 8, 1861, and February 19, 1867.

If a consolidated company, name the constituent companies : The Moshannon and Clearfield Railroad Company was consolidated with the Tyrone and Clearfield Railway Company May 23, 1884, under agreement dated April 14, 1884.

The Moshannon and Clearfield Railroad Company was organized June 8, 1880, under act of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|---------------------------|-----------------------------|
| W. H. Barnes | Philadelphia, Pa. | May 16, 1898. |
| E. B. Comegys | Philadelphia, Pa. | do. |
| John P. Green | Philadelphia, Pa. | do. |
| G. B. Roberts | Philadelphia, Pa. | do. |
| Henry D. Welsh | Philadelphia, Pa. | do. |
| N. P. Shortridge | Wynnewood, Pa. | do. |

Date of last meeting of stockholders for election of directors : May 17, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|-------------------------|---------------|
| President | J. N. DuBarry | Philadelphia. |
| Secretary | Albert Hewson | do. |
| Treasurer | Taber Ashton | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--------------------------------|---------------|-------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Tyrone and Clearfield railway. | Vall. | Grampian. | Pennsylvania Railroad Company. | 49.63 | 49.63 |
| Branches | | | | 74.69 | 74.69 |
| Total mileage | | | | 124.32 | 124.32 |

Lease to the Pennsylvania Railroad Company for fifty years from January 1, 1842.

Rental amounts to five per cent. dividend on the capital stock, five per cent. interest on bonds, taxes on capital stock and loans and the amount necessary for the sinking fund. Also expenses of keeping up organization not exceeding \$1,000 per annum.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-----------------------|--------------------------------|-----------------------|
| Cost of road, | \$2,100,560 95 | Capital stock, | \$1,000,000 00 |
| Cash and current assets, | 61,762 43 | Funded debt, | 1,000,000 00 |
| | | Current liabilities, | 59,065 04 |
| | | Sinking fund, | 10,000 00 |
| | | Profit and loss, | 98,256 34 |
| Total, | \$2,162,323 38 | Total, | \$2,162,323 38 |

EMPLOYES AND SALARIES.

General officers, 3; yearly compensation nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron, | 15 | 15 |
| Number wooden, | 44 | 44 |
| Trestles: | | |
| Number, | 7 | 7 |
| Aggregate length (feet), | 750 | 750 |
| Telegraph: | | |
| Miles of line owned by this company, | 61.34 | 61.34 |
| Miles of wire owned by this company, | 61.34 | 61.34 |
| Miles of line operated by Pennsylvania Railroad Company, lessee, | 61.34 | 61.34 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee, | 61.34 | 61.34 |

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Appropriation to sinking fund, \$10,000 per annum.

UNION RAILROAD COMPANY.

Date of organization: January 21, 1889.

By what authority incorporated: Incorporated under the general railroad act of April 4, 1868 (P. L. 62), and supplements thereto, particularly the supplements approved April 28, 1871 (P. L. 246).

Not yet operating; in process of construction.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|----------------------|---|
| A. L. Griffin, | Pittsburg, | } Until their successors shall have been elected. |
| Andrew Burgess, | do. | |
| A. M. Moreland, | do. | |
| R. L. Hurst, | do. | |
| A. H. Eames, | do. | |

Date of last meeting of stockholders for election of directors: May 10, 1892.

Postoffice address of general office: 42-48 Fifth avenue, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|---------------------------|------------|
| President, | A. L. Griffn, | Pittsburg. |
| Secretary, | A. M. Moreland, | do. |
| Treasurer, | W. H. Smith, | do. |
| Chief Engineer, | G. D. Packer, | do. |
| General Solicitor, Attorney or Counsel, | A. M. Moreland, | do. |
| Auditor, | | |

GENERAL BALANCE SHEET.

| DE. | | CE. | |
|---|-------------|---|-------------|
| Cost of road, | \$18,998 98 | Capital stock, | \$25,000 00 |
| Cost of equipment, | | Current liabilities, | 18,896 79 |
| Cash and current assets, including advances on uncompleted contracts, | 29,897 20 | Due on work not yet accepted, | 4,999 89 |
| Total, | \$48,896 18 | Total, | \$48,896 18 |

URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization : February, 1882.

By what authority incorporated : General law.

If a consolidated company, name the constituent companies : Ursina and North Fork Railroad Company, filed charter October 25, 1871 ; Ursina and North Fork railway purchased franchises of the Ursina and North Fork Railroad Company and organized February 1882, filing the charter March 18, 1882.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | NAMES. | POSTOFFICE ADDRESS. |
|------------------------|---------------------|----------------------------|---------------------|
| J. M. Reid, | Connellsville, Pa. | Edward Scull, | Somerset, Pa. |
| E. F. Boyts, | Connellsville, Pa. | Jas. C. Lindsey, | Pittsburg. |
| Jos. Albree, | Allegheny City, Pa. | E. H. Reid, | Scottdale, Pa. |

Date of last meeting of stockholders for election of directors : June 11, 1891.

Postoffice address of general office : Scottdale.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|----------------------------|---------------------|
| President, | J. M. Reid, | Connellsville, Pa. |
| Secretary, | Jos. Albree, | Allegheny City, Pa. |
| Treasurer, | E. H. Reid, | Scottdale, Pa. |
| General Solicitor, Attorney or Counsel, | Geo. W. Guthrie, | Pittsburg. |
| General Manager, | Geo. K. Scull, | Somerset, Pa. |
| | E. H. Reid, | Scottdale, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|-------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Ursina and North Fork Railway Company. | Ursina, | Edna mines, | 4 | 4 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|--------------------|---|--------------------|
| Cost of road, | \$27,000 00 | Capital stock, | \$30,000 00 |
| Cost of equipment, | 3,000 00 | Additional cost of road paid by stockholders, not adjusted, | 10,000 00 |
| Total | \$30,000 00 | Total , | \$30,000 00 |

EMPLOYES AND SALARIES.

| ASS | Number. | Total yearly compensation. | Average daily compensation. |
|--|----------|----------------------------|-----------------------------|
| Enginemen, | 1 | \$600 00 | |
| Firemen, | 1 | 195 00 | |
| Conductors, { part of the time, | 2 | 30 00 | |
| Carpenters, | 1 | 454 12 | \$1 50 |
| Section foremen, | 2 | 582 00 | 1 00 |
| Other trackmen, | | | |
| Total , | 7 | \$1,861 12 | |
| Distribution of above: | | | |
| Maintenance of way and structures, | | \$1,086 12 | |
| Maintenance of equipment, | | 30 00 | |
| Conducting transportation, | | 795 00 | |
| Total , | | \$1,861 12 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania , | 7 | | |

CHARACTERISTICS OF ROAD.

| | |
|---|--------------|
| Bridges on whole length of road (wooden), | 5 |
| Gauge of track, | 5 ft. 6½ in. |

WARREN AND FARNSWORTH RAILROAD COMPANY.

Date of organization : Organized as Warren and Farnsworth Valley Railroad Company, April, 1882. Reorganized as Warren and Farnsworth Railroad Company May 15, 1885.

By what authority incorporated : Originally chartered under general law. Reorganized under an act, entitled "A supplement to an act, entitled an act concerning the sale of railroads, canals, turnpikes, bridges and plank-roads, etc.," approved May 25, 1878.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|--|-----------------------------|
| L. H. Lapham. | Postoffice box 2,651, New York city, | First Monday of May, 1893. |
| John J. Lapham, | Postoffice box 2,651, New York city, | do. do. |
| Arnold Schlaet, | Postoffice box 2,651, New York city, | do. do. |
| F. H. Rockwell, | Clarendon, Warren county, Pa., | do. do. |
| T. G. Rockwell, | Clarendon, Warren county, Pa., | do. do. |
| B. McOwen, | Clarendon, Warren county, Pa., | do. do. |
| W. E. Henderson, | Clarendon, Warren county, Pa., | do. do. |

Date of last meeting of stockholders for election of directors : July 14, 1892.
 Postoffice address of general office : Care of F. H. Rockwell, Warren, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------------|---------------------------|---------------------------------|
| President, | L. H. Lapham, | New York city, P. O. box 2,651. |
| Vice President, | F. H. Rockwell, | Clarendon, Warren county, Pa. |
| Secretary, | Arnold Schlaet, | Clarendon, Warren county, Pa. |
| Treasurer, | B. McOwen, | Clarendon, Warren county, Pa. |
| General Manager, | F. H. Rockwell, | Clarendon, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-----------------------------------|----------------------|--------------------------|------------------------|--|
| | From— | To— | | |
| Garfield branch, | Clarendon, | Vandergrift, | 10.05 | 10.05 |
| Dunham's Mill branch, | Junction, | Garfield, | 1.12 | 1.12 |
| | Junction, | Dunham's Mill, | 4.09 | 4.09 |
| Total mileage operated, | | | 15.26 | 15.26 |

CONTRACTS. AGREEMENTS. ETC.

Contract with Adams Express Company. Express company paying ten cents per hundred pounds on express goods carried.

Contract with Postoffice Department to carry mail for \$447.60 per annum.

Mail service discontinued, past January, 1892.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers: General manager and treasurer. | 1 | \$190 00 | |
| Station agents. | 2 | 1,440 00 | 82 40 |
| Enginemen. | 1 | 900 00 | 3 00 |
| Firemen. | 1 | 600 00 | 2 00 |
| Other trainmen. | 1 | 540 00 | 1 80 |
| Section foremen. | 1 | 540 00 | 1 80 |
| Other trackmen. | 2 | 640 00 | 1 20 |
| Switchmen, flagmen and watchmen. | 1 | 800 00 | 2 00 |
| All other employes and laborers. | 2 | 640 00 | 1 20 |
| Total. | 12 | \$6,020 00 | |
| Distribution of above: | | | |
| General administration. | 1 | \$190 00 | |
| Maintenance of way and structures. | 2 | 1,190 00 | |
| Conducting transportation. | 9 | 4,720 00 | |
| Total. | 12 | \$6,020 00 | |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania: All in Pennsylvania. | | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYL- VANIA. |
|--------------------------|--------------------------------|-----------------------|
| Bridges: | | |
| Number wooden. | 2 | 2 |
| Trestles: | | |
| Number. | 4 | 4 |
| Aggregate length (feet). | 514 | 514 |
| Gauge of track, | | 8 feet. |

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization : May 18, 1875.

By what authority incorporated : Pennsylvania; act of 1874.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRA- TION OF TERM. |
|--------------------|---------------------|----------------------------------|
| J. N. DuBarry. | Philadelphia. | February 7, 1898. |
| James McCrea. | Pittsburg. | do. |
| J. T. Brooks. | Pittsburg. | do. |
| Thomas D. Messier. | Pittsburg. | do. |
| John E. Davidson. | Pittsburg. | do. |
| William Mullins. | Pittsburg. | do. |
| J. J. Brooks. | Pittsburg. | do. |
| J. F. Temple. | Waynesburg, Pa. | do. |
| Abner Thorp. | Waynesburg, Pa. | do. |
| W. T. Lantz. | Waynesburg, Pa. | do. |
| Jonathan Allison. | Washington, Pa. | do. |
| Jacob Swart. | Hopkins Mills, Pa. | do. |

Date of last meeting of stockholders for election of directors : February 2, 1892.

Postoffice address of general office : Penn avenue and Tenth street, Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|----------------------------|-----------------|
| President. | George B. Roberts. | Philadelphia. |
| Vice President. | Thomas D. Messler. | Pittsburg. |
| Secretary. | S. E. Liggett. | Pittsburg. |
| Treasurer. | J. H. B. McKnight. | Pittsburg. |
| Auditor. | John W. Renner. | Pittsburg. |
| Superintendent. | C. E. Bower. | Waynesburg, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|-------------------------------------|-----------------------|-----------------------|------------------------|--|
| | From— | To— | | |
| Waynesburg and Washington railroad. | Waynesburg, Pa. . . . | Washington, Pa. . . . | 28.15 | 28.15 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|--------------|------------------------------|--------------|
| Cost of road. | \$201,722 59 | Capital stock. | \$101,854 97 |
| Cost of equipment. | 52,233 16 | Funded debt. | 26,900 00 |
| Cash and current assets. | 18,069 91 | Current liabilities. | 36,408 03 |
| Sundries. | 419 28 | Profit and loss. | 30,231 94 |
| Total. | \$267,444 94 | Total. | \$267,444 94 |

CONTRACTS, AGREEMENTS, ETC.

Express Companies—The Adams Express Company pays this company twenty-five cents per one hundred pounds for all express matter transported, except money carried for the government.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, decided by extent of service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|-----------|----------------------------|-----------------------------|
| General officers. | 6 | \$1,620 00 | .. . . . |
| General office clerks. | 1 | 720 00 | \$2 30 |
| Station agents. | 8 | 2,386 87 | .. . . . |
| Other station men. | 4 | 1,700 00 | 1 44 |
| Enginemen. | 2 | 2,133 24 | 5 06 |
| Firemen. | 2 | 872 40 | 1 25 |
| Conductors. | 2 | 1,488 96 | 2 29 |
| Other trainmen. | 6 | 2,536 68 | 1 34 |
| Machinists. | 1 | 790 00 | 2 58 |
| Carpenters. | 6 | 3,554 89 | 1 91 |
| Other shopmen. | 2 | 799 19 | 1 68 |
| Section foremen. | 6 | 2,314 00 | 1 25 |
| Other trackmen. | 21 | 6,738 43 | 1 15 |
| Switchmen, flagmen and watchmen. | 1 | 637 20 | 1 46 |
| All other employes and laborers. | 5 | 696 89 | 68 |
| Total. | 73 | \$28,791 54 | \$1 31 |
| Distribution of above: | | | |
| General administration. | 7 | \$2,340 00 | \$1 07 |
| Maintenance of way and structures. | 27 | 9,047 43 | 1 17 |
| Maintenance of equipment. | 9 | 5,144 68 | 1 94 |
| Conducting transportation. | 30 | 12,259 43 | 1 31 |
| Total. | 73 | \$28,791 54 | \$1 31 |
| Employes in Pennsylvania: | | | |
| Total number of employes in Pennsylvania. | 73 | \$28,791 54 | \$1 31 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|----------------------------------|--------------------------|------------------|
| Bridges: | | |
| Number iron. | 1 | 1 |
| Number wooden. | 4 | 4 |
| Trestles: | | |
| Number. | 31 | 31 |
| Aggregate length (feet). | 2,270 | 2,270 |
| Gauge of track. | | 3 feet. |

WEST CHESTER RAILROAD COMPANY.

Date of organization: Charter, February 18, 1831.

By what authority incorporated: Special act February 18, 1831, acts April 8, 1833, April 16, 1838, resolutions June 20, 1839, March 11, 1842, acts September 6, 1843, April 11, 1844, April 27, 1844, March 8, 1855, April 19, 1856, April 21, 1858, March 17, 1864.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------|---------------------|-----------------------------|
| W. H. Barnes. | Philadelphia. | January 18, 1893. |
| J. N. Du Barry. | Philadelphia. | do. |
| John P. Green. | Philadelphia. | do. |
| William A. Patton. | Philadelphia. | do. |
| G. B. Roberts. | Philadelphia. | do. |
| Henry D. Welsh. | Philadelphia. | do. |
| N. P. Shortridge. | Wynnewood, Pa. | do. |

Date of last meeting of stockholders for election of directors : January 18, 1892.
 Postoffice address of general office : 233 South Fourth street, Philadelphia.
 Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------|----------------|---------------|
| President. | John P. Green. | Philadelphia. |
| Secretary. | Albert Hewson. | do. |
| Treasurer. | Tabor Ashton. | do. |

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------|------------|---------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| West Chester railroad. | Zermatt. | West Chester. | Pennsylvania Railroad Company. | 5 | 5 |

Leased to the Pennsylvania Railroad Company for 99 years, from August 6, 1879, for a rental equal to five per cent. dividend on capital stock, five per cent. interest on bonds per annum, and taxes.

GENERAL BALANCE SHEET.

| DR. | | DR. | |
|--------------------------|---------------------|-----------------------------------|---------------------|
| Cost of road. | \$281,724 88 | Capital stock. | \$165,000 00 |
| Cash and current assets. | 14,354 45 | Funded debt. | 91,698 00 |
| | | Current liabilities. | 12,318 13 |
| | | Pennsylvania Railroad Co. lessee. | 6,412 50 |
| | | Profit and loss. | 20,690 20 |
| Total. | \$296,078 88 | Total. | \$296,078 83 |

EMPLOYES AND SALARIES.

General officers, 3 ; compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--|--------------------------|------------------|
| Bridges: | | |
| Number iron. | 2 | 2 |
| Telegraph: | | |
| Miles of line operated by Pennsylvania Railroad Company. lessee. | 5 | 5 |
| Miles of wire operated by Pennsylvania Railroad Company. lessee. | 10 | 10 |
| Gauge of track. | <u>4 ft. 9 in.</u> | |

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum equal to one-half of one per cent. upon the amount of bonds issued shall be appropriated to the purchase of bonds semi-annually, February 1st and August 1st, when earnings are sufficient, and when the bonds can be obtained at par or less. A premium on the bonds renders this provision inoperative.

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: Chartered as Baltimore, Carroll and Frederick railroad, May 27, 1852, and under existing name March 21, 1853.

By what authority incorporated: States of Maryland and Pennsylvania.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------|---------------------|-----------------------------|
| Robert Biggs. | Baltimore, Md. | October, 1892. |
| John W. Cable. | Smithsburg, Md. | do. |
| C. Devries. | Baltimore, Md. | do. |
| C. W. Humrichouse. | Williamsport, Md. | do. |
| E. G. Hipsley. | Baltimore, Md. | do. |
| L. L. Jackson. | Baltimore, Md. | do. |
| William Keyser. | Baltimore, Md. | do. |
| John C. Legg. | Baltimore, Md. | do. |
| J. M. Littig. | Baltimore, Md. | do. |
| W. S. Rayner. | Baltimore, Md. | do. |
| Samuel D. Schmucker. | Baltimore, Md. | do. |
| Edward Worthington. | Glyndon, Md. | do. |
| Levi Weinberger. | Baltimore, Md. | do. |

Date of last meeting of stockholders for election of directors: October 21, 1891.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---|--------------------|----------------|
| President and General Manager. | I. M. Hood. | Baltimore, Md. |
| Secretary. | George H. Baer. | do. |
| Treasurer. | I. M. Hood. | do. |
| Chief Engineer. | Charles Marshall. | do. |
| General Solicitor, Attorney or Counsel. | J. D. Whittington. | do. |
| Auditor and General Ticket Agent. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|-----------------|-------------------|------------------------|--|
| | From-- | To-- | | |
| Western Maryland Railroad Company. | Baltimore, Md. | Williamsport. | 90 | .50 |
| Baltimore and Cumberland Valley railway. | Edgemont, Md. | Midvale, Pa. | 3.08 | |
| Baltimore and Cumberland Valley railroad. | Midvale, Pa. | Waynesboro, Pa. | 4.55 | 4.55 |
| Baltimore and Cumberland Valley railroad extension. | Waynesboro, Pa. | Shippensburg, Pa. | 26.52 | 26.52 |
| Total mileage operated. | | | 124.10 | 31.57 |

STOCKS OWNED.

| | |
|--|-------------|
| Baltimore and Cumberland Valley Railway Company (total par value), | \$42,500 00 |
| Baltimore and Cumberland Valley Railroad Company (total par value), | 76,700 00 |
| Baltimore and Harrisburg Railway Company, Western extension (total par value), | 240,000 00 |
| Baltimore and Harrisburg Railway Company (total par value), | 659,050 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|---|-----------------------|
| Cost of road, | \$5,452,236 29 | Capital stock, | \$1,008,750 00 |
| Cost of equipment, | | Funded debt, | 4,765,630 00 |
| Stocks of other companies owned, | 1,018,260 00 | Current liabilities, | 649,778 03 |
| Other permanent investments, | 611,184 88 | Difference in five mortgages and amount authorized issue, | 98,000 00 |
| New track, | 15,587 61 | Baltimore and Cumberland Valley Railroad Company, | 42,500 00 |
| Cash and current assets, | 322,981 00 | Baltimore and Cumberland Valley Railroad Company, | 76,700 00 |
| Funding certificate, | 226,530 00 | Baltimore and Harrisburg railway, western extension, | 255,587 61 |
| Other assets: | | Baltimore and Harrisburg Railway Company, | 659,050 00 |
| Sinking fund, | 100,000 00 | Profit and loss, | 585,852 84 |
| Mundries, | 58,478 42 | | |
| Preferred stock issued for accrued interest, | 324,000 00 | | |
| Total, | \$8,129,248 18 | Total, | \$8,129,248 18 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|------------|----------------------------|-----------------------------|
| General officers, | 12 | \$29,875 00 | |
| General office clerks, | 33 | 18,720 00 | \$1 58 |
| Motive power, | 2 | 1,080 00 | 1 50 |
| Station agents, | 53 | 15,408 14 | 81 |
| Other station men, | 23 | 9,780 00 | 1 18 |
| Enginemen, | 35 | 44,641 48 | 2 10 to 4 45 |
| Firemen, | 37 | 14,647 20 | 1 50 to 2 50 |
| Conductors, | 17 | 19,442 40 | 2 20 to 2 90 |
| Other trainmen, | 34 | 9,640 40 | 1 40 to 2 00 |
| Machinists, | 14 | 31,012 32 | 2 20 |
| Carpenters, | 7 | 11,520 00 | 2 12 |
| Other shopmen, | 67 | 58,531 00 | 1 45 |
| Section foremen, | 24 | 5,586 00 | 1 53 |
| Other trackmen, | 170 | 9,120 00 | 1 10 |
| Switchmen, flagmen and watchmen, | 17 | 22,783 52 | 91 |
| Telegraph operators and dispatchers, | 31 | | 1 21 |
| All other employes and laborers, | 53 | | 1 19 |
| Total, | 619 | \$306,407 66 | |
| Distribution of above: | | | |
| General administration, | 45 | \$48,505 00 | |
| Maintenance of way and structures, | 217 | 81,742 84 | |
| Maintenance of equipment, | 90 | 46,371 92 | |
| Conducting transportation, | 267 | 129,897 90 | |
| Total, | 619 | \$306,407 66 | |

CHARACTERISTICS OF ROAD.

| | |
|------------------------------------|--------------|
| Bridges: | |
| Number iron, | 35 |
| Number wooden, | 81 |
| Trestles: | |
| Number, | 18 |
| Aggregate length (feet), | 1,383 |
| Gauge of track, | 4 ft. 8½ in. |

WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization : November 28, 1887.

By what authority incorporated : Under the laws of the States of New York and Pennsylvania.

If a consolidated company, name the constituent companies : Consolidated company. Date of consolidation November 28, 1887. Formed from constituent companies by the consolidation of the Western New York and Pennsylvania Railway Company of Pennsylvania, and the Western New York and Pennsylvania Railway Company of New York, agreement of consolidation having been filed in the office of the Secretary of State of New York at Albany on the 23d day of November, and in the office of the Secretary of the Commonwealth of Pennsylvania at Harrisburg on the 28th day of November, A. D. 1887.

Western New York and Pennsylvania Railway Company of Pennsylvania was organized October 20, 1887, under the provisions of the act of Assembly of April 8, 1861, and the several supplements and amendments thereto, with a capital of \$15,000,000.00, and certificate of organization filed at Harrisburg, November 3, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of Pennsylvania at a meeting held November 10, 1887.

Western New York and Pennsylvania Railway Company of New York was organized September 30, 1887, under and in pursuance of an act of Legislature of the State of New York, known as chapter 480 of the laws of 1874, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the acts amendatory thereof, and supplementary thereto, with a capital of \$15,000,000.00, certificate of organization filed at Albany October 12, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of New York at a meeting held November 22, 1887.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|---------------------------------------|--------------------------------|
| Samuel G. DeCoursey | 243 South Third street, Philadelphia. | January 9, 1893. |
| Nicholas Thouron | 433 Chestnut street, Philadelphia. | do. |
| Edward L. Owen | 71 Wall street, New York city. | do. |
| Pascal P. Pratt | M. & T. Bank, Buffalo, N. Y. | do. |
| George E. Bartol | 189 Front street, Philadelphia. | do. |
| E. W. Clark, Jr. | Bullitt Building, Philadelphia. | do. |
| Charles M. Lea | 708 Sanson street, Philadelphia. | do. |
| William C. Bullitt | Bullitt Building, Philadelphia. | do. |
| J. Remde Smith | 109 South Third street, Philadelphia. | do. |
| Jno. K. Barclay | 407 Locust street, Philadelphia. | do. |
| Edward T. Steel | 24 Bank street, Philadelphia. | do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : Buffalo, New York.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|-------------------------------|----------------|
| President | Samuel G. DeCoursey | Philadelphia. |
| Chairman of the Executive Committee | Nicholas Thouron | Philadelphia. |
| Secretary | Joseph R. Trimble | Philadelphia. |
| Treasurer | Franklin S. Buell | Buffalo, N. Y. |
| Chief Engineer | Robert D. McCreary | Buffalo, N. Y. |
| General Solicitor, Attorney or Counsel | Frank Rumsey | Buffalo, N. Y. |
| Auditor | Jno. F. Reynolds | Buffalo, N. Y. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|--|----------------------------|--------------------------------|------------------------|--|
| | From— | To— | | |
| <i>Main Line Owned.</i> | | | | |
| Western New York and Pennsylvania railroad. | Buffalo, | Emporium, | 118.24 | 41.90 |
| | Buffalo, | Oil City, | 126.43 | 50.60 |
| | Stoneboro, | New Castle, | 36 | 36 |
| | Olean, | Oil City, | 109.90 | 71.80 |
| | | | <u>400.58</u> | <u>200.80</u> |
| <i>Branch Lines Owned.</i> | | | | |
| Western New York and Pennsylvania railroad. | Tryonville, | Union, | 16.80 | 16.80 |
| | Titusville, | Pioneer, | 8.90 | 8.90 |
| | | | <u>25.20</u> | <u>25.90</u> |
| <i>Lines of Proprietary Companies.</i> | | | | |
| All of whose capital stock is owned by this company | | | | |
| Union Terminal, | Buffalo, | D. L. & W. crossing, | 2.81 | |
| Olean, Bradford and Warren railroad, N. Y., | Olean, N. Y., | State Line, | 12.63 | |
| Olean, Bradford and Warren railway, Pa., | State Line, | Bradford, | 10.11 | 10.11 |
| Kendall and Eldred railroad, | Eldred, | Tarport, | 18.23 | 8.23 |
| Bradford Railway Co. of Pennsylvania, | Bradford, | Kinzua Junction, | 14.75 | 14.75 |
| Kinzua Railway Company of Pennsylvania, | Kinzua Junction, | Kinzua, | 14.04 | 14.04 |
| McKean and Buffalo Railroad Company, | Larabee, | Clermont, | 22.15 | 22.15 |
| Genesee Valley Canal Railroad Company, | Hinsdale, | Rochester, | 98.61 | |
| Genesee Valley Terminal Railroad Co., | Rochester, | Lincoln Park, | 2.46 | |
| Rochester, New York and Pennsylvania Railroad Company, | Nunda Junction, | Swains, | 12 | |
| | | | <u>207.24</u> | <u>79.83</u> |
| Pennsylvania Railroad Company, P. and E. division, | Warren, | Irvineton, | 6.80 | 6.80 |
| Total mileage operated, | | | <u>689.81</u> | <u>311.1</u> |

BONDS OWNED.

Second mortgage bonds, W. N. Y. & P. R. R., \$495,942 70

STOCKS OWNED.

W. N. Y. & P. R. R. Co., capital stock, \$10,269,556 00
 L. & S. W. R. R. Co., capital stock, 64,500 00
 Kinzua Valley R. R. Co., stock, 105,000 00
 Non-convertible income scrip, 2,010 00
 Total, \$10,441,066 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|------------------------|--|------------------------|
| Cost of road and equipment, | \$62,794,676 80 | Capital stock, | \$30,000,000 00 |
| Bonds of other companies owned, | 495,942 70 | Funded debt, | 32,611,658 83 |
| Stocks of other companies owned, | 10,441,066 00 | Current liabilities, | 642,122 09 |
| Union Terminal Railroad Company, | 189,571 87 | Accrued interest on funded debt not yet payable, | 23,528 33 |
| Cash and current assets, | 767,289 35 | Old coupon account, | 263 50 |
| | | Second mortgage income scrip, including the amount to be issued for interest accrued to June 30, 1892, | 3,015,376 03 |
| | | Kinzua Valley railroad, freight warrants, | 105,000 00 |
| | | Profit and loss, | 8,290,739 84 |
| Total, | <u>\$74,688,546 72</u> | Total, | <u>\$74,688,546 72</u> |

IMPORTANT CHANGES DURING THE YEAR.

Of the \$10,163.00 of non-convertible scrip reported in 1891, as on hand and to be issued, none was issued during the year.

Two new equipment contracts have been issued during the year for ten locomotives and ten passenger coaches, and two baggage cars, aggregating, with interest on deferred payments, \$176,039.60 on which payments have been made amounting to \$38,022.61, leaving outstanding, \$138,016.99.

Principal and deferred interest amounting to \$284,390.41, accrued on equipment contracts issued previous to this year has been paid leaving \$814,087.04 principal and interest on such contracts outstanding.

During the past year the net earnings from operations of the road, after deducting payments for additions to the equipment and the property, have not been sufficient to pay the interest on the second mortgage bonds in cash, therefore convertible income scrip amounting to \$974,429.43, has been charged to income account, of which \$583,763.94 has been issued. These scrip certificates are convertible at the option of the holder into debenture bonds, upon which debenture bonds interest is payable only if earned.

In accordance with the terms of the second mortgage and at the request of the holders of the income scrip certificates, debenture bonds have been issued during the year for income scrip to the amount of \$383,000.00, aggregating with those issued in previous years, \$1,441,000.00.

CONTRACTS, AGREEMENTS, ETC.

Express Companies—American Express Company, June 3, 1883.

Mails—Postmaster General's adjustment of pay as follows: Route 107,058, Buffalo to Emporium, August 30, 1889; route 107,061, Buffalo to Corry, August 29, 1889; route 107,123, Rochester to Hinsdale, August 29, 1889; route 110,025, Irvine to Corry, September 3, 1889; route 110,068, Bloomfield to Tryonville, September 27, 1889; route 110,091, Larabee to Clermont, September 3, 1889; route 110,096, Newcastle to Stoneboro, October 14, 1889; route 110,121, Bradford to Olean, September 3, 1889; route 110,122, Summit City to Bradford, September 27, 1889; route 110,164, Warren to Salamanca, September 5, 1889; route 110,188, Bradford to Kinzua, April, 7, 1889.

Sleeping Cars, etc.—Pullman Palace Car Company, May 2, 1892.

Freight Lines—Empire Transportation Company, April 1, 1873; Empire Transportation Company for green line business, November 4, 1875.

Other Railroad Companies—Buffalo Creek Railroad Company January 1, 1888; Pennsylvania Railroad Company; Clermont Line.

Telegraph Companies—Western Union Telegraph Company, September 1, 1880, and May 20, 1882.

Other Contracts—Pennsylvania Railroad Company, Warren to Irviueton traffic, April 13, 1887.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|--------------|---------------------------------|----------------------------------|
| General officers. | 15 | \$49,800 83 | \$9 15 |
| General office clerks. | 102 | 70,159 80 | 1 92 |
| Station agents. | 65 | 36,065 40 | 1 54 |
| Other station men. | 271 | 117,565 84 | 1 25 |
| Enginemen. | 136 | 148,331 04 | 3 12 |
| Firemen. | 184 | 86,694 72 | 1 86 |
| Conductors. | 94 | 82,534 92 | 2 85 |
| Other trainmen, Machinists. | 386 | 245,822 88 | 1 99 |
| Carpenters, Other shopmen. | 101 | 74,067 00 | 2 40 |
| Section foremen. | 146 | 96,886 44 | 2 10 |
| Other trackmen. | 642 | 327,001 80 | 1 57 |
| Switchmen, flagmen and watchmen, Telegraph operators and dispatchers, All other employes and laborers. | 135 | 81,190 56 | 1 68 |
| | 588 | 193,732 20 | 1 22 |
| | 77 | 27,856 56 | 1 06 |
| | 140 | 76,732 32 | 1 55 |
| | 47 | 26,162 88 | 1 77 |
| Total. | 3,079 | \$1,740,094 68 | \$1 72 |
| Distribution of above: | | | |
| General administration. | 117 | \$115,006 90 | \$2 74 |
| Maintenance of way and structures. | 843 | 389,107 65 | 1 63 |
| Maintenance of equipment. | 816 | 305,676 65 | 1 16 |
| Conducting transportation. | 1,303 | 920,304 48 | 2 00 |
| Total. | 3,079 | \$1,740,094 68 | \$1 77 |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania (estimated). | 1,539 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|--------------------------------|--------------------------------|------------------|
| Bridges: | | |
| Number iron and steel. | 39 | 10 |
| Number wooden. | 50 | 27 |
| Number iron girders. | 44 | 5 |
| Number wood girders. | 418 | 167 |
| Trestles: | | |
| Number. | 231 | 129 |
| Aggregate length. | 39,627 | 16,906 |

Gauge of track, 563.30 miles, 4 ft. 8½ in.
Do. 69.71 miles, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: All the terminal facilities in the city of Buffalo are owned by the Union Terminal Railroad Company and are used by this company. No rental has been paid except that the property has been maintained and all taxes paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association, Freight Traffic Association of Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire Line and Green Line.

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization : Incorporated March 22, 1860.

By what authority incorporated : Special acts of March 22, 1860, April 27, 1864, supplements to special acts of April 27, 1864, March 9, 1865, act of March 22, 1865, supplement to special act of incorporation of April 17, 1866, acts of April 10, 1867, February 25, 1870, March 25, 1871.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|---------------------------|-----------------------------|
| John P. Green, | Philadelphia, | February 16, 1868. |
| G. B. Roberts, | Philadelphia, | do. |
| Henry D. Welsh, | Philadelphia, | do. |
| N. P. Shortridge, | Wynnewood, Pa., | do. |

Date of last meeting of stockholders for election of directors : February 17, 1892.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|--------------------------|---------------|
| President, | J. N. DuBarry, | Philadelphia. |
| Secretary, | Albert Hewson, | do. |
| Treasurer, | Taber Ashton, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|---------------------|-------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Western Pennsylvania railroad, | Bollivar, | Butler, | Pennsylvania Railroad Company. | 70.63 | 70.63 |
| Branches, | | | | 46.53 | 46.53 |
| Total mileage, | | | | 117.16 | 117.16 |

Lease to the Pennsylvania Railroad Company dated June 1, 1888, for forty years from that date. Rental, net earnings.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|----------------|--|----------------|
| Cost of road, | \$6,272,400 73 | Capital stock, | \$1,775,000 00 |
| Bonds and mortgages receivable, | 1,500 00 | Funded debt, | 4,225,000 00 |
| Cash and current assets, | 1,196,807 41 | Current liabilities, | 24,085 97 |
| | | Mortgages and ground rent payable, | 77,323 50 |
| | | Profit and loss, | 1,369,809 67 |
| Total, | \$7,470,708 14 | Total, | \$7,470,708 14 |

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number stone | 10 | 10 |
| Number iron | 26 | 26 |
| Number wooden | 11 | 11 |
| Trestles: | | |
| Number | 6 | 6 |
| Aggregate length (feet) | 226 | 226 |
| Tunnels: | | |
| Number | 8 | 8 |
| Maximum length (feet) | 1,425 | 1,425 |
| Minimum length (feet) | 600 | 600 |
| Aggregate length of all tunnels (feet) | 3,390 | 3,390 |
| Telegraph: | | |
| Miles of line owned by this company | 96.83 | 96.83 |
| Miles of wire owned by this company | 252.56 | 252.56 |
| Miles of line operated by Pennsylvania Railroad Company, lessee | 96.83 | 96.83 |
| Miles of wire operated by Pennsylvania Railroad Company, lessee | 252.56 | 252.56 |

Gauge of track, 4 ft. 9 in.

WHEELING, PITTSBURG AND BALTIMORE RAILROAD COMPANY.

Date of organization: August 5, 1887.

If a consolidated company, name the constituent companies: Baltimore and Ohio Short Line railroad organized February 12, 1885, act of April 8, 1861, State of Pennsylvania. Wheeling, Pittsburg and Baltimore Railroad Company organized January 15, 1872, House bill No. 3, February 29, 1872, State of West Virginia.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|-------------------------------|
| J. B. Washington | Pittsburg | Second Monday in January 1893 |
| Alex M. Byers | Pittsburg | do. do. |
| John D. Scully | Pittsburg | do. do. |
| John McCleave | Pittsburg | do. do. |
| W. W. Smith | Washington, Pa. | do. do. |
| Wm. Workman | Washington, Pa. | do. do. |
| Charles F. Mayer | Baltimore, Md. | do. do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Pittsburg.

Postoffice address of operating company: Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------|----------------------------|----------------|
| President | J. B. Washington | Pittsburg. |
| Secretary | A. W. Black | Pittsburg. |
| Treasurer | W. H. Hams | Baltimore, Md. |
| Auditor | W. T. Thelin | Baltimore, Md. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---|--------------------|--------------------|--------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Wheeling, Pittsburg and Baltimore Railroad Company. | Glenwood, Pa. | Zediker, Pa. . . . | Baltimore and Ohio Railroad Company. | 29.40 | 29.40 |
| | Washington, Pa. | Wheeling, W. Va. | Baltimore and Ohio Railroad Company. | 32.40 | 29.90 |
| Ohio and Baltimore Short Line Railway Company (Western Division). | Zediker, Pa. . . . | Washington, Pa. | Baltimore and Ohio Railroad Company. | 4 | 4 |
| Total mileage. | | | | 65.80 | 54.30 |

Operated by the Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

The Ohio and Baltimore Short Line from Zediker to Washington, Pa., leased to the Wheeling, Pittsburg and Baltimore Railroad Company, by instrument dated August 5, 1887, for 999 years, at an annual rental of one dollar.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------------|-----------------|------------------------|-----------------|
| Cost of road. | \$7,131,832 39 | Capital stock. | 65,500,000 00 |
| Cash and current assets. | 3,317,193 52 | Funded debt. | 5,500,000 00 |
| Profit and loss. | 550,974 09 | | |
| Total. | \$11,000,000 00 | Total. | \$11,000,000 00 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Average daily compensation. |
|--|---------|-----------------------------|
| Station agents. | 9 | \$1 34 |
| Other station men. | 6 | 1 13 |
| Enginemen. | 33 | 3 39 |
| Firemen. | 41 | 1 89 |
| Conductors. | 29 | 2 86 |
| Other trainmen. | 79 | 1 61 |
| Carpenters. | 3 | 1 85 |
| Other shopmen. | 6 | 1 33 |
| Section foremen. | 15 | 1 43 |
| Other trackmen. | 75 | 1 23 |
| Switchmen, flagmen and watchmen. | 44 | 1 02 |
| Telegraph operators and dispatchers. | 16 | 1 50 |
| Employes—account floating equipment. | 36 | 1 38 |
| All other employes and laborers. | 17 | 1 46 |
| Total. | 435 | |
| Distribution of above : | | |
| Maintenance of way and structures. | 204 | |
| Maintenance of equipment. | 6 | |
| Conducting transportation. | 225 | |
| Total. | 435 | |

CHARACTERISTICS OF ROAD.

| | |
|--|--|
| Bridges : | |
| Number stone, | 1 |
| Number iron, | 23 |
| Number wooden, | 45 |
| Trestles : | |
| Number, | 43 |
| Aggregate length (feet), | 11,474 |
| Tunnels : | |
| Number, | 7 |
| Minimum length (feet), | 1,733 |
| Maximum length (feet), | 396 |
| Aggregate length of all tunnels (feet), | 5,929 |
| Telegraph : | |
| Miles of line operated by Western Union Telegraph Company, . . | 65.80 |
| Miles of wire operated by Western Union Telegraph Company, . . | 196.40 |
| Gauge of track, | <u>4 ft. 8$\frac{1}{2}$ in.</u> |

WILCOX RAILROAD COMPANY.

Date of organization : Chartered June 16, 1865, and organized during that year.
 By what authority incorporated : By an act of Assembly of the Commonwealth of Pennsylvania, approved the fourth day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------------|------------------------------------|-----------------------------------|
| W. Hasell Wilson, | Philadelphia, | Second Tuesday in February, 1898. |
| J. N. DuBarry, | Philadelphia, | do. do. |
| Henry D. Weish, | Philadelphia, | do. do. |
| N. Parker Shortridge, | Wynnewood, Montgomery county, Pa., | do. do. |
| Wm. A. Patton, | Philadelphia, | do. do. |
| Amos R. Little, | Philadelphia, | do. do. |
| J. Bayard Henry, | Philadelphia, | do. do. |

Date of last meeting of stockholders for election of directors : February 9, 1892.
 Postoffice address of general office : 233 South Fourth street, Philadelphia.
 Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|----------------------|-----------------------------|---------------|
| President, | W. Hasell Wilson, | Philadelphia. |
| Secretary, | J. S. Vansandt, | do. |
| Treasurer, | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|------------------------------|--------------|-------------------|--------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| The Wilcox Railroad Company. | Wilcox, Pa., | M. P. No. 2+3.482 | Pennsylvania Railroad Company. | 2.65. | 2.65 |

The Wilcox railroad is operated by the Pennsylvania Railroad Company under certain rules and regulations as set forth in certain resolutions, adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company and the Wilcox Railroad Company respectively, copies of which have been filed with previous reports.

No separate accounts thereof being kept, we are unable to report any details as to the operations of the road.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|-------------|--------------------------|-------------|
| Cost of road. | \$21,625 00 | Capital stock, | \$25,000 00 |
| Cash and current assets, | 3,374 40 | | |
| Total, | \$25,000 00 | Total. | \$25,000 00 |

EMPLOYES AND SALARIES.

General officers, 2; compensation, nothing.

Total number of employes in Pennsylvania, 2.

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|------------------------------------|--------------------------|------------------|
| Trestles: | | |
| Number, | 1 | 1 |
| Aggregate length (feet), | 633 | 633 |
| Gauge of track, | | 4 ft. 9 in. |

WILCOX AND ROCKY RUN RAILWAY COMPANY.

Date of organization : February 18, 1891.

By what authority incorporated : Incorporated under general railroad law and act of Assembly, approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------|------------------------------|-----------------------------|
| J. H. Ralph. | Bradford, McKean county, Pa. | February 18, 1898. |
| C. H. McCauley. | Ridgway, Elk county, Pa. | do. |
| A. A. Clearwater. | Wilcox, Elk county, Pa. | do. |
| Norman Schmits. | Summit, N. J. | do. |
| C. W. Spethgue. | Wilcox, Elk county, Pa. | do. |
| Geo. C. Darling. | Wilcox, Elk county, Pa. | do. |
| Jno. G. Whitmore. | Ridgway, Elk county, Pa. | do. |

Date of last meeting of stockholders for election of directors : February 18, 1892.

Postoffice address of general office : Ridgway, Elk county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------|-------------------|------------------------------|
| President. | J. H. Ralph. | Bradford, McKean county, Pa. |
| Vice President. | C. H. McCauley. | Ridgway, Elk county, Pa. |
| Secretary. | Jno. G. Whitmore. | Ridgway, Elk county, Pa. |
| Treasurer. | A. A. Clearwater. | Wilcox, Elk county, Pa. |
| Auditor. | Geo. C. Darling. | Wilcox, Elk county, Pa. |
| General Superintendent. | A. A. Clearwater. | Wilcox, Elk county, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---------------------------------------|--|---|------------------------|--|
| | From— | To— | | |
| Wilcox and Rocky Run Railway Company. | Junction with Wilcox railroad at Horse and Freeman's siding, | The middle of warrant No. 2,450. McKean county, Pa. | 8 | 8 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The entire road was leased by lease dated March 12, 1891. The rentals under this lease were payable on June 12, September 12, December 12 and March 12, in each year.

The rentals received under this lease to June 30, 1892, amounting to \$1,919.85.

GENERAL BALANCE SHEET

| DR. | | CR. | |
|-----------------------------------|-------------|---------------------------|-------------|
| Cost of road | \$19,777 53 | Capital stock | \$25,000 00 |
| Cost of equipment | 5,818 92 | Profit and loss | 2,117 22 |
| Cash and current assets | 1,525 76 | | |
| Total | \$27,117 22 | Total | \$27,117 22 |

CHARACTERISTICS OF ROAD.

Bridges: Number combination, 4; in Pennsylvania, 4.

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Date of organization: September 24, 1835.

By what authority incorporated: General railroad act of April 4, 1868, and supplements thereto.

Operated by the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------------|---------------------------------|---------------------------------|
| Albert Lewis | Bear Creek, Pa. | Second Monday in January, 1898. |
| William Stevenson | Sayre, Pa. | do. |
| Robert H. Sayre | South Bethlehem, Pa., | do. |
| John B. Garrett | Philadelphia | do. |
| George W. Shonk | Wilkes-Barre, Pa., | do. |
| Charles Hartshorne | Philadelphia | do. |
| Rollin H. Wilbur | South Bethlehem, Pa., | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------|--------------------------|----------------------|
| President | E. P. Wilbur | South Bethlehem, Pa. |
| Secretary | David G. Baird | Philadelphia. |
| Treasurer | D. Jones | Philadelphia. |
| Comptroller | | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|---------------|----------------|------------------------------------|----------------|--------------------------------|
| | From— | To— | | | |
| Wilkes-Barre and Harvey's Lake railroad. | Luzerne . . . | Harvey's Lake. | Philadelphia and Reading railroad. | 13.60 | 13.60 |

Operated by the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company, through ownership of stock.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|--------------|--------------------------------|--------------|
| Cost of road, | \$326,981 78 | Capital stock, | \$150,000 00 |
| | | Current liabilities, | 176,981 78 |
| Total, | \$326,981 87 | Total, | \$326,981 78 |

IMPORTANT CHANGES DURING THE YEAR.

Control of this Company by the Lehigh Valley Railroad Company, through stock ownership, is now vested in the Philadelphia and Reading Railroad Company by lease of the Lehigh Valley Railroad Company and all its property to the Philadelphia and Reading Railroad Company.

EMPLOYES AND SALARIES.

| | |
|-----------------------------|---|
| General officers, | 3 |
|-----------------------------|---|

WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Date of organization : September 8, 1886.

By what authority incorporated : Under general law of April 4, 1868, and supplements thereto.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-------------------------|---------------------------------|
| F. R. Cope, | Philadelphia, | Second Monday in January, 1893. |
| S. Shepherd, | do. | do. do. |
| E. Hill, | do. | do. do. |
| C. F. Howell, | do. | do. do. |
| W. A. Buchanan, | do. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : 226 South Third street, Philadelphia.

Postoffice address of operating company : 143 Liberty street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|-------------------------|---------------|
| President, | J. S. Harris, | Philadelphia. |
| Secretary and Treasurer, | S. Shepherd, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line | Miles of line in Pennsylvania. |
|------------------------------------|-------------------|-------------------|---|---------------|--------------------------------|
| | From— | To— | | | |
| Wilkes-Barre and Scranton railway. | Minooka Junction, | Scranton. | Central Railroad Company of New Jersey. | 4.85 | 4.85 |

The Wilkes-Barre and Scranton railway was leased to the Lehigh Coal and Navigation Company May 1, 1888, the lease was transferred to the Central Railroad Company of New Jersey, May 1, 1888, and the road is operated by that company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|----------------|--------------------------------|----------------|
| Cost of road, | \$1,069,278 68 | Capital stock, | \$500,000 00 |
| | | Funded debt, | 500,000 00 |
| | | Current liabilities, | 69,278 68 |
| Total, | \$1,069,278 68 | Total, | \$1,069,278 68 |

EMPLOYES AND SALARIES.

General officers: President, Secretary and Treasurer; no compensation.

WILKES-BARRE AND WESTERN RAILWAY COMPANY.

Date of organization: Chartered June 22, 1886.

By what authority incorporated: Under general railroad law, State of Pennsylvania.

If a consolidated company, name the constituent companies: Milton and North Mountain Railroad Company, chartered in November, 1885, and the Millville and North Mountain Railroad Company, were merged into the Wilkes-Barre and Western Railway Company, December 25, 1886.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|-------------------------|-----------------------------|
| J. M. Gazzam, | Philadelphia, | January, 1892. |
| R. T. McCabe, | New York, | do. |
| Charles Raht, | New York, | do. |
| Max Bamberger, | Philadelphia, | do. |
| M. Liveright, | Philadelphia, | do. |
| W. C. Dearmond, | Philadelphia, | do. |
| C. D. Barney, | Philadelphia, | do. |
| S. B. Haupt, | Philadelphia, | do. |
| John M. Sharp, | Philadelphia, | do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Girard Building, Philadelphia.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-----------------------------|-----------------------------|------------------|
| President. | Joseph M. Gazzam. | Philadelphia. |
| Secretary. | Robert C. Belville. | Philadelphia. |
| Treasurer. | H. E. Richter. | Watson town, Pa. |
| Assistant Engineer. | Robert C. Belville. | Philadelphia. |
| Auditor. | S. E. Haupt. | Philadelphia. |
| General Manager. | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|----------------------------------|-----------------------------|----------------------|------------------------|--|
| | From— | To— | | |
| Wilkes-Barre and Western railway | Watson town. | Orangeville. | 30 | 30 |
| Millville branch. | Millville Junction. | Millville. | 1 | 1 |
| Total mileage operated. | | | 31 | 31 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|----------------|------------------------|----------------|
| Cost of road. | \$1,240,000 00 | Capital stock. | \$320,000 00 |
| Cost of equipment. | | Funded debt. | 620,000 00 |
| Total. | \$1,240,000 00 | Total. | \$1,240,000 00 |

CHARACTERISTICS OF ROAD

| | |
|---------------------------|--------------------|
| Tunnels : | |
| Number, | 1 |
| Length (feet), | 150 |
| Gauge of track, | <u>4 ft. 9 in.</u> |

WILLIAMSPORT AND CLEARFIELD RAILROAD COMPANY.

Date of organization : July 5, 1882.

By what authority incorporated : An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868.

If a consolidated company, name the constituent companies : Consolidated July 28, 1882, with the Cato and Beech Creek Railway Company, under act supplementary to act of February 19, 1849, approved March 24, 1865.

Cato and Beech Creek Railway Company, organized March 16, 1880, pursuant to act of April 4, 1868.

Road not built or operated.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|-------------------------------------|--|
| Cornellus V. Sidell. | New York, N. Y. | Elected January 14, 1884, for one year. No meeting of stockholders held since that date. |
| Henry Croskey. | Philadelphia. | |
| Richard W. Clay. | Philadelphia. | |
| Morris K. King. | Norfolk, Va. Resigned Feb. 1, 1886. | |
| Charles S. Riley. | Philadelphia. | |
| H. M. Albertson. | Philadelphia. | |
| A. H. Williams. | Philadelphia. | |
| W. B. Hornblower. | New York, N. Y. | |
| Charles D. Ingersoll. | New York, N. Y. | |

Date of last meeting of stockholders for election of directors: January 14, 1884.
Postoffice address of general office: 522 Walnut street, Philadelphia.

OFFICERS.

| TITLE. | NAMES. | ADDRESS. |
|-------------------------|-------------------------------|-------------------------------------|
| President. | Cornellus V. Sidell. | 146 Broadway, New York, N. Y. |
| Vice President. | Charles S. Riley. | 1312 Franklin street, Philadelphia. |
| Secretary. | Charles D. Ingersoll. | 170 Broadway, New York, N. Y. |
| Treasurer. | | |

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: May 21, 1864.

By what authority incorporated: Chartered as Muncy Creek railroad May 21, 1864. Road opened from Hall's Station, on Philadelphia and Reading railroad, to Hughesville, six and five-tenths miles, in September, 1871. Placed in the hands of a receiver January 27, 1881. On the 9th of August, 1882, the road was sold by the trustees of the mortgage and purchased by the bondholders who reorganized the company under its present title September 1, 1882. The new company in 1884 extended the line from Hughesville to Glen Mawr, eight miles. In 1885 from Glen Mawr to Sonestown, eight miles. In October, 1886, from Sonestown to Nordmont, six miles, and during March, 1887, an additional three miles were graded. On its completion to Bernice, Sullivan county, Pa., this road will connect with the State Line and Sullivan railroad.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------------|------------------------------|-----------------------------|
| H. L. Taylor. | Buffalo, N. Y. | May, 1893. |
| John Satterfield. | Buffalo, N. Y. | do. |
| George V. Forman. | Buffalo, N. Y. | do. |
| H. C. McCormick. | Williamsport, Pa., | do. |
| S. T. McCormick. | Williamsport, Pa., | do. |
| J. Henry Cochran. | Williamsport, Pa., | do. |
| Eugene R. Payne. | Williamsport, Pa., | do. |

Date of last meeting of stockholders for election of directors: May 18, 1892.
Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------------|---------------------------|-------------------|
| President. | H. C. McCormick. | Williamsport, Pa. |
| Vice President. | John Satterfield. | Buffalo, N. Y. |
| Secretary. | S. T. McCormick. | Williamsport, Pa. |
| Treasurer. | J. Henry Cochran. | Williamsport, Pa. |
| Chief Engineer. | John Marston, Jr. | La Porte, Pa. |
| Auditor. | S. D. Townsend. | Hughesville, Pa. |
| General Manager. | B. G. Welsh. | Hughesville, Pa. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road | Total mileage of road in Pennsylvania. |
|---|------------------|---------------------|-----------------------|--|
| | From— | To— | | |
| Williamsport and North Branch Railroad Company. | Halls, | Nordmont, | 27 | 27 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. |
|--|------------------|---------|
| Williamsport and North Branch Telephone Company, | \$2,575 00 | \$25 00 |

The above line is leased by the Williamsport and North Branch Railroad Company at a rental of an eight per cent. dividend upon all outstanding stock.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|----------------|--|----------------|
| Cost of road. | \$1,082,840 94 | Capital stock. | \$749,200 00 |
| Cost of equipment. | 28,100 00 | Funded debt. | 377,900 00 |
| Stocks of other companies owned. | 2,575 00 | Current liabilities. | 22,285 17 |
| Lands owned and other property. | 30,906 04 | Accrued interest on funded debt not yet payable, two months, May and June. | 3,710 00 |
| Cash and current assets. | 21,944 18 | Profit and loss. | 11,462 29 |
| Other assets: | | | |
| Sinking fund. | 102 80 | | |
| Total. | \$1,164,557 46 | Total. | \$1,164,557 46 |

CONTRACTS, AGREEMENTS, ETC.

United States Express Company. Agreement: 40 per cent. of net earnings, 10 per cent. of gross earnings and \$30.00 per month to baggage master. All of the above accrues to the Williamsport and North Branch Railroad Company.

Under the provisions of the United States postal laws the railroad company receives \$61.92 per mile per annum compensation.

Contract with the Williamsport and North Branch Telephone Company. Lines leased at a rental of an 8 per cent. dividend upon all outstanding stock.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly com- pensation. | Average daily com- pensation. |
|--|-----------|---------------------------------|----------------------------------|
| General officers. | 3 | \$3,000 00 | 81 50 |
| General office clerks. | 3 | 1,068 30 | 1 39 |
| Station agents. | 7 | 3,633 99 | 2 13 |
| Other station men. | 3 | 2,068 10 | 1 35 |
| Enginemen. | 3 | 2,506 75 | 1 73 |
| Firemen. | 3 | | 1 25 |
| Conductors. | 3 | | 2 50 |
| Other trainmen. | 1 | | 1 25 |
| Machinists. | 1 | | 1 50 |
| Carpenters. | 1 | | 1 43 |
| Other shopmen. | 3 | 18,912 26 | 1 25 |
| Section foremen. | 7 | | 1 25 |
| Other trackmen. | 35 | | 75 |
| Telephone operator. | 1 | | |
| Total. | 70 | \$26,918 29 | |
| Distribution of above: | | | |
| General administration. | 5 | \$4,088 30 | |
| Maintenance of way and structures. | 51 | 12,179 27 | |
| Maintenance of equipment. | 3 | 1,733 98 | |
| Conducting transportation. | 11 | 8,912 84 | |
| Total. | 70 | \$26,918 29 | |
| Employees in Pennsylvania: | | | |
| Total number of employees in Pennsylvania. | 70 | | |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENN- SYLVANIA. |
|--|--------------------------------|-----------------------|
| Bridged: | | |
| Number iron. | 7 | 7 |
| Number wooden. | 15 | 15 |
| Telegraph and telephone: | | |
| Miles of line owned by this company, telegraph. | 8 | 8 |
| Miles of wire owned by this company, telegraph. | 16 | 16 |
| Miles of line operated by this company, telephone. | 64 | 64 |
| Miles of wire operated by this company, telephone. | 94 | 94 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Annual contribution to sinking fund of one per cent. of amount of bonds outstanding.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Date of organization : January 18, 1877.

By what authority incorporated : Under law of General Assembly of State of Delaware of February 22, 1877, and law of State of Pennsylvania of April 8, 1861.

If a consolidated company, name the constituent companies : The Wilmington and Northern Railroad Company of Pennsylvania was merged with the Wilmington and Northern Railroad Company of Delaware.

Consolidated March 28, 1877, under Delaware act of February 22, 1877, and Pennsylvania acts of May 16, 1861, March 24, 1865, and April 10, 1869.

Name of original corporation : The Wilmington and Reading Railroad Company. Sold pursuant to decree of court.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|--|-----------------------------|
| Col. H. A. duPont | Wilmington, Del. | First Monday in May, 1893. |
| George Brooke | Birdsboro, Pa. | do. do. |
| Dr. Charles Huston | Costesville, Pa. | do. do. |
| A. L. Foster | Montchanin, Del. | do. do. |
| John S. Gerhard | 251 South Fourth st., Phila. Pa. | do. do. |
| Col. L. Heber Smith | Joanna, Pa. | do. do. |
| W. S. Corner | Woodbury, N. J. | do. do. |

Date of last meeting of stockholders for election of directors : May 2, 1892.

Postoffice address of general office : Wilmington, Del.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|-------------------------------------|-----------------------------|-------------------|
| President | Col. H. A. duPont | Wilmington, Del. |
| Secretary | E. B. Shurter | Wilmington, Del. |
| Treasurer | A. G. McCausland | Wilmington, Del. |
| Chief Engineer | F. L. Hills | Wilmington, Del. |
| Attorney for Delaware | E. G. Bradford | Wilmington, Del. |
| Attorney for Pennsylvania | William M. Hayes | West Chester, Pa. |
| Auditor | T. B. Townsend | Wilmington, Del. |
| General Manager | Col. H. A. duPont | Wilmington, Del. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|--|--|------------------------|--|
| | From— | To— | | |
| <i>Lines Owned.</i> | | | | |
| Main Line. | Wilmington, Del. | High's Junction, Pa. | 71.50 | 58.50 |
| Wharf branch. | Junction with main line near Cedar st., Wilmington, Del. | Wilmington & Northern railroad wharf, Christiana river, with spur to Delaware Mills. | .60 | |
| Delaware River Extension branch. | Junc. with main line Beech st., Wilmington, Del. | Wilmington & Northern railroad wharf, Delaware river. | 3.70 | |
| South Walnut Street branch. | Junc. with Del. River Ext. branch at South Wilmington. | Market street bridge, South Wilmington. | 1.07 | |
| Christiana Avenue branch. | Junc. with Del. River Ext. branch at South Wilmington. | Third street bridge, South Wilmington. | 1.87 | |
| Kentmere branch. | Junc. with main line near Silverbrook, Montchanin, Del. | Kentmere, Del., with spur to Hagley, Del. | 2.77 | |
| Rockland branch. | Montchanin, Del. | Rockland, Del. | 1 | |
| French Creek branch. | Springfield, Pa. | St. Peters, Pa. | 5.90 | 5.90 |
| <i>Lines Operated under Contract for Passenger Business Only.</i> | | | | |
| Schuylkill and Lehigh railroad. | High's Junction, Pa. | Second and Cherry sts., Reading, Pa. | 2.42 | 2.42 |
| West Reading railroad. | Second and Pine sts., Reading, Pa. | Junc. with Lebanon Valley railroad. | 1.47 | 1.47 |
| Lebanon Valley railroad. | Junction with West Reading railroad. | Phila. and Reading railroad station, Reading, Pa. | 1.47 | 1.47 |
| Total mileage operated. | | | 92.80 | 68.29 |

STOCKS OWNED.

| | |
|---|--------------------|
| New Jersey and Wilmington Ferry Company (total par value), | \$8,000 00 |
| Wilmington Agricultural and Industrial Association (total par value), | . 600 00 |
| West Chester Street Railway Company (total par value), | 80,050 00 |
| Total, | <u>\$88,650 00</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|----------------|--|----------------|
| Cost of road. | \$2,044,902 82 | Capital stock, | \$1,278,050 00 |
| Cost of equipment. | 344,143 04 | Funded debt, | 534,000 00 |
| Stocks of other companies owned, | 38,650 00 | Current liabilities, | 287,043 88 |
| Cash and current assets, | 226,745 72 | Accrued interest on funded debt not yet payable, | 2,150 00 |
| Total. | \$2,661,441 58 | Profit and loss, | 600,197 70 |
| | | Total, | \$2,661,441 58 |

IMPORTANT CHANGES DURING THE YEAR.

\$16,000 new 5 per cent. registered bonds were authorized and issued bearing interest from June 1, 1891.

CONTRACTS. AGREEMENTS. ETC.

Contract with United States Express Company for Wilmington and Northern express business.

Arrangement with United States Government for transferring mails.

Contracts with Philadelphia and Reading Railroad Company, Baltimore and Ohio Railroad Company and Pennsylvania Railroad Company for interchange of business.

Contract with Western Union Telegraph Company for Wilmington and Northern telegraph business.

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|------------|----------------------------|-----------------------------|
| General officers. | 6 | \$14,500 00 | |
| General office clerks. | 18 | 7,910 87 | \$1 85 |
| Station agents. | 36 | 18,464 63 | 1 69 |
| Other station men. | 19 | 5,378 85 | 1 90 |
| Enginemen. | 21 | 22,824 92 | 3 48 |
| Firemen. | 20 | 12,863 55 | 2 06 |
| Conductors. | 22 | 21,154 54 | 3 08 |
| Other trainmen. | 56 | 30,520 51 | 1 78 |
| Machinists. | 18 | 8,070 60 | 1 99 |
| Carpenters. | 19 | 12,159 84 | 2 05 |
| Other shopmen. | 49 | 24,580 06 | 1 61 |
| Section foremen. | 23 | 13,914 00 | 1 94 |
| Other trackmen. | 73 | 24,689 16 | 1 08 |
| Switchmen, flagmen and watchmen. | 25 | 11,869 50 | 1 52 |
| Telegraph operators and dispatchers. | 15 | 10,880 00 | 2 28 |
| Employees—account of floating equipment. | 14 | 6,632 28 | 1 52 |
| All other employes and laborers. | 40 | 20,146 25 | 1 61 |
| Total. | 462 | \$266,828 06 | \$1 85 |
| Distribution of above: | | | |
| General administration. | 19 | \$22,410 87 | \$3 78 |
| Maintenance of way and structures. | 136 | 56,749 41 | 1 38 |
| Maintenance of equipment. | 81 | 44,810 52 | 1 77 |
| Conducting transportation. | 226 | 140,867 26 | 2 00 |
| Total. | 462 | \$266,828 06 | \$1 85 |

CHARACTERISTICS OF ROAD.

| | ON WHOLE LENGTH OF ROAD. | IN PENNSYLVANIA. |
|---|--------------------------|------------------|
| Bridges: | | |
| Number iron. | 21 | 10 |
| Number wooden. | 12 | 10 |
| Trestles: | | |
| Number. | 32 | 25 |
| Aggregate length (feet). | 3,589 | 2,292 |
| Telegraph: | | |
| Miles of line owned by this company. | 79.8 | 66.2 |
| Miles of wire owned by this company. | 142.8 | 115.6 |
| Miles of line operated by this company. | 79.8 | 66.2 |
| Miles of wire operated by this company. | 142.8 | 115.6 |

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? After twenty years from December 1, 1887, company has the right from time to time to redeem as many bonds as it shall have money to pay on such terms as it may deem advisable, and for the further purpose of forming a sinking fund. Company may purchase bonds at public or private sale, which bonds shall be canceled.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Philadelphia and Reading Railroad Company passenger station at Reading, Pa.

Name all the associations to which this road is a party whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of Middle States, National Association of General Passenger and Ticket Agents, Freight Claim Agents Association Eastern, Southern and Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line, White Line, Blue Line, Merchants' Dispatch, Nickel Plate Line, West Shore Line, Hoosac Tunnel Line, Erie Dispatch, Traders' Dispatch, Lehigh Valley Dispatch, Lehigh Valley and Wabash Dispatch, Southwest Dispatch, Lackawanna Line, Great Eastern Line, Interstate Dispatch, Commercial Express Line, Continental Line, Baltimore and Ohio Kankakee Dispatch.

WIND GAP AND DELAWARE RAILROAD COMPANY.

Date of organization: November 24, 1880.

By what authority incorporated: Under act of April 4, 1868, and supplements thereto.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|-------------------------|---------------------------------|
| Edward Lewis, | Philadelphia, | Second Monday in January, 1899. |
| S. Shepherd, | do. | do. do. |
| E. Hill, | do. | do. do. |
| C. F. Howell, | do. | do. do. |
| E. W. Clark, Jr., | do. | do. do. |

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 228 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York city.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|------------------------------------|-------------------------|---------------|
| President, | J. S. Harris, | Philadelphia. |
| Secretary and Treasurer, | S. Shepherd, | do. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|---------------------------------|-------------------|------------------------|---|----------------|--------------------------------|
| | From— | To— | | | |
| Wind Gap and Delaware railroad. | Bangor, | Saylorsburg, | Central Railroad Company of New Jersey. | 10.84 | 10.84 |

The Wind Gap and Delaware railroad was operated by the Central Railroad Company of New Jersey to December 31, 1891, in connection with the Lehigh and Lackawanna railroad, under an operating agreement dated January 2, 1888.

The Central Railroad Company of New Jersey, for the six months ending June 30, 1892, paid as rental of the Lehigh and Lackawanna and the Wind Gap and Delaware railroad, one-third of the gross receipts of the road.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|---------------------|----------------------|---------------------|
| Cost of road. | \$176,821 68 | Capital stock. | \$100,000 00 |
| Cash and current assets. | 50,000 00 | Current liabilities. | 126,821 68 |
| Total. | \$226,821 68 | Total. | \$226,821 68 |

YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Date of organization : August 16, 1881.

By what authority incorporated : Incorporated under a supplement passed June 8, 1874, to an act to authorize the formation of railroad corporations, approved April 4, 1868.

Operated by the Pittsburg, McKeesport and Youghioghenny Railroad Company.

DIRECTORS.

| NAMES. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------------|---------------------|-----------------------------|
| H. C. Frick | Pittsburg. | January 11, 1896. |
| John Walker | do. | do. do. |
| Henry Phipps, Jr. | do. | do. do. |
| G. B. Bosworth | do. | do. do. |
| H. M. Curry | do. | do. do. |
| William L. Abbott | do. | do. do. |
| John G. A. Leishman | do. | do. do. |

Date of last meeting of stockholders for election of directors : January 11, 1892.

Postoffice address of general office : No. 42 Fifth avenue, Pittsburg.

Postoffice address of operating company : Pittsburg.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--|--------------------------|------------|
| President | H. C. Frick | Pittsburg. |
| Secretary | G. B. Bosworth | do. |
| Treasurer | W. F. McCook | do. |
| General Solicitor, Attorney or Counsel | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Total mileage of road. | Total mileage of road in Pennsylvania. |
|---|------------------|-------------------|------------------------|--|
| | From— | To— | | |
| Youghioghenny Northern Railway Company. | Broad Ford . . . | Summit, | 2,441 1/2 | 2,441 1/2 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Miles of line. | Miles of line in Pennsylvania. |
|--|-------------------|-------------------|--|----------------|--------------------------------|
| | From— | To— | | | |
| Youghiogheny Northern Railway Company. | Broad Ford, . . . | Summit, | Pittsburg, McKeesport and Youghiogheny railroad. | 2,333 | 2,333 |

The Youghiogheny Northern Railway Company leased to the Pittsburg, McKeesport and Youghiogheny Railroad Company their entire line, April 1, 1883, for and during the term of fifty years, for a sum of money equal to one dollar per car, for each freight car loaded with coal or coke transported over any portion of the railway by the Pittsburg, McKeesport and Youghiogheny railway during the term of this lease.

The Pittsburg, McKeesport and Youghiogheny Railroad Company are to make all returns to the state.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------------|--------------|----------------------------|--------------|
| Cost of road, | \$400,000 00 | Capital stock, | \$400,000 00 |
| Cash and current assets, | 6,271 89 | Profit and loss, | 6,271 89 |
| Total, | \$406,271 89 | Total, | \$406,271 89 |

CHARACTERISTICS OF ROAD.

Number of wooden bridges, 3

STREET RAILWAY REPORTS.



ALLENTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------|----------------------------|---------------|
| President. | G. H. Campbell. | Boston, Mass. |
| Secretary. | Alfred A. Glaster. | do. |
| Treasurer. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|----------------------------|----------------|
| G. H. Campbell. | Boston, Mass. | Robert E. Wright. | Allentown, Pa. |
| Alfred A. Glaster. | do. | Russell A. Thayer. | do. |
| George W. Mansfield. | do. | | |

Date of annual meeting for election of directors : Second Monday in January.

By whom is the road operated? Allentown and Bethlehem Rapid Transit Company.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, president, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 29, 1865.

This road was originally operated by horses. It was purchased in 1891, and its tracks were relaid and prepared for operation by electricity. On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company, for nine hundred and ninety-nine years. On July 1, 1891, it was opened for travel in Allentown, and on September 2, 1891, to Catasauqua.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Begins at Seventeenth and Chew streets, Allentown, Pa., through Seventeenth to Gordon, through Gordon to Madison, through Madison to Chew, through Chew to Twelfth, through Twelfth to Hamilton, through Hamilton to Lehigh River and across same.

Branch on Seventh street, from Hamilton to Greene.

Branch from Second and Hamilton : Through Second to Turner, through Turner to Ridge avenue, through Ridge avenue to Tilghman, through Tilghman to Front, through Front to city limits; thence over private property and public roads through Whitehall township, Lehigh county, to borough of Catasauqua; thence in Catasauqua, on Ridge road and through Front street to northern limit of borough.

SUMMARY OF PAYMENTS.

| | |
|--|--------------|
| For construction, | \$400,000 00 |
| For interest paid to the Allentown and Bethlehem Rapid Transit Company, | 9,025 00 |
| For miscellaneous paid by the Allentown and Bethlehem Rapid Transit Company, | 84 00 |
| For municipal taxes paid by the Allentown and Bethlehem Rapid Transit Company, | 73 40 |
| For state taxes paid by the Allentown and Bethlehem Rapid Transit Company, | 376 47 |
| Total, | \$409,558 87 |

NOTE.—The Allentown and Bethlehem Rapid Transit Company owns all the stock and bonds of this company, its rental to lessee equaling interest on bonds. All other expenditures are guaranteed and paid by and are included in Allentown and Bethlehem Rapid Transit Company expenditures.

GENERAL BALANCE SHEET.

| | DE. | | CR. | |
|------------------|--------------|--|---------------------------------|--------------|
| Plant, | \$400,000 00 | | Capital stock, | \$200,000 00 |
| | | | First mortgage bonds, | 200,000 00 |
| Total, | \$400,000 00 | | Total, | \$400,000 00 |

IMPORTANT CHANGES DURING THE YEAR.

Road is leased to the Allentown and Bethlehem Rapid Transit Company.

ALLENTOWN AND BETHLEHEM RAPID TRANSIT COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|------------------------------|----------------|
| President, | G. H. Campbell, | Boston, Mass. |
| Secretary, | Alfred A. Glasier, | Boston, Mass. |
| Treasurer, | | |
| Superintendent, | A. H. Haywood, | Allentown, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------------|---------------|-----------------------------|----------------|
| G. H. Campbell, | Boston, Mass. | Robert E. Wright, | Allentown, Pa. |
| Alfred A. Glasier, | Boston, Mass. | C. A. Wolle, | Bethlehem, Pa. |
| George W. Mansfield, | Boston, Mass. | H. W. Allison, | Bethlehem, Pa. |
| Edwin S. Webster, | Boston, Mass. | | |

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? Itself.

With what other companies consolidated: It has leased and operates and controls the stock of the following street railway companies, viz: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

Date of consolidation: Leased May 29, 1891.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 4, 1891, under the motor power company act of March 22, 1887.

On May 29, 1891, this company leased, for 999 years, the following properties, viz: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company. The Allentown and Bethlehem Rapid Transit Company built a power plant and furnished a complete equipment for the operating of its leased roads.

The road began operations July 1, 1891.

CHARACTERISTICS OF ROAD

Route of road, streets occupied, and connections: All the roads of the following street railway companies and none other, and on whose reports are found detailed descriptions of routes: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

It has no other connections.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

| | |
|---|-------------------|
| For construction, | \$413,551 71 |
| For equipment, | 104,275 78 |
| For maintaining the road or real estate of the corporation, and operating the road, | 58,691 34 |
| For interest, | 23,017 47 |
| For new passenger cars and horses: Included in equipment. | |
| For municipal taxes, | 318 15 |
| For state taxes, | 1,235 87 |
| Total, | <u>630,070 72</u> |

NOTE.—The Allentown and Bethlehem Rapid Transit Company owns all the stock and bonds of the following companies, from whom it leases their properties, paying a rental equivalent to interest on bonds.

It guarantees all expenses of the several roads which are included in summary of payments rendered as above: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|--------------------------------|----------------|---|----------------|
| Plant, | \$521,327 44 | Capital stock, | \$1,000,000 00 |
| Investments, | 1,025,000 00 | First mortgage bonds, | 500,000 00 |
| Office furniture, | 372 86 | Mortgage, | 3,500 00 |
| Supplies, | 3,861 88 | Rittersville Hotel Company guarantee, | 25,000 00 |
| Advance payments, | 502 08 | Note payable, | 9,000 00 |
| Accounts receivable, | 10,075 68 | Accounts payable, | 15,150 27 |
| Suspense accounts, | 542 13 | Profit and loss, | 12,929 77 |
| Cash, | 3,597 97 | | |
| Total, | \$1,565,580 04 | Total, | \$1,565,580 04 |

STOCK AND DIVIDENDS.

| | |
|--------------------------------|------------------|
| Total surplus, | \$12,929 77 |
| Surplus invested as follows : | |
| Other items (plant), | <u>12,929 77</u> |

IMPORTANT CHANGES DURING THE YEAR.

On May 29, 1891, the Allentown and Bethlehem Rapid Transit Company, leased the roads of the following companies: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

BEAVER VALLEY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|--------------------------------|-------------------|
| President, | Theodore P. Simpson, | Beaver Falls, Pa. |
| Secretary, | A. R. Leyda, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------------|-------------------|--------------------------|-------------------|
| A. R. Leyda, | Beaver Falls, Pa. | A. M. Jolly, | Beaver Falls, Pa. |
| J. C. Whitla, | do. | W. R. Kimball, | Cincinnati, O. |
| Theodore P. Simpson, | do. | W. W. Hazzard, | Cleveland, O. |

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Beaver Valley Traction Company.

With what other companies connected: Central Electric Street Railway Company.

Date of consolidation: Connected November 24, 1891.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address A. R. Leyda, secretary and treasurer.

What kind of power is used for propelling the cars on your road? See report Beaver Valley Traction Company, lessees.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized September 17, 1884. Charter granted October 4, 1884. Constructed at once and opened for travel July 4, 1885.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From point in White township near borough line, along public highway to line of Beaver Falls borough; thence along Eighth avenue to Seventeenth street; thence to Seventh avenue; along Seventh avenue to New Brighton bridge; across said bridge and within the borough of New Brighton; along Bridge street, Broadway and Main street to Pearl street, and thence from intersection of Main and Pearl along Pearl street to present terminus near the Pittsburg, Fort Wayne and Chicago railroad station in New Brighton, Pa.

IMPORTANT CHANGES DURING THE YEAR.

July 10, 1891, contract and agreement with Beaver Valley Traction Company for supply of motive power, equipment and operation of its railway.

August 8, 1891, entire shares of the capital stock of Beaver Valley Street Railway Company was purchased by Beaver Valley Traction Company.

BEAVER VALLEY TRACTION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|--------------------------|-------------------|
| President, | W. R. Kimball, | Cincinnati, Ohio |
| Vice President, | A. M. Jolly, | Beaver Falls, Pa. |
| Secretary, | A. R. Leyda, | Beaver Falls, Pa. |
| Treasurer, | H. F. Stone, | Beaver Falls, Pa. |
| Superintendent, | H. N. Brooks, | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------------|----------------------------|-------------------|
| W. R. Kimball, | Cincinnati, Ohio. | Jno. C. Whittle, | Beaver Falls, Pa. |
| A. M. Jolly, | Beaver Falls, Pa. | W. W. Hazzard, | Cleveland, Ohio. |
| A. R. Leyda, | Beaver Falls, Pa. | Jno. K. Jolly, | Corapolis, Pa. |
| Theo. P. Simpson, | Beaver Falls, Pa. | | |

Date of annual meeting for election of directors : First Monday in February.

By whom is the road operated ? Beaver Valley Traction Company.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address A. R. Leyda, secretary.

What kind of power is used for propelling the cars on your road ? Electrical motor.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted June 29, 1891, for supplying motive power and operating passenger railways.

July 5, 1891, agreement entered into, by and between the "Beaver Valley Traction Company," and the "Beaver Valley Street Railway Company" and "The Central Electric Street Railway Company," for the term of 999 years to maintain and operate the railways of the said companies together as one system.

Power station and electrical equipment (Thomson-Houston system) for supply of motive power was completed and the roads opened for business November 24, 1891.

CHARACTERISTICS OF ROAD.

See report of Beaver Valley Street Railway Company and Central Electric Street Railway Company.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Exchange tickets through single fare both roads, | 10 |
| Through tickets in books of fifty trips sold for | 4 25 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$400,000 00 |
| For equipment, | 75,354 51 |
| For maintaining the road or real estate and equipment of the corporation, and operating the road, | 29,826 79 |
| For interest, | 9,526 03 |
| For miscellaneous and general expenses, organization, etc., | 9,491 83 |
| For municipal taxes, | 150 00 |
| For state taxes on gross receipts, | 123 01 |
| Total, | \$524,471 97 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|---------------------|----------------------|---------------------|
| Investments Beaver Valley Street railway stock | \$140,000 00 | Capital stock | \$300,000 00 |
| Investments Central Electric Street railway stock | 110,000 00 | Bonds payable | 150,000 00 |
| Construction and equipment (contract) | 150,000 00 | Bills payable | 17,000 00 |
| Betterment, new construction, paving, etc. | 44,990 60 | Accounts payable | 8,128 00 |
| Real estate and buildings | 13,872 83 | Balance due treasury | 4,829 86 |
| Steam plant | 11,149 00 | | |
| Additional power station equipment | 3,489 56 | | |
| Additional car equipment | 1,108 50 | | |
| Tools | 153 69 | | |
| Office furniture and fixtures | 615 31 | | |
| Accounts receivable | 1,161 28 | | |
| Supplies on hand | 348 58 | | |
| Balance deficit | 2,987 78 | | |
| Total | \$479,802 15 | Total | \$479,802 15 |

STOCK AND DIVIDENDS.

Surplus invested as follows:

Material, fuel and stores, \$348 58

IMPORTANT CHANGES DURING THE YEAR.

June, 1892, three miles double track, fifty-six pound rail, on Seventh avenue, Beaver Falls, Pa.

BETHLEHEM AND ALLENTOWN STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------|-------------------|---------------|
| President | Geo. H. Campbell | Boston, Mass. |
| Secretary | Alfred A. Glasier | Boston, Mass. |
| Treasurer | Alfred A. Glasier | Boston, Mass. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------|---------------|------------------|----------------|
| G. H. Campbell | Boston, Mass. | Robert E. Wright | Allentown, Pa. |
| George W. Mansfield | Boston, Mass. | M. T. Medlar | Allentown, Pa. |
| Edwin S. Webster | Boston, Mass. | | |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Allentown and Bethlehem Rapid Transit Company.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated October 29, 1889.

This road was built for operation by electricity.

On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for nine hundred and ninety-nine years.

Road opened for travel on August 1, 1891.

CHARACTERISTICS OF ROAD.

Route of streets occupied and connections: Begins at village of East Allentown at east end of county bridge over Lehigh River, and extends through Hanover township, Lehigh county; along Allentown and Bethlehem turnpike to and through borough of West Bethlehem, on Broad street to middle of Broad street bridge on eastern line of borough of Bethlehem on Broad street, connecting at eastern terminus with the Bethlehem and South Bethlehem Street Railway, and at western terminus with the Allentown Passenger Railway; at east end of Front street in East Allentown it connects with Bethlehem and Allentown Street Railway.

SUMMARY OF PAYMENTS.

| | |
|--|--------------|
| For construction, | \$200,000 00 |
| For interest paid to the A. and B. R. T. Co., | 4,512 50 |
| For miscellaneous paid by the A. and B. R. T. Co., | 58 25 |
| | <hr/> |
| Total, | \$204,570 75 |

NOTE.—The A. and B. R. T. Co. owns all the stock and bonds of the company, the rental to lessee equaling interest on bonds. All other expenditures are guaranteed and paid by and are included in A. and B. R. T. Co. expenditures.

GENERAL BALANCE SHEET.

| | DR. | | CR. | |
|------------------|--------------|--|---------------------------------|--------------|
| Plant. | \$200,000 00 | | Capital stock, | \$100,000 00 |
| | | | First mortgage bonds, | 100,000 00 |
| Total, | \$200,000 00 | | Total, | \$200,000 00 |

BETHLEHEM AND SOUTH BETHLEHEM STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|------------------------------|---------------|
| President, | G. H. Campbell, | Boston, Mass. |
| Secretary, | Alfred A. Glasier, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|--------------------------------|---------------|-----------------------------|----------------|
| G. H. Campbell, | Boston, Mass. | Robert E. Wright, | Allentown, Pa. |
| George W. Mansfield, | do. | C. A. Wollé, | Bethlehem, Pa. |
| Edwin S. Webster, | do. | | |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Allentown and Bethlehem Rapid Transit Company.

General offices of the company at Bethlehem, Pa.

For information relating to this report, address G. H. Campbell, president, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 18, 1889. This road was built for operation by electricity.

On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for nine hundred and ninety-nine years. It was partly opened for operation August 1, 1891, and is partly under construction now.

CHARACTERISTICS OF ROAD.

Route of streets occupied and connections: Connects with Bethlehem and Allentown Street railway route.

Route begins at western terminus of Broad street in Bethlehem; thence eastwardly on Broad street to Linden street; thence north on Linden street to Fair grounds.

Branch from Broad and Main streets south on Main street to Church street; thence eastwardly on Church street to New street; thence southwardly on New street to borough line of South Bethlehem.

Branch from corner of Church and New streets, north on New street to Broad street.

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$400,000 00 |
| For interest, paid to the Allentown and Bethlehem Rapid Transit Company, | 9,525 00 |
| For miscellaneous, paid by the Allentown and Bethlehem Rapid Transit Company, | 58 25 |
| Total, | \$409,583 25 |

NOTE.—The Allentown and Bethlehem Rapid Transit Company owns all the stock and bonds of this company, its rental to lessee equaling interest on bonds and all other expenditures are guaranteed and paid by and are included in Allentown and Bethlehem Rapid Transit Company expenditures.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|---------------------|---------------------------------|---------------------|
| Plant, | \$400,000 00 | Capital stock, | \$300,000 00 |
| | | First mortgage bonds, | 200,000 00 |
| Total, | \$400,000 00 | Total, | \$400,000 00 |

BRADDOCK ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|----------------------------|--------------------------------------|
| President, | Adin L. Sailor, | Swissvale, Allegheny county, Pa. |
| Vice President, | Jas. P. McKelvy, | Edgewoodville, Allegheny county, Pa. |
| Secretary, | Chas. F. Ellis, | Swissvale, Allegheny county, Pa. |
| Treasurer, | | |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------|-----------------------------------|-------------------|-----------------------------------|
| Adin L. Sailor, . . | Swissvale, Allegheny co., Pa. | Jno. S. McKelvy, | Edgewoodville, Allegheny co., Pa. |
| Chas. F. Ellis, . . | Swissvale, Allegheny co., Pa. | Caleb C. Lee, . . | Oakmont, Allegheny co., Pa. |
| Jas. P. McKelvy, | Edgewoodville, Allegheny co., Pa. | Josiah Barrett, . | Allegheny, Allegheny co., Pa. |

Date of annual meeting for election of directors: January 11, 1892.

By whom is the road operated? The Braddock Electric Railway Company, General office of the company at Braddock, Allegheny county, Pa.

For information relating to this report address Chas. F. Ellis, Braddock, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter is June 9, 1890. The company was originated shortly before the charter was applied for, and was granted right of way through the borough of Braddock, October 20, 1890, and through the township of Braddock, February 7, 1891.

The company has caused to be built about three and three-fourths miles of track, and has equipped the same with four vestibule cars with two fifteen horse power motors each. Has a large power station and car house combined, and machinery of about three hundred horse power capacity for operating said plant.

We have been delayed by legal measures, and our line is not completed owing to the same. We commenced active operation with three cars on April 12, 1892, and added number four car on Decoration Day.

CHARACTERISTICS OF ROAD.

Route of streets occupied, and connections: Beginning on Talbot avenue in the borough of Braddock at Second street; thence by Talbot avenue to Thirteenth street, thence by Thirteenth street to a township road called Bell avenue; thence by said township road to Dookers Hollow; thence returning by said township road and Bell avenue to a township road, which is an extension of Burton street (in the borough of Braddock); thence by said township road to Charles street; thence by Charles street and another township road to a township road (called Fourth street road) at a point near Copeland station P. R. R.; thence by said township road and Fourth street (in the borough of Braddock) to Mills street; thence by Mills street to Second street; thence by Second street to Talbot avenue; thence by Talbot avenue to Eighth street; thence by Eighth street to Braddock avenue; thence by Braddock avenue to Burton street; thence by Burton street and township road to Bell avenue, returning by same route to place of beginning; the circuit being completed by means of turn-outs and switches.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of six sold for | 25 |
| Tickets in packages of 50 sold for | 2 00 |

SUMMARY OF PAYMENTS.

| | | |
|------------------------------|---|-------------|
| For construction, | } | \$93,716 57 |
| For equipment, | | |
| For miscellaneous, . . . . . |  |  | 2,156 00 |
| Total, | | \$95,872 57 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|-------------|-------------------------------------|-------------|
| Real estate, | \$12,000 00 | Capital stock, | \$55,000 00 |
| Construction and equipment, | 81,716 57 | Mortgage on real estate, | 1,200 00 |
| Operating expenses, | 2,156 00 | Mortgage bonds, | 40,000 00 |
| Cash on hand, | 2,797 93 | Receipts from passengers, | 1,470 50 |
| Total, | \$98,670 50 | Total, | \$98,670 50 |

BRADDOCK AND TURTLE CREEK STREET PASSENGER
RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|-----------------------------|-------------|
| President, | James D. Callery, | Pittsburg. |
| Secretary, | John C. Relly, | do. |
| Treasurer, | John W. Taylor, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------|-------------------------------|-------------|
| James D. Callery, | Pittsburg. | William V. Callery, | Pittsburg. |
| William I. Burns, | do. | John W. Taylor, | do. |
| John C. Relly, | do. | | |

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The Braddock and Turtle Creek Street Railway Company.

General offices of the company at Pittsburg.

For information relating to this report, address John W. Taylor, treasurer, 548 Smithfield street, Pittsburg.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered September 21, 1885, under act of 1878, and accepted provisions of act of May 14, 1889. Unable to obtain consent of local authorities until August, 1890. Work began in October, 1890, and road constructed in the spring of 1891, but no cars in operation until July 18, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Begins at Carrie Furnaces, Braddock township, Allegheny county, Pa. ; follows the township road through Rankin borough and Braddock borough (Braddock avenue), and along township road; again in said township to a point just east of the Edgar Thomson Steel Works.

No connection with other roads.

RATE OF FARE FOR PASSENGERS.

| | |
|---|-----------|
| Single fare, | \$0 05 |
| Tickets in packages of six sold for | 25 |
| | <u>25</u> |

SUMMARY OF PAYMENTS.

| | | | |
|---|---|--|---------------------|
| For construction, | } | Including \$4,000 for real estate, | \$108,508 22 |
| For equipment, | | | |
| For maintaining the road or real estate of the corporation, and operating the road, | | | 12,945 98 |
| For interest, | | | 2,204 25 |
| For dividends, | | | 1,250 00 |
| For miscellaneous, | | | 335 83 |
| For state taxes, | | | 148 76 |
| Total, | | | <u>\$125,388 04</u> |

GENERAL BALANCE SHEET.

| | DR. | | CR. |
|---------------------------------------|---------------------|--------------------------|---------------------|
| Construction and equipment, | \$104,508 22 | Capital stock, | \$80,787 50 |
| Real estate, | 4,810 49 | Funded debt, | 50,000 00 |
| Cash on hand, | 1,468 79 | | |
| Total, | <u>\$110,787 50</u> | Total, | <u>\$110,787 50</u> |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : two and one-half per cent.

| | |
|------------------------------------|-------------------|
| Paid in dividends, cash, | <u>\$1,250 00</u> |
|------------------------------------|-------------------|

IMPORTANT CHANGES DURING THE YEAR.

Extension made from Rankin Station to Carrie Furnace, a distance of about 3,460 feet.

The present officers and directors took charge of the road on June 20, 1892, and the foregoing report has been mainly made out by one of the old officers.

BRADFORD AND KENDALL PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | TITLE. | NAMES. |
|----------------------|-----------------|-----------------------------------|-----------------|
| President, | W. S. Wales. | General Manager, | W. S. Wales. |
| Secretary, | W. J. Crawford. | General Superintendent, | W. J. Crawford. |
| Treasurer, | G. S. Wales. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|-----------------|---------------------------|--------------------|
| George S. Wales, | Syracuse, N. Y. | W. J. Crawford, | Bradford, Pa. |
| W. S. Wales, | do. | J. G. Fisher, | Kendall Creek, Pa. |

By whom is the road operated? Bradford and Kendall Railway Company.
General office of the company at Bradford, Pa.

For information relating to this report, address W. S. Wales, Syracuse, N. Y.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Bradford and Kendall Railway Company was formed and articles of agreement signed the 15th day of March, 1879. We have no papers or books whereby we can give any particulars in relation to construction of road.

CHARACTERISTICS OF ROAD.

Route of streets occupied and connections: Commences at intersection of Main street with Mechanic street, running along Main street to Whitney avenue, along Whitney avenue to the borough of Kendall, a distance of about one and one-half miles.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of six sold for | 25 |
| School tickets, twelve for | 40 |
| | _____ |

SUMMARY OF PAYMENTS.

| | |
|---|----------|
| For construction, | \$51 53 |
| For equipment, | 61 93 |
| For maintaining the road or real estate of the corporation, and operating the road, | 805 76 |
| | _____ |
| Total, | \$919 22 |

GENERAL BALANCE SHEET.

| DR. | | CH. | |
|---------------------------------|-----------------|----------------------------|-----------------|
| Construction account, | \$51 53 | W. S. Wales, | \$115 00 |
| Equipment account, | 61 98 | Profit and loss, | 73 64 |
| Tool account, | 3 75 | | |
| Account receivable, | 6 80 | | |
| Cash in bank, | 37 47 | | |
| Cash on hand, | 27 16 | | |
| Total, | \$188 64 | Total, | \$188 64 |

IMPORTANT CHANGES DURING THE YEAR.

This company changed hands April 13, 1892. The old company claiming that they had no books of accounts, so it is impossible for us to give any accounts previous to April 13, 1892.

CATHERINE AND BAINBRIDGE STREETS RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|-----------------------------|---------------|
| President, | George W. Elkins, | Philadelphia. |
| Secretary, | D. W. Dickson, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|---------------------------|---------------|
| George W. Elkins, | Philadelphia. | Clay Kemble, | Philadelphia. |
| David H. Lane, | do. | John B. Peddle, | do. |
| George D. Widener, | do. | | |

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter May 14, 1889.

Leased to the Philadelphia Traction Company for the term of 999 years, from March 1, 1890.

CHARACTERISTICS OF ROAD.

Route of streets occupied and connections: Depot, Thirty-sixth and Gray's Ferry road; on Gray's Ferry road to Bainbridge street, east on Bainbridge street to Front street, south on Front street to Catherine street, west on Catherine street to Gray's Ferry road, southwest on Gray's Ferry road to the depot.

SUMMARY OF PAYMENTS.

For dividends, \$9,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------------------|--------------|--------------------------|--------------|
| Cash, | \$13,432 50 | Capital stock, | \$150,000 00 |
| Construction and equipment | 236,567 50 | Bonds, | 150,000 00 |
| Total, | \$300,000 00 | Total, | \$300,000 00 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Six per cent. on par value of capital stock.
 Paid in dividends, cash, \$9,000 00

CENTRAL ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|-----------------------------|-------------------|
| President, | Stephen P. Stone, | Beaver Falls, Pa. |
| Secretary, | Almond R. Leyda, | do. |
| Treasurer, | Theo. P. Simpson, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|-------------------|-----------------------------|-------------------|
| Jno. C. Whittle, | Beaver Falls, Pa. | A. R. Leyda, | Beaver Falls, Pa. |
| A. M. Jolly, | do. | Stephen P. Stone, | do. |
| Jno. A. Elliott, | do. | | |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Beaver Valley Traction Company.

With what other companies connected: With Beaver Valley Street Railway Company.

Date of connection: November 24, 1891.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address A. R. Leyda, secretary, Beaver Falls, Pa.

What kind of power is used for propelling the cars on your road? Electric motor

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted November 6, 1890. July 3, 1891, contract was made for construction of the road, beginning at intersection of Pearl street and Main street, borough of New Brighton, Pa., to terminus of road at intersection of Third street with Buffalo street in borough of Beaver, Pa. This work was completed, and road opened for traffic November 24, 1891, by Beaver Valley Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Beginning at the intersection of Pearl street and Main street in the borough of New Brighton ; thence south along Main street to the public road leading from New Brighton to Rochester Pa. ; thence south along said road through borough of New Brighton and Rochester township to intersection thereof with public road leading to Sharon bridge ; thence along road and over Sharon bridge, and into and through borough of Bridgewater to Water street ; thence south along Water street in said borough to Bridge street ; thence along Bridge street to line between Bridgewater and borough of Beaver ; thence along public road to Beaver to Third street in said borough ; thence west along Third street to the intersection thereof with Buffalo street in said borough of Beaver, Pa.

IMPORTANT CHANGES DURING THE YEAR.

July 10, 1891. Contracted with Beaver Valley Traction Company for supply of motive power, equipment and operation of the railway.

August 8, 1891. Entire shares of the capital stock of Central Electric Street Railway Company was purchased by the Beaver Valley Traction Company.

CENTRAL TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------------|------------------------------|-------------|
| President. | George I. Whitney, | Pittsburg. |
| Vice President. | T. A. Gillespie, | do. |
| Secretary. | John F. Miller, | do. |
| Treasurer. | George F. Wright, | do. |
| General Superintendent. | W. C. Smith, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|-------------|-------------------------|-----------------|
| George I. Whitney, | Pittsburg. | C. H. McKee, | Pittsburg. |
| T. A. Gillespie, | do. | Calvin Wells, | Allegheny City. |
| J. R. McGinley, | do. | E. M. Byers, | Allegheny City. |
| T. B. Atterbury, | do. | | |

Date of annual meeting for election of directors : Second Tuesday of February.

By whom is the road operated? The Central Traction Company.

General offices of the company at Pittsburg.

For information relating to this report, address John F. Miller, secretary, Thirty-third street and Herron avenue, Pittsburg.

What kind of power is used for propelling the cars on your road? Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered December 21, 1888, to operate by cables, electrical or other means, a passenger railway, over the route of the Central Passenger railway and branches. Construction commenced about January 1, 1889. Cables started on Wylie avenue line about March 1, 1890. Central avenue line operated with horses until March 31, 1892 on which date horse cars were superseded by electric cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at car barn corner Herron avenue and Thirty-third street; thence by Herron avenue to Wylie avenue, to Sixth avenue, to Wood street, to Fourth avenue, to Grant street, to Webster avenue, to High street, to Wylie avenue, to Herron avenue, to car barn corner Thirty-third street. Connecting with Pittsburg Traction Company, Duquesne Traction Company, Pleasant Valley Railway Company, Pittsburg and Birmingham Traction Company, Allegheny Traction Company, Second Avenue Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of 100 sold for | 4 75 |

SUMMARY OF PAYMENTS.

| | | |
|---|---|--------------|
| For construction, | } | \$60,047 39 |
| For equipment, | | |
| For maintaining the road or real estate of the corporation, and operating the road, | | 114,760 39 |
| For dividends: Stock dividends, \$75,000.00. | | |
| For payments to loan account, reduction floating debt, | | 23,655 79 |
| For miscellaneous, | | 28,943 18 |
| Total, | | \$227,406 75 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|----------------|----------------------------------|----------------|
| Construction and equipment, | \$1,215,251 86 | Capital stock paid in, | 898,667 50 |
| Real estate, | 89,321 30 | Bonds payable, | 375,000 00 |
| Cash, | 2,968 83 | Unfunded debt, | 80,086 77 |
| Accounts receivable, | 2,650 02 | Losses and gain, | 9,087 24 |
| Total, | \$1,310,191 51 | Total, | \$1,310,191 51 |

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: February 1, 1892, \$2.50 per share, \$75,000.00.

Paid in dividends, stock, \$75,000 00

IMPORTANT CHANGES DURING THE YEAR.

The Center Avenue line, formerly operated by horses, has been reconstructed and equipped as an overhead electric system. Work commenced about February 1, 1892, and completed March 31, 1892.

CHELTEN AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|------------------------------|---------------|
| President, | D. C. Golden, | Philadelphia. |
| Secretary, | Hyland C. Murphey, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|---------------------------------|---------------|------------------------------|---------------|
| William H. Shelmerdine. | Philadelphia. | J. Levering Jones. | Philadelphia. |
| R. N. Carson. | do. | Samuel Moore, Jr., | do. |
| E. J. Moore. | do. | | |

Date of annual meeting for election of directors: Second Monday in January.
 General offices of the company at Eighth and Dauphin streets, Philadelphia.
 For information relating to this report, address H. C. Murphy, treasurer, Eighth and Dauphin streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 20, 1889. Double tracks have been laid and the road constructed on Rittenhouse street from Wissahickon avenue to Pulaski avenue, and on Pulaaki avenue to Chelten avenue, and on Chelten avenue to Chew street, and the tracks are being extended on Chelten avenue from Chew street to Stenton avenue, but the road has not been operated by the company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Double track on Rittenhouse street from Wissahickon avenue to Pulaski avenue, on Pulaski avenue to Chelten avenue, on Chelten avenue to Chew street, and the road is being extended on Chelten avenue from Chew street to Stenton avenue, but not completed.

CHESTER STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|--------------------------------|--------------|
| President. | Samuel A. Dyer. | Chester, Pa. |
| Vice President. | Richard Peters, Jr., | Thurlow, Pa. |
| Secretary. | J. G. Dyer. | Chester, Pa. |
| Treasurer. | S. H. Leeds. | Chester, Pa. |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|------------------------------|--------------|--------------------------------|--------------|
| George B. Lindsay. | Chester, Pa. | Robert Wetherill. | Chester, Pa. |
| William B. Broomall. | Chester, Pa. | Richard Peters, Jr., | Thurlow, Pa. |
| J. Frank Black. | Chester, Pa. | Samuel A. Dyer. | Chester, Pa. |
| Richard Wetherill. | Chester, Pa. | | |

Date of annual meeting for election of directors: Second Monday in January.
 By whom is the road operated? Union Railway Company, Chester, Pa.
 Date of consolidation: January 12, 1892.
 General offices of the company at 1300 Edgmont avenue, Chester, Pa.
 For information relating to this report, address Samuel A. Dyer, president, Chester, Pa.
 What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor, July 13, 1882, for the Chester Street Railway Company, Chester, Pa. Capital stock \$50,000.00, 1,000 shares full paid, \$50.00 each.

Road built and opened for travel about February 1, 1883. During 1883, capital stock increased to \$80,000.00, full paid. Branch to Upland built and opened for travel during summer of 1883.

February 18, 1887, capital stock increased to \$100,000.00, full paid. Providence avenue and Twenty-fourth street branch opened for travel May 7, 1887. The roadway is of best construction. Substantial brick buildings for car-house, stables and offices. Built and maintained on cash basis. No indebtedness. Act of May 14, 1889, accepted by the company and letters patent issued by the Governor, May 21, 1889.

In November, 1890, capital stock increased to \$150,000.00, full paid.

January 12, 1891, the Chester Street Railway Company, leased its roadway, buildings, real estate with all rolling stock, horses, mules and personal property to the Union Railway Company of Chester, Pa., for a term of ninety-nine years. The Union Railway Company by the said lease assuming all responsibility for repairs, maintenance, extension, taxation and running expenses during the continuance of the lease.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------|--------------|------------------------|--------------|
| Real estate. | \$21,560 91 | Capital stock. | \$150,000 00 |
| Roadway. | 86,656 46 | | |
| Equipment. | 41,782 63 | | |
| Total. | \$150,000 00 | Total. | \$150,000 00 |

CITIZENS' PASSENGER RAILWAY COMPANY OF NORRISTOWN.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|---------------------------------|-------------------------|-----------------|
| President. | John Slingluff. | Norristown, Pa. |
| Vice President. | Wm. H. Bodey. | do. |
| Secretary. | George R. Kite. | do. |
| Treasurer. | George Shannon. | do. |
| General Superintendent. | Chas. Naylor. | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|-----------------|--------------------------|-----------------|
| Wm. H. Bodey. | Norristown, Pa. | Wm. Stahler. | Norristown, Pa. |
| Henry C. Crawford. | do. | Alex Hooven. | do. |
| Joseph Fornance. | do. | John S. West. | do. |
| Henry C. Wentz. | do. | H. F. Reifnyder. | do. |
| David Y. Mowday. | do. | John J. Derr. | do. |
| Patrick Curren. | do. | Thos. J. Baker. | do. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the Citizens' Passenger Railway Company of Norristown.

General offices of the company at Norristown, Pa.

For information relating to this report, address George Shannon, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | 08 |
| Tickets in packages of twenty-five sold for, | 1 00 |
| | 1 13 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$12,050 57 |
| For interest, | 446 42 |
| For municipal taxes, | 24 77 |
| For state taxes, | 131 33 |
| Total, | \$12,653 09 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|-------------|--|-------------|
| Real estate, | \$7,387 22 | Capital stock paid in, | \$49,520 00 |
| Construction, | 28,063 02 | Bills payable, | 8,200 00 |
| Equipment, | 15,968 27 | Sundry receipts for fare etc., | 11,319 45 |
| Profit and loss, | 4,908 07 | | |
| Sundry expenses, | 12,653 09 | | |
| Cash, | 184 78 | | |
| Total, | \$69,089 45 | Total, | \$69,089 45 |

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|------------------------------|---------------|
| President, | Charles E. Ellis, | Philadelphia. |
| Secretary, | John Q. Adams, | do. |
| Treasurer, | Adam A. Stull, | do. |
| General Superintendent, | A. B. Scarborough, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------------|---------------|--------------------------------|---------------|
| Richard M. Hartley, | Philadelphia. | John McCarthy, | Philadelphia. |
| John H. Sloan, | do. | George K. McIlwaine, | do. |
| Thomas S. Manning, | do. | | |

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? Citizens' Passenger Railway Company, from July 1, 1891, to April 1, 1892; Frankford and Southwark Passenger railway from April 1, to June 30, 1892.

General offices of the company at southwest corner of Eleventh and Colona streets, Philadelphia.

For information relating to this report, address John Q. Adams, secretary.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Citizens' Passenger Railway Company incorporated March 25, 1858; construction of the road from Columbia avenue to Reed street, May, 1858. Extended north to Montgomery avenue in 1863; extended north to Susquehanna avenue in 1877; extended south to Mifflin street in 1873.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From depot at Eleventh and Colona streets; south on Eleventh to Diamond street; east on Diamond to Tenth; down Tenth to Mifflin; west on Mifflin to Twelfth; up Twelfth to Wharton; east on Wharton to Eleventh; north on Eleventh to Colona to depot. Branch road—North on Eleventh from Nevada to Cambria; south on Eleventh to Cumberland; east on Cumberland to Tenth to Diamond.

RATE OF FARE FOR PASSENGERS.

| | |
|-----------------------------|-----------|
| Single fare, | \$0 05 |
| Exchange tickets, | 08 |
| | <u>08</u> |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$5,502 50 |
| For equipment | 700 00 |
| For maintaining the road or real estate of the corporation, and operating the road, | 161,218 59 |
| For dividends, | 108,750 00 |
| For new horses, | 9,328 00 |
| For miscellaneous, | 3,051 69 |
| For payments made to surplus fund, | 11,855 62 |
| For municipal taxes, | 10,301 00 |
| For state taxes, | 6,882 54 |
| Total, | <u>\$317,587 84</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|--------------|--|--------------|
| Construction equipment and real estate, | \$484,452 88 | Capital stock, | \$192,500 00 |
| Surplus, | 32,712 67 | Surplus reserve and profit and loss all of which except \$32,712.67 has been expended in construction and equipment, | 324,465 55 |
| Total, | \$517,165 55 | Total, | \$517,165 55 |

STOCK AND DIVIDENDS.

| | |
|--|--------------------|
| Paid in dividends, cash, | \$108,750 00 |
| Balance for the year, or surplus, | 32,712 67 |
| Surplus at commencement of the year, | 20,867 15 |
| Total surplus, | <u>32,712 67</u> |
| Surplus invested as follows : | |
| Cash, | <u>\$32,712 67</u> |

IMPORTANT CHANGES DURING THE YEAR.

April 1, 1892, lease of the road to the Frankford and Southwark Passenger Railway Company for 999 years.

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|-----------------------------|-------------|
| President, | Joseph S. Brown, | Allegheny. |
| Secretary, | James J. Donnell, | Allegheny. |
| Auditor, | C. M. Gormly, | Pittsburg. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|----------------------|-------------------------|-------------|
| Joseph S. Brown, | Allegheny, | C. L. Magee, | Pittsburg. |
| James J. Donnell, | Allegheny, | James Verner, | do. |
| H. S. A. Stewart, | Pittsburg, | | |

Date of annual meeting for election of directors : Third Monday of November.

By whom is the road operated ? Citizens' Traction Company.

With what other companies consolidated : The Citizens' Passenger Railway Company is leased to the Citizens' Traction Company.

Date of consolidation : The above lease went into effect September 1, 1887: runs for ninety-eight years.

General offices of the company at Pittsburg.

For information relating to this report, address Joseph S. Brown, Allegheny, Pa.

What kind of power is used for propelling the cars on your road ? Cable power is used for the operation of the greater part of the road ; electricity for the balance.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was incorporated under an act, entitled "An act to incorporate the Citizens' Passenger Railway Company," approved March 22, 1859.

The road of this company was operated as a horse car road, until leased by the Citizens' Traction Company, September 1, 1887.

On the 1st of September, 1887, all the property and franchises of the Citizens' Passenger Railway Company passed into the possession and control of the Citizens' Traction Company, and since that date the road has been operated by the latter company, all the stock of the railway company having been purchased by the traction company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections with other roads : Along Cecil alley to Liberty, to Seventh, to Penn, to forks of road, where one branch continues out Penn to East Liberty, and the other branch along Butler street to Sharpsburg, on the north side of the Allegheny river.

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|------------------------------|---------------|
| President, | J. A. Dunkle, | Steelton, Pa. |
| Vice President, | W. H. Seibert, | do. |
| Secretary, | A. W. Dunkle, | do. |
| Treasurer, | George R. Alleman, | do. |
| General Superintendent, | F. H. Alleman, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|-----------------|---------------------------|-----------------|
| J. A. Dunkle, | Steelton, Pa. | C. L. Brinzer, | Harrisburg, Pa. |
| W. H. Seibert, | Steelton, Pa. | M. F. Snavely, | Harrisburg, Pa. |
| Christian Hess, | Steelton, Pa. | H. G. Eshenaur, | Oberlin, Pa. |
| B. F. Meyers, | Harrisburg, Pa. | S. S. Page, | Oberlin, Pa. |
| J. C. Durbin, | Harrisburg, Pa. | | |

By whom is the road operated? Not yet in operation but to be operated by present company.

General offices of the company at Steelton Pa.

For information relating to this report, address A. W. Dunkle, secretary, Steelton, Pa.

What kind of power is used for propelling the cars on your road? Electricity is to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was organized January 6, 1892, for the purpose of constructing, maintaining and operating an electric passenger railway from Oberlin, Pa., to Harrisburg, Pa., via Steelton, Pa.

J. A. Dunkle was elected president, and J. A. Dunkle, president, W. H. Seibert, Christian Hess, F. H. Alleman, M. F. Snavely, C. L. Brinzer, J. C. Durbin, H. G. Eshenaur and S. S. Page were elected a board of nine (9) directors to serve till the next annual election.

The capital stock fixed at \$100,000 divided into 2,000 shares of \$50 each.

Application was made for a charter which was obtained January 11, 1892.

On March 29, 1892, it was resolved to extend the route over certain additional streets in the borough of Steelton and in Swatara township. This extension was placed on record and an exemplification filed with the Secretary of the Commonwealth on April 21, 1892.

After obtaining the consent of the necessary authorities to occupy the streets named in charter and the extensions, work was commenced in the city of Harrisburg about May 1, 1892, on the construction of the road, and a portion of the track was laid on Front street, Washington street, Meadow lane and Berryhill street.

While this portion of the road was being built the necessary papers had been filed, May 9, 1892, with the Secretary of the Commonwealth for a further extension of the route in the city of Harrisburg and permission had been obtained from the city authorities to occupy certain of the additional streets named in the extension. Work

was then commenced on the corner of North and Seventh streets and the track laid on North street from Seventh street to Fifth or Spruce street, and on Seventh street from North street to a point between Verbeke street and Reilly street, making in all about one (1) mile of track laid up to this date.

A change in the board of directors was occasioned by the resignation of Mr. F. H. Alleman, of Steelton, Pa. Mr. B. F. Meyers, of Harrisburg, Pa., was elected to fill the vacancy.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at a point in the square at Oberlin, Swatara township, Dauphin county, Pa., thence on High street to Cumber street; thence to Water street; thence to Grove street; thence to Chambers street; thence to Second street in the borough of Steelton; thence to Gibson street; thence to Nineteenth or Harrisburg street in Swatara township; on Nineteenth or Harrisburg street from Pine street in the borough of Steelton to Berryhill street in Swatara township; thence to Cameron street in the city of Harrisburg; thence to Paxton street; thence to Front street; on Front street from the southeastern end of same to North street; on Washington street and Meadow lane from Front street to Third street; thence to Walnut street; thence to Fifth street; on Short street from Walnut to South street; thence to Fifth or Spruce street; thence to North street; on North street from Front street to Seventh street; thence to Maclay street; thence to New Fourth street; thence to Reilly street; thence to Margaretta street; thence to Verbeke street; thence to Elder street; thence to North street; on Kelker street from New Fourth street to New Fifth street; on New Fifth street from Kelker street to Maclay street; and on Market street from Front street to Third street; and in the borough of Steelton, on Pine street from Second street to Harrisburg street; on Adams street from Second street to Front street; on Front street from Adams street to Trewick street and from Chiques street to Franklin street; on Trewick street from Front street to Main street; on Main street throughout its entire length; on Chiques street from Main street to Front street, and on Franklin street from Front street to Second street, and on Mohn street from Second street to High street in Swatara township.

SUMMARY OF PAYMENTS.

| | |
|------------------------------|--------------------|
| For construction, | \$9,386 97 |
| For miscellaneous, | 2,187 02 |
| Total, | \$11,573 99 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|------------------|---|--------------------|
| Construction and materials, | \$9,386 97 | Amount paid in on capital stock, | \$11,940 51 |
| Real estate, | 5,250 00 | Bills payable, | 1,000 00 |
| Cash, | 806 52 | Balance due for materials, real estate, etc., | 4,651 06 |
| Balance due from stockholders on stock called for (20 per cent.), | 4,289 49 | | |
| Total, | 19,272 96 | Total, | \$17,591 57 |

CITIZENS' TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|---------------------------------|---------------------------|-------------|
| President. | John G. Holmes. | Pittsburg. |
| Vice President. | H. S. A. Stewart. | do. |
| Secretary. | C. M. Gormly. | do. |
| Treasurer. | N. Holmes. | do. |
| Auditor. | C. M. Gormly. | do. |
| General Superintendent. | J. E. Rugg. | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|-------------|----------------------------|-------------|
| John G. Holmes. | Pittsburg. | C. L. Magee. | Pittsburg. |
| James Verner. | do. | Jl. S. A. Stewart. | do. |
| James J. Donnell. | do. | John Gripp. | do. |
| John B. Jackson. | do. | | |

Date of annual meeting for election of directors: November, third Monday.

General offices of the company at Pittsburg, room 6, Jackson building, Penn avenue and Sixth street.

For information relating to this report, address C. M. Gormly, secretary.

What kind of power is used for propelling the cars on your road? Cable and electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 6, 1887. Leased the Citizens' Passenger Railway Company, and Transverse Passenger Railway Company, both horse power roads.

Work was immediately begun to change the East Liberty line and the Butler street line (as far as Cemetery) to cable power. Cars first operated by cable in January, 1889. The line to Sharpsburg (from Butler street and Cemetery) was later changed from horse to electric power. Cars first operated by electricity in December, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Cable: Cecil alley, Liberty avenue, Seventh street, Penn avenue, Butler street; intersects Pittsburg, Allegheny and Manchester, Duquesne and Pleasant Valley, all electric roads. Electric: Butler street, Pittsburg, and Main street, Sharpsburg.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 06 |
| Exchange tickets, | 06 |
| Tickets in packages of five sold for | 25 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$191,077 58 |
| For equipment, | 27,007 26 |
| For maintaining the road or real estate of the corporation, and operating the road, | 364,234 67 |
| For interest, | 58,807 83 |
| For dividends, | 165,000 00 |
| For miscellaneous, | 6,167 32 |
| For state taxes, | 20,449 22 |
| Total, | \$882,743 88 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|-----------------------|------------------------------------|-----------------------|
| Stocks and bonds, | \$2,102,764 93 | Capital stock, | \$3,000,000 00 |
| Construction, | \$1,459,577 33 | General mortgage bonds, | 1,250,000 00 |
| Machine shop, | 8,585 80 | Purchase money mortgage, | 128,000 00 |
| Electric light plant, | 1,657 75 | Profit and loss, | 166,299 22 |
| Sharpsburg electric branch, | 358,929 59 | Accounts payable, | 15,678 43 |
| Improvements, | 27,001 06 | | |
| | 1,855,751 53 | | |
| Equipment, | 187,231 14 | | |
| Real estate, | 318,075 80 | | |
| Treasurer and petty cash, | 11,154 25 | | |
| Total, | \$4,559,977 85 | Total, | \$4,559,977 85 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1891, 3 per cent.; January, 1892, 3 per cent.
 Paid in dividends, cash, **\$165,000 00**

IMPORTANT CHANGES DURING THE YEAR.

The motive power on the Sharpsburg branch was changed from horse to electric in December, 1891.

CITY PASSENGER RAILWAY COMPANY OF ALTOONA.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|---------------------------|------------------------------|--------------|
| President, | John P. Levan, | Altoona, Pa. |
| Secretary, | L. B. Reifaneider, | do. |
| Treasurer, | W. P. Hewitt, | do. |
| Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|--------------|--------------------------|---------------|
| John P. Levan, | Altoona, Pa. | C. A. Wood, | Altoona, Pa. |
| David Koch, | do. | Wm. Murray, | Altoona, Pa. |
| C. B. Dudley, | do. | D. K. Ramey, | Altoona, Pa. |
| A. J. Anderson, | do. | James Lowther, | Bellwood, Pa. |
| Andrew Kipple, | do. | | |

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? The City Passenger Railway Company of Altoona. General offices of the company at Altoona, Pa.

For information relating to this report, address L. B. Reifsneider, secretary, box 335, Altoona, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 18, 1882, chartered March 10, 1882, rechartered 1889, under new act of May, 1889.

Original capital stock, \$40,000.00; present capital stock, \$180,000.00.

Original officers: John P. Dean, president; L. B. Reifsneider, secretary; T. H. Wigton, treasurer; A. J. Reisy, solicitor; J. J. Bush, superintendent.

Original directors: J. P. Dean, D. K. Ramey, Wm. Murray, F. W. Almus, C. Jagard, H. S. Frank, S. S. Blair, Wm. Liveright and C. F. Berwind.

Original route of the road as follows: Beginning 110 feet on Fourth street; southwest to Eighth avenue; southwest on Eighth avenue to Seventeenth street; northwest on Seventeenth street to Bridge street; northwest on Bridge street to Eleventh avenue; northeast on Eleventh avenue to Eleventh street; northwest on Eleventh street to Chestnut avenue; northeast on Chestnut avenue to car barn, 175 feet east of First street.

The extensions to the road are now beginning at Seventeenth street and Eighth avenue, southeast on Seventeenth street to Seventh avenue; southwest on Seventh avenue to Twenty-fifth; beginning at Fourth street and Eighth avenue, northeast on Fourth street to Sixth avenue; northeast on Sixth avenue to city line, and from car barn northeast 4,500 feet on Chestnut avenue, and from junction Eleventh avenue and Bridge street, west on Eleventh avenue to Eighteenth street; southeast on Eighteenth to Union avenue, and to Broad and Twenty-fifth streets.

The capital stock increased from \$103,000.00 to \$180,000.00, to change from animal to electric traction. First cars run on the road July 4, 1891. About six miles of road in operation. Power house is located Margaret avenue and Nineteenth street. Three Thomson-Houston 80 horse-power generators, three M. A. Green engines and three 100 horse-power boilers furnish the power.

CHARACTERISTICS OF ROAD

Route of road, streets occupied, and connections: Forty-five hundred feet east of First street in Logan township, west on Chestnut avenue to Eleventh street; southeast on Eleventh street to Eleventh avenue; southwest on Eleventh avenue to Bridge street; southeast on Bridge street to Seventeenth street; southeast on Seventeenth street to Eighth avenue; northeast on Eighth avenue to Fourth street; southeast on Fourth street to Sixth avenue; northeast on Sixth avenue to city line. One branch at Eleventh avenue and Bridge street, southwest on Eleventh avenue to Eighteenth street; southeast on Eighteenth to Union avenue; southwest on Union to Broad street; west on Broad to Twenty-seventh street. One branch beginning at Seventeenth street and Eighth avenue, southeast on Seventeenth street to Seventh avenue, and southwest on Seventh avenue to Twenty-fifth street.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in books of 100, | 4 50 |
| Tickets in packages of twenty-two sold for | 1 00 |
| Tickets in books of 100 by special contract with Pennsylvania Railroad Company, | 4 00 |
| | 4 00 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$35,661 48 |
| For equipment, | 61,693 94 |
| For maintaining the road or real estate of the corporation, and operating the road, | 35,328 10 |
| For interest, | 300 00 |
| For miscellaneous, | 644 66 |
| For municipal taxes, | 29 42 |
| For state taxes, | 604 05 |
| Total, | <u>\$134,259 65</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------------|---------------------|---|---------------------|
| Construction, | \$100,747 68 | Capital stock, | \$190,000 00 |
| Equipment, | 127,548 06 | Bonds, | 42,500 00 |
| Supplies, | 3,000 00 | Indebtedness, | 5,795 69 |
| Coal and salt, | 300 00 | Liabilities, current expense, | 500 00 |
| Summer car, | 275 00 | Balance, | 9,609 28 |
| Due from sale of tickets, | 50 00 | | |
| Cash on hand, | 6,484 26 | | |
| Total, | <u>\$238,404 95</u> | Total, | <u>\$238,404 95</u> |

STOCK AND DIVIDENDS.

| | |
|---------------------------------|-------------------|
| Paid to sinking fund, | <u>\$1,183 73</u> |
|---------------------------------|-------------------|

IMPORTANT CHANGES DURING THE YEAR.

Broad street extension put into temporary use. Road operated to Juniata, 4,500 feet. The motive power changed from animal to electric traction. The entire old construction torn out except on Seventh avenue and relayed with 48½ lb. girder rail.

COALVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|------------------------------|------------------|
| President, | John J. Patterson, | Mifflintown, Pa. |
| Secretary, | John Graham, | Carlisle, Pa. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------------|------------------|------------------------|---------------|
| John J. Patterson, | Mifflintown, Pa. | W. G. Eno, | Plymouth, Pa. |
| B. F. Meyers, | Harrisburg, Pa. | John Graham, | Carlisle, Pa. |
| John W. Hollenback, | Wilkesbarre, Pa. | | |

By whom is the road operated? Wilkes-Barre and Wyoming Valley Traction Company.

With what other companies consolidated? Leased to the Wilkes-Barre and Wyoming Valley Traction Company.

Date of consolidation: Leased May 1, 1892.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: May 29, 1869.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning near depot of Lehigh Valley and Susquehanna Railroad at Ashley; thence through the borough of Ashley, and through the village of Newtown to the city of Wilkes-Barre; thence along Hazel avenue to Washington street; thence along Washington street to east Market street.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

| | |
|---|-------------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$2,032 47 |
| For interest, | 720 00 |
| For municipal taxes, | 825 20 |
| Total, | \$3,578 67 |

GENERAL BALANCE SHEET.

| DR. | | DR. | |
|-----------------------------------|--------------------|------------------------------------|--------------------|
| Construction, | \$43,353 28 | Capital stock, | \$61,575 00 |
| Equipment, | 8,568 25 | Balance due on mortgage, | 12,000 00 |
| Real estate, (cost of), | \$51,921 53 | Profit and loss, | 8,885 34 |
| Cash in bank, | 27,049 81 | | |
| | 3,500 00 | | |
| Total, | \$82,471 34 | Total, | \$82,471 34 |

IMPORTANT CHANGES DURING THE YEAR.

This road was leased to the Wilkes-Barre and Wyoming Valley Traction Company May 1, 1892.

CONTINENTAL PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | ADDRESS. |
|--------------------|-------------------------|---------------|
| President. | Wm. L. Elkins. | Philadelphia. |
| Secretary. | Jno. B. Peddle. | do. |
| Treasurer. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|---------------|--------------------------|---------------|
| P. A. B. Widener. | Philadelphia. | Wm. J. Elliott. | Philadelphia. |
| Clay Kemble. | do. | Geo. D. Widener. | do. |
| Geo. W. Elkins. | do. | | |

Date of annual meeting for election of directors : Second Monday in January.
 By whom is the road operated? Philadelphia Traction Company.
 With what other companies consolidated? Union Passenger Railway Company.
 Date of consolidation : January 1, 1880.
 General offices of the company at No. 423 Walnut street, Philadelphia.
 For information relating to this report, address Jno. B. Peddle, treasurer.
 What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Continental Passenger Railway Company, act of incorporation dated September 8, 1873.
 This company was leased to the Union Passenger Railway Company, January 1, 1880, for a period of ninety-nine years.
 This road is now operated by the Philadelphia Traction Company, under a lease of the Union Passenger Railway Company.
 This company leased the Seventeenth and Nineteenth Street Passenger Railway Company, for a period of ninety-nine years, from July 1, 1879.
 This road is also operated by the Philadelphia Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Eighteenth and Twentieth Streets Branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to the depot.
 York and Dauphin streets Branch.—Depot, Twentieth and Montgomery avenue. On Twentieth to York, to Twenty-seventh, to Dauphin, to Thirty-third, return on Dauphin to Twenty-seventh, to York, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to Twentieth to place of starting.

SUMMARY OF PAYMENTS.

For dividends, \$120,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------|---------------------|---|---------------------|
| Real estate | \$113,837 89 | Capital stock | \$590,000 00 |
| Equipment | 108,644 89 | Funded debt | 350,000 00 |
| Construction | 180,008 78 | Union Passenger Railway Company | 11,750 26 |
| Stock | 600,000 00 | Profit and loss | 33,741 28 |
| Total | \$977,491 54 | Total | \$977,491 54 |

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Twelve per cent. on par value.
 Paid in dividends, cash, \$120,000 00

CONNELLSVILLE, NEW HAVEN AND LEISENRING STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------------|----------------------------|--------------------|
| President | John D. Frisbee | Connellsville, Pa. |
| Secretary | John K. Ewing, Jr. | Uniontown, Pa. |
| Treasurer | Eugene T. Norton | Connellsville, Pa. |
| General Superintendent | A. T. Kendall | New Haven, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------------|----------------|----------------------------|--------------------|
| Hon. John K. Ewing | Uniontown, Pa. | John K. Ewing, Jr. | Uniontown, Pa. |
| Hon. Nathaniel Ewing | do. | Joseph Boisson | Connellsville, Pa. |
| A. D. Boyd | do. | John D. Frisbee | Connellsville, Pa. |

Date of annual meeting for election of directors: Second Monday in January each year.

By whom is the road operated? Themselves.

General offices of the company at Connellsville, Fayette county, Pa.

For information relating to this report, address John K. Ewing, Jr., secretary Uniontown, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The franchises for the Connellsville, New Haven and Leisenring Street Railway Company were obtained from the borough authorities of the borough of New Haven, Fayette county, Pa., and the road commissioners of Dunbar township, Fayette county, Pa., in the winter of 1890 and 1891. On the second day of May, 1891, the organization of the company was perfected and application made to the state authorities for a charter, which was granted on the ninth day of May, 1891, and shortly thereafter the construction of the road was commenced, and in the last week of October, 1891, completed to Leisenring No. 1, and said portion put in operation. The completion of the road to Graham's Cross Roads was not until the spring of 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : The road begins at the extreme eastern end of Main street or Ashman avenue, in the borough of New Haven, Pa., and runs westwardly along said street to Eighth street ; thence southwardly along said Eighth street for about two hundred and fifty feet ; thence westwardly along through property owned by the company for several hundred feet, and again enters Main street or Ashman avenue, herein above named, and continues on said street to the borough line, and then along the Mud pike in Dunbar township, which is a continuation of Main street or Ashman avenue, to a point on said Mud pike known as Graham's Cross Roads, a distance of about four and one-half miles in all.

No connections with other roads.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of twenty-five sold for | 1 00 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, including real estate, | \$69,035 73 |
| For equipment, | 17,078 68 |
| For maintaining the road or real estate of the corporation, and operating the road, | 6,836 20 |
| For interest, | 799 14 |
| For payments to loan account, | 19,170 28 |
| For miscellaneous, | 760 29 |
| For state taxes, | 19 77 |
| Total, | \$118,700 09 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|--------------------|---------------------------------------|--------------------|
| Construction account, | \$67,262 78 | Capital stock paid in, | \$70,000 00 |
| Equipment: | | Funded five per cent. loan, | 18,000 00 |
| Electrical equipment | | Bills payable, \$10,606 18 | |
| account, \$8,240 75 | | Accounts payable, 611 90 | |
| Car equipment ac- | | | 11,218 08 |
| count (exchange of | | Profit and loss account, | 2,480 54 |
| motors), 4,108 40 | | | |
| Steam plant account, 9,506 68 | | | |
| | 21,849 88 | | |
| Real estate account, | 5,210 68 | | |
| Office fixtures account, | 50 00 | | |
| Tools account, | 391 86 | | |
| Repair material, as per in- | | | |
| ventory, \$250 28 | | | |
| Operating supplies, as per | | | |
| inventory, 150 46 | | | |
| | 400 74 | | |
| Cash on hand, | 988 87 | | |
| Wreck account, | 543 82 | | |
| Total, | \$96,698 57 | Total, | \$96,698 57 |

STOCK AND DIVIDENDS.

| | |
|---|-------------------|
| Balance for the year, or surplus, | \$2,480 54 |
| Total surplus, | \$2,480 54 |
| Surplus invested as follows : | |
| Cash and loans, | 988 87 |
| Material, fuel and stores, | 400 74 |
| Other items, | 1,090 93 |

IMPORTANT CHANGES DURING THE YEAR.

There have been no important changes during the past year.

DUBOIS TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---|---------------------------|----------------|
| President, | M. D. Wayman, | Ford City, Pa. |
| Vice President, | A. C. Balley, | Ford City, Pa. |
| Secretary, | C. E. Bostwick, | Dubois, Pa. |
| Treasurer, | G. E. Grier, | Dubois, Pa. |
| General Manager and Superintendent, | C. E. Bostwick, | Dubois, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------|-----------------|---------------------------|-------------|
| J. E. Lane, | Parnassus, Pa. | J. M. Morrison, | Pittsburg, |
| C. J. Jessop, | Kittanning, Pa. | J. W. Grier, | Dubois, Pa. |
| J. D. Balley, | Ford City, Pa. | C. E. Bostwick, | Dubois, Pa. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the above-named company.

General offices of the company at Dubois, Pa.

For information relating to this report, address Charles E. Bostwick, secretary, Dubois, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 18, 1890.

Construction was completed and our road went into operation October 17, 1891, since which time we have been doing a very satisfactory business, and we contemplate some early extensions. We have been exceedingly fortunate in having had no serious accidents or injury to property of the company. A rapidly growing city and increasing business gives us agreeable anticipation for the future.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing on Main street, at Rumbarger cemetery; thence along Main street to Booth street; thence along Booth street to Long street; thence along Long street to Courtney street; thence along Courtney street to the Plank road; thence along Plank road to Railroad street; thence along Railroad street to the Dubois House. Addition to the original charter.—From Railroad street to Fifth avenue; thence along Fifth avenue to Dubois avenue; thence along Dubois avenue to the township line.

RATE OF FARE FOR PASSENGERS.

| | |
|---|-------------|
| Single fare, | \$0 05 |
| Tickets in packages of twenty-four sold for | <u>1 00</u> |

SUMMARY OF PAYMENTS.

| | |
|---|--------------------|
| For construction, | \$28,701 16 |
| For equipment, | 16,745 10 |
| For maintaining the road or real estate of the corporation, and operating the road, | 8,418 72 |
| Total, | \$53,859 98 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|--------------------------|---------------------|
| Construction and equipment, | \$45,445 26 | Capital stock, | \$65,000 00 |
| Cash, | 800 17 | Bills payable, | 15,749 87 |
| Real estate, | 2,000 00 | | |
| Expenses of roadbed, | 100 00 | | |
| Resources, unsold stock, | 47,425 00 | | |
| Inventory of material on hand, | 1,200 00 | | |
| Bills receivable, | 3,200 00 | | |
| Profit and loss, | 1,078 44 | | |
| Total, | \$100,749 87 | Total, | \$100,749 87 |

DUQUESNE TRACTION COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|-----------------------------------|--|----------------|
| President, | C. L. Magee, | Pittsburg. |
| Vice President, | James A. McDevitt, | Lancaster, Pa. |
| Secretary, | John F. Steel, | Pittsburg, Pa. |
| Treasurer, | Geo. L. McKarlana, for six months ending December 31, 1891, after that time under Pittsburg Traction management, | Pittsburg. |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------|-------------|------------------------------|----------------|
| C. L. Magee, | Pittsburg. | James A. McDevitt, | Lancaster, Pa. |
| George Rice, | do. | C. H. McKee, | Pittsburg. |
| Joshua Rhodes, | do. | | |

By whom is the road operated? Itself to December 31, 1891, after that date by the Pittsburg Traction Company.

General offices of the company at Pittsburg, Times building.

For information relating to this report, address James A. McDevitt, secretary, Pittsburg, Times building.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 25, 1890, under act of March 22, 1887. Consent of councils of city of Pittsburg granted on February 28, 1890, to enter upon streets occupied by street railways which should be operated by or supplied with motive power by the Duquesne Traction Company.

The construction of the company's power plant, shops, overhead lines and appliances was proceeded with, and so far completed, that in the latter part of February, 1891, a considerable part of its overhead lines were constructed and its power plant set it operation for the purpose of testing the same.

The main portion of the power house was then destroyed by fire and the electric apparatus so injured that they were unfit for use. The reconstruction of the power house was at once proceeded with, the power plant rebuilt and the company began operation on part of its lines on May 21, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The company at the western end of its route in the business portion of the city of Pittsburg, uses a loop. Beginning at the intersection of Diamond street and Ross street; thence along Diamond, Grand, Sixth avenue, Wood street, Fourth avenue and Ross street, back to intersection of Ross and Diamond streets; then by double line, eastwardly along Forbes street to Craig, and thence by double lines along Craig, Bayard, Neville streets, Center avenue, Negley avenue, Bryant street, Highland avenue, Kirkwood street, across private property to eastern end of Ellsworth avenue, along Ellsworth avenue to western end thereof, and across private property to Craig street at the company's car house; also a loop extending from a point where double tracks turn off in Kirkwood street; along Kirkwood, Union, Broad streets; along Frankstown avenue on tracks of the Citizens' Street Railway Company, to Lincoln avenue, and along Lincoln avenue, Shetland street, Larimer avenue, Station street, Collins avenue, and back along Kirkwood street to place of beginning. Also a branch beginning on Penn avenue near Pennsylvania railroad bridge; thence by double tracks out Penn avenue about two and one-half miles to a point in Wilkinsburg, near Pennsylvania railroad crossing.

RATE OF FARE FOR PASSENGERS.

Single fare (to Wilkinsburg 7 cents),5 and 7 cts.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, \$257,878 32
 Interest, 51,450 00
 Total, \$309,328 32

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|--|-----------------------|
| Construction, roadway and overhead line, | \$1,189,576 10 | Capital stock, | \$3,000,000 00 |
| Real estate and buildings, | 807,269 81 | Funded debt, five per cent. bonds, | 1,500,000 00 |
| Railway stocks and franchises, | 2,461,708 95 | Unfunded debt, | 62,874 74 |
| Equipment account, | 454,352 17 | Accounts payable, | 11,556 00 |
| Machinery account, | 87,513 92 | | |
| Cash and accounts receivable, | 28,116 76 | | |
| Profit and loss, | 45,792 03 | | |
| Total, | <u>\$4,574,429 74</u> | Total, | <u>\$4,574,429 74</u> |

IMPORTANT CHANGES DURING THE YEAR.

Contract entered into with the Pittsburg Traction Company on December 17, 1891, for joint operation of roads from and after January 1, 1892.

EAST HARRISBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|---------------------------|------------------------------|-----------------|
| President, | John Q. Denney, | Harrisburg, Pa. |
| Vice President, | J. G. Greenawalt, | do. |
| Secretary, | William J. Calder, | do. |
| Treasurer, | | |
| Auditors, | D. Fleming, | do. |
| | Charles L. Bailey, | |
| | James M. Cameron, | |
| Superintendent, | F. B. Musser, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|-----------------|------------------------------|-------------------|
| John Q. Denney, | Harrisburg, Pa. | George Pancake, | Harrisburg, Pa. |
| J. G. Greenawalt, | Harrisburg, Pa. | John Hoffer, | Harrisburg, Pa. |
| D. Fleming, | Harrisburg, Pa. | E. C. Felton, | Steelton, Pa. |
| Charles L. Bailey, | Harrisburg, Pa. | George B. Stewart, | Shippensburg, Pa. |
| James M. Cameron, | Harrisburg, Pa. | | |

With what other companies consolidated? Harrisburg City Passenger Railway Company was leased to this company about April 18, 1891.

Date of consolidation : May 1, 1891.

General offices of the company at 8 South Market square, Harrisburg, Pa.

For information relating to this report, address William J. Calder.

What kind of power is used for propelling the cars of your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Our original charter was granted in June, 1886, but the law of 1878 having been declared unconstitutional, our company applied for a charter under the law of 1889, which was passed to overcome the trouble of special legislation. The new charter was granted to us in 1889. May 1, 1889, our company took possession of the Harrisburg City Passenger Railway Company under a lease of ninety-nine years effected with that company, and for a year have been operating the above mentioned road with considerable success. The rapid improvement in all electrical machinery has enabled us to equip our road in a creditable manner, and has enabled us to give to our patrons a service that is as nearly perfect as the times will permit of. Having been one of the pioneer companies of the state in electrical matters, we have gained our experience through much difficulty and expense, but the end we have accomplished has fully justified our efforts.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Allison Hill—On Market to Thirtieth, to Derry, to Twenty-first.

Steelton Division—South Second to Vine, to Race, to Ninth, Hemlock, to Eleventh, to city limits.

North Second Street Line—To Reilly.

North Third Street Line—On Second to Walnut, to Third, to Delaware avenue.

Fourth and Sixth Street Line—On Fourth and Sixth to Maclay street, to city limit.

Market street, from Pennsylvania railroad to Market square.

The above is the East Harrisburg Passenger Railway Company's and its leased lines.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Tickets in packages of 20 sold for | 1 00 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$146,898 61 |
| For equipment, | 124,817 53 |
| For maintaining the road or real estate of the corporation, and operating the road, | 96,572 61 |
| For interest, | 5,397 07 |
| For dividends, | 21,240 72 |
| For miscellaneous, | 3,707 66 |
| For municipal taxes, | 1,215 86 |
| For state taxes, | 2,380 54 |
| Total, | <u>\$401,730 60</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|---------------------|----------------------------|---------------------|
| Cash, | \$23,976 59 | Capital stock, | \$149,967 60 |
| Office furniture, | 868 30 | Bills payable, | 326,688 94 |
| Real estate, | 24,595 20 | Contingent fund, | 4,867 53 |
| Construction, Hill, | 11,657 76 | | |
| Construction, Steelton, | 34,380 87 | | |
| Extension, Hill and Steelton, | 5,578 38 | | |
| Replace of building, | 2,478 31 | | |
| Replace of track, | 2,843 71 | | |
| Betterment of track, | 3,864 58 | | |
| Sweeper, | 5,732 74 | | |
| Engine room, | 5,535 40 | | |
| Line, leased line, | 24,869 98 | | |
| Building, leased line, | 9,053 57 | | |
| Track, leased line, | 106,816 20 | | |
| Equipment, leased line, | 112,592 06 | | |
| Equipment, East Harrisburg line, | 59,649 41 | | |
| Supplies, | 146 21 | | |
| Coal, | 208 40 | | |
| Right of way, | 10,000 00 | | |
| Interest and discount, | 5,837 74 | | |
| New feed line, | 4,840 74 | | |
| Second track, | 61 63 | | |
| Middletown, Highspire and Steelton, | 360 84 | | |
| Bills receivable, | 540 35 | | |
| Oil house, | 60 23 | | |
| Total, | <u>\$453,543 67</u> | Total, | <u>\$453,543 67</u> |

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Five per cent. on July 1 and January 1 on East Harrisburg Passenger Railway Company; six per cent. on July 1 and January 1, on Harrisburg City Passenger Railway Company.

| | |
|--|-------------|
| Paid in dividends, cash (includes first six months of 1891), | \$21,240 72 |
| Surplus at commencement of the year, | 10,171 94 |

The above, "balance for the year or surplus." This amount has been charged to our different accounts, as depreciation, on equipment, etc.

EAST READING RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|-----------------------------------|---------------------------|--------------|
| President, | A. J. Brumbach, | Reading, Pa. |
| Vice President, | J. G. Leinbach, | do. |
| Secretary, | Mahlon Shaaber, | do. |
| Treasurer, | Isaac W. Levan, | do. |
| General Manager, | Mahlon Shaaber, | do. |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|--------------|-----------------------------|---------------------------------|
| J. G. Leinbach, | Reading, Pa. | Wm. R. McIlvain, | Reading, Pa. |
| Jno. H. Printz, | Reading, Pa. | A. H. Fegely, | Reading, Pa. |
| J. A. Strohecker, | Reading, Pa. | Frank P. Esterly, | Black Bear Inn, Exeter, twp. |
| Geo. W. Bard, | Reading, Pa. | | |

Date of annual meeting for election of directors : Second Monday in January.

By whom is the road operated? East Reading Railway Company.

General offices of the company at Reading, Pa.

For information relating to this report, address Mahlon Shaaber, care of East Reading Railway Company, Reading, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Commenced operation November 27, 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : From Ninth and Penn street to Chestnut street, thence to Tenth street, to Muhlenberg, to Fourteenth street, to Fairview avenue, to Woodvale and Black Bear Inn (Exeter township), with branch road leading from Woodvale to Stony Creek (Alsace township).

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in book form of 15 rides sold for | 50 |

SUMMARY OF PAYMENTS.

| | |
|---|--------------------|
| For construction, | \$2,265 90 |
| For equipment, | 2,304 93 |
| For maintaining the road or real estate of the corporation, and operating the road, | 10,849 82 |
| For interest, | 61 21 |
| For dividends, | 4,160 00 |
| For municipal taxes, | 50 00 |
| For state tax, | 369 10 |
| Total, | \$20,060 96 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|---------------------|--|---------------------|
| Construction, | \$58,526 16 | Capital stock, | \$100,000 00 |
| Equipment, | 47,668 65 | Passenger receipts (six months), | 8,187 23 |
| Operating, | 5,933 74 | Loss and gain, | 2,374 47 |
| Cash, | 732 88 | Bills payable, | 3,300 00 |
| Expenses, | 2,149 73 | Miscellaneous receipts, | 28 27 |
| Real estate, | 4,300 00 | | |
| Total, | \$114,361 16 | Total, | \$114,361 16 |

STOCK AND DIVIDENDS.

| | |
|--|------------|
| Date and rate per cent. of all cash dividends on stock of original : July 14, 1891, two per cent. on \$100,000.00 ; January 15, 1892, two per cent. on \$100,000.00. | |
| Paid in dividends, cash, | \$4,160 00 |
| Balance for the year, or surplus, | 732 88 |
| Surplus at commencement of the year, | 2,727 41 |

EASTON, SOUTH EASTON AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|-----------------------------|-------------------|
| President, | Warren A. Wilbur, | S. Bethlehem, Pa. |
| Secretary, | H. W. Cooley, | Easton, Pa. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------|----------------------------|----------------|
| A. D. Chidsey, | Easton, Pa. | J. D. Broadhead, | Bethlehem, Pa. |
| H. A. Sage, | do. | H. Rinek, | Easton, Pa. |
| John T. Knight, | do. | H. Sage, Jr., | Easton, Pa. |
| J. S. Rodenbough, | do. | | |

By whom is the road operated : Easton, South Easton and West End Railway Company.

General offices of the company at Easton, Pa.

For information relating to this report, address A. D. Chidsey, secretary, Easton, Penna.

What kind of power is used for propelling the cars on your road ? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original companies—The Easton and South Easton Passenger Railway Company. Date Easton and South Easton charter, March 27, 1866. The West Ward Passenger Railroad Company, date of charter, May 5, 1871. The Easton and South Easton Passenger Railway Company reorganized May 4, 1886, under the same name. West Ward Passenger Railroad Company reorganized September 2, 1884, under name of the West End Passenger Railroad Company.

These two companies merged and consolidated June 1, 1886, under the present name, viz., The Easton, South Easton and West End Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

| | |
|---|--------------------|
| For construction, | \$897 06 |
| For equipment, | 910 25 |
| For maintaining the road or real estate of the corporation, and operating the road, | 17,305 33 |
| For interest, | 255 25 |
| For payments to loan account, | 540 00 |
| For municipal taxes, | 1 00 |
| For state taxes, | 52 20 |
| Total, | \$19,461 09 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|---------------------|---|---------------------|
| Construction and equipment, | \$158,922 67 | Loans, | \$5,025 63 |
| Cash, | 81 41 | Bills payable, | 4,249 20 |
| | | Capital stock, | 120,000 00 |
| | | Profit and loss, | 13,589 96 |
| | | Pennsylvania Motor Co. lease, | 11,159 31 |
| Total, | \$154,024 08 | Total, | \$154,024 08 |

EMPIRE PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|--------------------------|---------------|
| President, | James McManes, | Philadelphia. |
| Secretary, | D. W. Dickson, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------------|---------------|------------------------------|---------------|
| Thomas Dolan, | Philadelphia. | George W. Elkins, | Philadelphia. |
| Wm. L. Elkins, | do. | George D. Widener, | do. |
| Peter A. E. Widener, | do. | | |

Date of annual meeting for election of directors : Second Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General office of the company at north west corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter, February 10, 1869. Leased to Citizens' and Seventeenth and Nineteenth Streets Passenger Railway Companies, jointly, December 26, 1873. Interest of Seventeenth and Nineteenth Streets Passenger Railway Company transferred to Continental Passenger Railway Company. Interest of Continental Passenger Railway Company transferred to Union Passenger Railway Company. Interest of Citizens' Passenger Railway Company transferred to Union Passenger Railway Company. Interest of Union Passenger Railway Company transferred to Philadelphia Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Depot, Twelfth and Susquehanna avenue; on Twelfth street to Snyder avenue, to Sixteenth street, to Susquehanna avenue to depot.

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$6,624 80 |
| For transportation, expenses as per contract, | 258,108 80 |
| For interest, | 15,135 42 |
| For miscellaneous, | 100 00 |
| For municipal taxes, | 3,779 93 |
| For state taxes, | 5,011 30 |
| Total, | \$288,955 25 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|---------------------|----------------------------|---------------------|
| Cash, | \$129,525 88 | Profit and loss, | \$215,108 91 |
| Construction, | 39,586 58 | | |
| Real estate, | 46,044 45 | | |
| Total, | \$215,108 91 | Total, | \$215,108 91 |

ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|----------------------------|-------------|
| President, | Wm. W. Reed, | Erie, Pa. |
| Secretary, | J. S. Sternberg, | do. |
| Treasurer, | William Spencer, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|-------------|-----------------------------|-------------|
| A. H. Caughey, | Erie, Pa. | Geo. P. Griffith, | Erie, Pa. |
| Louis Streuber, | do. | E. W. Reed, | do. |
| S. M. Kellogg, | do. | Chas. Fallis, | do. |
| S. A. Davenport, | do. | | |

Date of annual meeting for election of directors: First Monday in May.
 By whom is the road operated? Erie Electric Motor Company, under lease.
 General offices of the company at Erie, Pa.
 For information relating to this report, address J. S. Sternberg, secretary, Erie, Pa.
 What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, March 1, 1867.

CHARACTERISTICS OF ROAD.

For full details of this road reference is respectfully made to the report of the Erie Electric Motor Company, by whom this road is operated under lease.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------|--------------|-------------------------|--------------|
| Construction | \$125,000 00 | Capital stock | \$100,000 00 |
| | | Funded debt | 25,000 00 |
| Total | \$125,000 00 | Total | \$125,000 00 |

ERIE ELECTRIC MOTOR COMPANY, LESSEE OF THE ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|---------------------------|-----------------|
| President | J. S. Casement | Painesville, O. |
| Vice President | John C. Brady | Erie, Pa. |
| Secretary | J. L. Sternberg | Erie, Pa. |
| Treasurer | Jacob F. Pfetch | Erie, Pa. |
| General Manager | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------|-----------------|---------------------------|-------------|
| J. S. Casement | Painesville, O. | William W. Reed | Erie, Pa. |
| John C. Brady | Erie, Pa. | J. L. Sternberg | do. |
| S. T. Everett | Cleveland, O. | | |

Date of annual meeting for election of directors: Third Tuesday in January.
 By whom is the road operated? Erie Electric Motor Company.
 General offices of the company at Erie, Pa.
 For information relating to this report, address J. L. Sternberg, secretary and treasurer, Erie, Pa.
 What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered October 8, 1888.

During the year 1888, the Erie Electric Motor Company secured a controlling interest in the Erie City Passenger Railway Company, and leased its lines, franchises, rights, etc., for a period of 999 years.

The Sprague-Edison system of electrical propulsion has been substituted for horse power over the entire system.

The entire plant has been reconstructed in a substantial manner, and all equipment replaced with the latest and best.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main Line—Beginning at public dock, south through State street to Eighteenth street; thence west on Eighteenth to Peach street, south on Peach street to Twenty-sixth street, west on Twenty-sixth to Liberty street; also, westwardly on Twelfth street to Peach street, south on Peach to Eighteenth.

Fourth Street Branch—Westwardly from State street, through Fourth street to Cascade street.

Sixth Street Branch—Eastwardly from State street, through Sixth street to East avenue.

Eighth Street Branch—Westwardly from State street, through Eighth street to Cranberry street; thence westwardly along the Lake road in Mill Creek township to Trinity Cemetery; thence north to Massasaqua Point, head of Bay.

Eleventh Street Branch—Eastwardly from State street, through Eleventh street to Perry street.

Twelfth Street Branch—Westwardly from State street, through Twelfth street to Cranberry street.

East Eighteenth Street—Eastwardly from State street, through Eighteenth street to East avenue.

West Eighteenth Street—Westerly from State street, through Eighteenth street to Cascade street.

French Street Branch—South from Eighteenth street, through French street to Twenty-sixth street; thence eastwardly through Twenty-sixth street to Ash Lane; thence north to Twenty-fifth street.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of twenty-five sold for | 1 00 |
| Tickets in packages of twelve sold for | 50 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$118,118 91 |
| For equipment, | 37,275 99 |
| For maintaining the road or real estate of the corporation, and operating the road, | 95,004 78 |
| For interest, | 19,801 63 |
| For municipal taxes, | 806 70 |
| For state taxes, | 1,601 99 |
| Total, | <u>\$272,606 00</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|-----------------------|---|-----------------------|
| Construction | \$498,618 78 | Capital stock | \$700,000 00 |
| Equipment | 289,194 40 | Funded debt: | |
| Real estate | 51,808 55 | First mortgage bonds, \$300,000 00 | |
| Other stock investments | 300,000 00 | Second mortgage bonds, 115,000 00 | |
| Furniture, office | 550 50 | | |
| Ledger balances | 245 00 | Bills payable | 315,000 00 |
| Cash on hand | 3,184 70 | Profit and loss (surplus) | 62,671 23 |
| | | | 40,378 70 |
| Total | \$1,118,049 98 | Total | \$1,118,049 93 |

STOCKS AND DIVIDENDS.

| | |
|--|--------------------|
| Balance for the year, or surplus, | \$21,977 16 |
| Surplus at commencement of the year, | 18,401 54 |
| Total surplus, | \$40,378 70 |
| Surplus invested as follows : | |
| Cash and loans, | \$3,184 70 |
| Balance of account, assets not designated, | 37,244 00 |

IMPORTANT CHANGES DURING THE YEAR.

West Fourth street branch has been relaid from Sassafras street to Walnut street. The street paved with asphaltum and our tracks relaid on concrete and gravel and paved with medina blocks.

East Sixth street branch has been extended from Perry street to East avenue.

West Twelfth street branch built from State street to Cranberry street, and also from Twelfth street south on Peach street to Eighteenth street, with siding at Union depot.

French street line built from Eighteenth street, south on French street to Twenty-sixth street, east on Twenty-sixth street to Ash lane, and north on Ash lane to Twenty-fifth street.

West Twenty-sixth street line (included in description of main line), west from Peach street, on Twenty-sixth street to Liberty street.

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.*

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---|---------------------------|----------------|
| President | D. F. Henry | Allegheny, Pa. |
| Secretary | Wm. H. Graham | do. |
| Treasurer | R. F. Ramsey | do. |
| General Manager of Electric Service | Wm. McC. Ramsey | do. |
| General Superintendent | W. C. Kelly | do. |
| Assistant Superintendent | W. H. Foster | do. |

* The accounts, receipts and expenditures of the Perry Street, Troy Hill, Allegheny Street, and Allegheny and Bellevue Passenger Railway Companies for the entire year are included in this report, these roads being the extensions of the different divisions of the Federal Street and Pleasant Valley system.

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------|----------------|-----------------------------|----------------|
| James Andrews. | Allegheny, Pa. | Wm. Roseburg. | Allegheny, Pa. |
| B. H. King. | do. | O. P. Scaife. | do. |
| Wm. A. Stone. | do. | Samuel C. Grier. | do. |
| Wm. H. Graham. | do. | William T. Lindsey. | do. |

Date of annual meeting for election of directors : Second Tuesday in January.

By whom is the road operated ? Federal Street and Pleasant Valley Passenger Railway Company.

With what other companies consolidated ? People's Park, Observatory Hill, Perry Street, Troy Hill, Allegheny Street, and Allegheny and Bellevue Passenger Railway Companies.

Date of consolidation : People's Park and Observatory Hill Passenger Railway Companies, July 12, 1889 ; other named companies, April 19, 1892.

General offices of the company at 42 Sixth avenue, Pittsburg.

For information relating to this report, address R. F. Ramsey, treasurer, 42 Sixth avenue, Pittsburg, Pa.

What kind of power is used for propelling the cars on your road ? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Federal Street and Pleasant Valley Passenger Railway Company, chartered March, 1868, completed about October 15, 1868.

People's Park Passenger Railway Company, chartered December 9, 1881, completed July 5, 1882.

Observatory Hill Passenger Railway Company, chartered June 7, 1886, completed January 1, 1887.

Perry Street and Troy Hill Passenger Railway Companies, chartered 189-, completed May 30, 1891.

Allegheny Street Passenger Railway Company, chartered 189-, not yet completed.

Allegheny and Bellevue Passenger Railway Company, chartered 189-, not yet completed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Irwin Avenue division (main line)—From car-house, Charles street, Allegheny, to Taggart, to Brighton, to West End avenue, to Fremont, to Jackson, to Monterey, to North avenue, to Federal, to Ohio, to Sandusky, to Lacock, to Anderson, to Ninth street bridge ; across bridge to Duquesne way, to Seventh, to Liberty, to Sixth avenue, to Central station.

California avenue division—From station on California avenue near city line, to Sedgewick street, to Washington avenue, to Fremont street, connect with main line to Central station.

Perrysville Avenue division—From station on Perrysville avenue near city line, to Federal street, to North avenue, connect with main line, to Central station.

Madison Avenue division—From car-house on East street, to North avenue, to Sandusky, to Ohio, to Union avenue, to Church avenue, to Anderson, to bridge ; across bridge to Ninth street, to Liberty, to Seventh avenue, to Smithfield street, to Fifth avenue station.

Mount Troy division—From car-house on Lowrie street, to Gardiner street, to Troy Hill road, to William, to Green, to Second, to East, to North avenue, connect with Madison avenue division, to Fifth Avenue station.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

| | |
|--|---------------------|
| For construction, | \$169,325 90 |
| For equipment, | 31,088 03 |
| For maintaining the road or real estate of the corporation, and operating the road, | 278,360 08 |
| For interest, | 43,083 33 |
| For dividends, | 78,000 00 |
| For payments to loan account, | 283,000 00 |
| Total, | \$827,807 34 |

GENERAL BALANCE SHEET.

| CR. | | DR. | |
|--------------------------------|-----------------------|--------------------------------|-----------------------|
| Property account, | \$984,000 00 | Capital stock, | \$1,400,000 00 |
| Construction, | 1,084,925 49 | Mortgage bonds, | 1,211,000 00 |
| Equipment, | 508,458 72 | Car-house mortgage, | 15,000 00 |
| Cash, | 185,916 48 | Unclaimed dividends, | 406 78 |
| Car-house property, | 30,000 00 | Coupon account, | 196 62 |
| Accounts receivable, | 13,578 68 | Surplus, | 79,988 82 |
| Office cash, | 711 80 | | |
| Total, | \$2,706,591 12 | Total, | \$2,706,591 12 |

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1891, 3 per cent. on \$1,300,000.00; January 15, 1892, 3 per cent. on \$1,300,000.00.

| | |
|--|--------------------|
| Paid in dividends, cash, | \$78,000 00 |
| Paid to bond account, | 2,000 00 |
| Balance for the year, or surplus, | 1,078 91 |
| Surplus at commencement of the year, | 78,909 91 |
| Total, | \$79,988 82 |
| Surplus invested as follows: | |
| Cash on loans, | \$36,410 14 |
| Balance of accounts due company, | 13,578 68 |
| Other items, car-house, | 30,000 00 |

IMPORTANT CHANGES DURING THE YEAR.

On April 19, 1892, the following named passenger railway companies, were consolidated with the Federal Street and Pleasant Valley Passenger Railway Company, by an unanimous vote of the stockholders in each corporation:

Perry Street Passenger Railway Company, Troy Hill Passenger Railway Company, Allegheny Street Passenger Railway Company, Allegheny and Bellevue Passenger Street Railway Company.

FORT PITT INCLINE PLANE COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|-----------------------------|-------------|
| President, | William Flinn, | Pittsburg. |
| Secretary, | S. H. French, | do. |
| Treasurer, | F. L. Stephenson, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|-------------|-----------------------------|-------------|
| William Flinn, | Pittsburg. | F. L. Stephenson, | Pittsburg. |
| George I. Whitney, | do. | S. H. French, | do. |
| James J. Booth, | do. | | |

By whom is the road operated? The Fort Pitt Incline Plane Company.

Date of consolidation: June 6, 1881.

General offices of the company at No. 125 Fourth avenue, Pittsburg.

For information relating to this report, address S. H. French, secretary.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: June 6, 1881.

SUMMARY OF PAYMENTS.

| | |
|---|-------------------|
| For equipment, gas and fuel, | \$845 00 |
| For maintaining the road or real estate of the corporation, and operating the road (hands), | 4,180 20 |
| For interest, | 1,886 05 |
| For dividends, | 1,200 00 |
| For miscellaneous expense, | 708 15 |
| For municipal taxes, | 114 00 |
| For state taxes, | 55 35 |
| Total, | \$8,938 75 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------|--------------------|----------------------------|--------------------|
| Cash on hand, | \$355 24 | Capital stock, | \$50,000 00 |
| Real estate, | 588 40 | Bonds, | 20,000 00 |
| Cost of plane, | 96,324 68 | Profit and loss, | 8,338 32 |
| | | Bills payable, | 300 00 |
| Total, | \$99,268 32 | Total, | \$99,268 32 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: July 1, 1891, 2 per cent.

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|-------------------------|-----------------------|---------------|
| President. | Jeremiah J. Sullivan. | Philadelphia. |
| Vice President. | George S. Gandy. | do. |
| Secretary. | Thos. S. Harris. | do. |
| Treasurer. | R. C. Brewster. | do. |
| General Superintendent. | W. H. Janney. | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------|---------------|-------------------|------------------|
| Alfred Smith. | Philadelphia. | David Fleming. | Philadelphia. |
| John Noblit. | Philadelphia. | Horace Geiger. | Philadelphia. |
| Edgar Fries. | Philadelphia. | Frank Weckerly. | Philadelphia. |
| James H. Gay. | Philadelphia. | Moses W. Lipper. | Philadelphia. |
| Charles S. Lincoln. | Philadelphia. | Thomas McClary. | Wilmington, Del. |
| John L. Lawson. | Philadelphia. | Charles E. Ellis. | Philadelphia. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the company.

General offices of the company at 2501 Kensington avenue, Philadelphia.

For information relating to this report, address R. C. Brewster, treasurer, 2501 Kensington avenue, Philadelphia.

What kind of power is used for propelling the cars on your road? Steam and horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under name of the Philadelphia and Delaware River Railroad Company, April 4, 1854.

Title changed by act of assembly, April 9, 1858, to the Frankford and Southwark Philadelphia City Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Same as report of 1887.

RATE OF FARE FOR PASSENGERS.

| | |
|-----------------------------|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | 08 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For construction, | \$10,135 98 |
| For equipment, | 4,798 00 |
| For maintaining the road or real estate of the corporation, and operating the road, | 396,675 71 |
| For interest, | 2,825 48 |
| For dividends, | 250,000 00 |

| | |
|---|---------------------|
| For horses, | \$15,908 50 |
| For payments to loan account, | 5,000 00 |
| For municipal taxes, | 6,502 41 |
| For state taxes, | 30,602 26 |
| Total, | <u>\$722,448 29</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------|-----------------------|--------------------------------|-----------------------|
| Construction, | \$674,494 56 | Capital stock, | \$1,250,000 00 |
| Equipment, | 475,498 41 | Bills payable, | 33,000 00 |
| Investment account, | 252,500 00 | Accounts receivable, | 4,800 33 |
| Cash, | 51,454 13 | Profit and loss, | 105,291 87 |
| Total, | <u>\$1,453,942 10</u> | Total, | <u>\$1,453,942 19</u> |

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1891, five per cent.; October 1891, five per cent.; January 1892, five per cent.; April 1892, five per cent.
 Paid in dividends, cash, \$250,000 00

IMPORTANT CHANGES DURING THE YEAR.

On the first of April, 1892, this company leased the Citizens' line (Tenth and Eleventh streets) of Philadelphia, and the accounts of that line for three months, from April 1 to July 1, are embodied in this report.

GERMANTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|------------------------------|---------------|
| President, | Collins W. Wilton, | Philadelphia. |
| Secretary, | Lewis B. Renshaw, | do. |
| Treasurer, | Joseph Koch, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|-----------------------------|---------------|
| Collins W. Walton, | Philadelphia. | William Dulles, | Philadelphia. |
| Meyer Sledenbach, | do. | Samuel H. Jarden, | do. |
| Clarence B. Moore, | do. | Martin V. Burton, | do. |

Date of annual meeting for election of directors: Second Monday in June.
 By whom is the road operated? People's Passenger Railway Company.
 General offices of the company at 1001 Chestnut street, Philadelphia.
 What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Germantown Passenger railway is leased to the People's Passenger Railway Company of Philadelphia, for nine hundred and ninety-nine years from October 1, 1881, at an annual rental of \$135,000. Lessee pays, in addition to rental, all interest on bonds, taxes, running expenses, etc.

A detailed report will be made by the lessee.

GREENSBURG AND HEMPFIELD ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|------------------|-----------------|
| President. | R. S. Jamison. | Greensburg, Pa. |
| Secretary. | James E. Keenan. | do. |
| Treasurer. | William A. Huff. | do. |
| General Manager. | F. Y. Clopper. | do. |
| General Superintendent. | R. C. Reamer. | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------|-----------------|---------------|-----------------|
| F. Y. Clopper. | Greensburg, Pa. | Geo. F. Huff. | Greensburg, Pa. |
| R. S. Jamison. | do. | John B. Head. | do. |
| Thomas Donohoe. | do. | | |

Date of annual meeting for election of directors: Second Monday of January, every year.

By whom is the road operated? Said above-named company.

With what other companies consolidated? Greensburg and Suburban Street Railway Company, Greensburg Street Railway Company.

Date of consolidation: With Greensburg and Suburban Street Railway Company, June 27, 1890, with Greensburg Street railway, May 13, 1890.

General offices of the company at Greensburg, Pa.

For information relating to this report, address Jas. E. Keenan, secretary.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter was granted to the Greensburg and Hempfield Electric Street Railway Company, September 27, 1889, and said company was organized September 29, 1889, and the books were opened for subscriptions to the capital stock of said company. All the stock was subscribed and paid in instalments as called for by the treasurer. The contract for constructing the road was made May 1, 1890, and was finished and fully equipped and turned over to the company October 20, 1890.

The officers elected at the first meeting were as follows, viz: R. S. Jamison, president; Ed. Donohoe, secretary; W. A. Huff, treasurer. Directors: R. S. Jamison, Thos. Donohoe, Geo. F. Huff, Geo. M. Jones, John B. Head.

The Greensburg and Hempfield Electric Street railway was extended during the summer of 1891, from a point on Huff road to Huff's station, on the Southwest Pennsylvania railroad, a distance of one-tenth mile.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The Greensburg and Hempfield Electric Street Railway Company's line starts at a point near the Greensburg passenger station at the southern right of way of the Pennsylvania Railroad Company on Pennsylvania avenue, running south on said avenue to West Otterman street; east on West Otterman street to Main street; south on Main street to West Pitts-

burg street; west on West Pittsburg street to West Newton road; southwest on West Newton road, through the borough of Bunker Hill, to Alexander street; south on Alexander street, through same borough, to Stanton street; west on Stanton street to Greene street; south on Greene street, through Southwest Greensburg borough to Huff road; southwest on Huff road to Huff avenue; thence extended south on Huff avenue to Huff station on the Southwest Pennsylvania railroad.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Tickets in packages of twenty-one sold for | 1 00 |
| | 1 05 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For construction, extension of road, | \$2,571 05 |
| For maintaining the road or real estate of the corporation, and operating the road, | 11,705 65 |
| For interest, | 1,779 50 |
| For park improvement, repairs, labor and payment, etc., on mortgage, | 4,471 09 |
| For payments on loan account, | 2,432 52 |
| For miscellaneous, | 377 53 |
| For state taxes, | 247 15 |
| Total, | \$23,632 49 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|--------------|------------------------------|--------------|
| Road bed, tracks, cars, powerhouse, engine, boilers, electrical equipment, | \$110,000 00 | Capital stock, | \$50,000 00 |
| Park property, lots, | 9,500 00 | Funded debt, | 50,350 00 |
| Park property, improvement of, | 747 69 | Unfunded debt, | 11,672 33 |
| Power house property, lots, | 900 00 | Interest on bonds, | 1,500 00 |
| Extension of road, | 2,571 05 | | |
| Materials on hand, | 1,595 48 | | |
| Ledger balance, | 1,355 01 | | |
| Profit and loss, deficit, | 5,750 00 | | |
| Total, | \$152,422 23 | Total, | \$152,422 23 |

IMPORTANT CHANGES DURING THE YEAR.

The Greensburg and Hempfield Electric Street railway was extended a distance of one-tenth mile during the summer of 1891.

GREEN AND COATES STREETS PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|------------------------------------|-----------------------------|---------------|
| President, | Moses A. Dropsie, | Philadelphia. |
| Secretary and Treasurer, | Lewis S. Renshaw, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|-----------------------------|---------------|
| James McManes, | Philadelphia. | Meyer Stedenbach, | Philadelphia. |
| Phineas Fries, | do. | Mayer Troutman, | do. |
| William Dulles, | do. | Joseph Koch, | do. |
| Charles J. Walton, | do. | Martin V. Burton, | do. |
| James F. Sullivan, | do. | Benjamin F. Hart, | do. |
| Oliver Hopkinson, | do. | Samuel H. Jarden, | do. |

Date of annual meeting for election of directors : Second Monday in January.
 By whom is the road operated ? People's Passenger Railway Company.
 General offices of the company at 1001 Chestnut street, Philadelphia.
 What kind of power is used for propelling the cars on your road ? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Green and Coates Streets Passenger railway was leased to the People's Passenger Railway Company for the term of nine hundred and ninety-nine years from September 1, 1881, for rental of \$60,000 per annum.

A detailed report will be made by the lessee.

SUMMARY OF PAYMENTS.

| | |
|------------------------------|--------------------|
| For dividends, | \$60,000 00 |
| For miscellaneous, | 1,467 40 |
| Total, | \$61,467 40 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|---------------------|-------------------------------------|---------------------|
| Construction and equipment, | \$258,181 43 | Capital stock, | \$150,000 00 |
| Real estate, | 64,285 19 | Bonds, | 100,000 00 |
| Cash, | 4,000 67 | Ground rent and mortgage, | 21,918 88 |
| | | Profit and loss, | 54,550 61 |
| Total, | \$326,467 29 | Total, | \$326,467 29 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year :

| | | |
|----------------------------|----------------------|--------------------|
| July 7, 1891, | 3 per cent., | \$15,000 00 |
| October 7, 1891, | 3 per cent., | 15,000 00 |
| January 7, 1892, | 3 per cent., | 15,000 00 |
| April 7, 1892, | 3 per cent., | 15,000 00 |
| Total, | 12 per cent., | \$60,000 00 |

Paid in dividends, cash, \$60,000 00

GREENFIELD AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|-----------------------------|-------------|
| President, | James D. Callery, | Pittsburg. |
| Secretary, | John C. Reilly, | do. |
| Treasurer, | John W. Taylor, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------|-------------------------------|-------------|
| James D. Callery, | Pittsburg. | William V. Callery, | Pittsburg. |
| John C. Reilly, | do. | George C. Wilson, | do. |
| William J. Burns, | do. | | |

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The Greenfield Avenue Passenger Railway Company.

General offices of the company at Glenwood, Pittsburg.

For information relating to this report, address John W. Taylor, treasurer, 548 Smithfield street, Pittsburg.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 1, 1890. Began constructing road in September, 1891. Cars began running June 18, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at intersection of Greenfield avenue and Second avenue: thence along Greenfield avenue to Lytle avenue.

SUMMARY OF PAYMENTS.

For construction, \$9,753 15

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|-------------------|-------------------------------|-------------------|
| Construction, | \$9,753 15 | Capital stock, | \$6,000 00 |
| Cash, | 203 08 | Unfunded debt, | 3,153 15 |
| | | Passenger receipts, | 200 06 |
| Total, | \$9,956 23 | Total, | \$9,956 23 |

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|----------------------------|-----------------|
| President. | Henry A. Kelker. | Harrisburg, Pa. |
| Vice President. | George R. Fleming. | do. |
| Secretary. | Alex. Roberts. | do. |
| Treasurer. | Wm. L. Gorgas. | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|-----------------|--------------------------|-----------------|
| Henry A. Kelker. | Harrisburg, Pa. | Harris Cohen. | Harrisburg, Pa. |
| George R. Fleming. | Harrisburg, Pa. | Abner C. McKee. | Harrisburg, Pa. |
| Wm. R. Gorgas. | Harrisburg, Pa. | J. G. M. Bay. | Harrisburg, Pa. |
| George F. Rohrer. | Harrisburg, Pa. | Edward Bailey. | Harrisburg, Pa. |
| John T. Ensminger. | Harrisburg, Pa. | Edgar C. Felton. | Steelton, Pa. |
| Henry M. Kelly. | Harrisburg, Pa. | | |

Date of annual meeting for election of directors: First Monday of May.

By whom is the road operated? The East Harrisburg Passenger Railway Company.

General offices of the company at 27 South Second Street, Harrisburg, Pa.

For information relating to this report, address Wm. L. Gorgas, treasurer, Harrisburg, Pa.

What kind of power is used for propelling the cars on your road? Electricity by the lessee.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of Assembly of Pennsylvania in 1861; see Pamphlet Laws, (appendix of 1866, pp. 871 and 872), act approved May 1, 1861.

By act of assembly approved April 1, 1878, authority was given to sell the road and make a deed to the purchaser or purchasers thereof, and granting to them their heirs and assigns, all the privileges, rights and immunities authorized by the original act of incorporation, and said purchasers incorporated under the name of the Harrisburg City Passenger Railway Company.

NOTE.--In the act of 1873, as published in the pamphlet laws of that year, the purchasers are said to be styled "The Harrisburg City Passenger Railroad Company," which is a misprint. By reference to the manuscript laws in the State Department it will be found that the corporate title is "The Harrisburg City Passenger Railway Company."

After the reorganization of the company the tracks were extended from time to time, until they cover the streets and route described.

On May 1, 1891, the East Harrisburg Passenger Railway Company, leased for a term of ninety-nine years the road bed, property and franchises of the Harrisburg City Passenger Railway Company.

CHARACTERISTIC OF ROAD.

Route of road, streets occupied, and connections: Commencing at Delaware avenue down Third street to Walnut, out Walnut to Second, down Second to Vine, out Vine

to Race, down Race and over Dock street bridge to Ninth, down Ninth street to Hemlock, out Hemlock to Cameron, connecting with East Harrisburg Passenger Railway Company. From Maclay street down Sixth and Fourth streets to Chestnut and Second streets. And from the intersection of Reily and Sixth streets down Reily to Second, down Second to Market Square; thence out Market street to Canal street.

SUMMARY OF PAYMENTS.

| | |
|--|--------------------|
| For maintaining the corporation, | \$1,278 70 |
| For dividends, | 11,249 22 |
| Total, | \$12,527 92 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|--------------------------|---------------------|
| Construction, | \$94,743 07 | Capital stock, | \$125,000 00 |
| Equipment, | 72,230 86 | Balance, | 50,139 15 |
| Cash on hand, June 30, 1892, | 8,175 22 | | |
| Total, | \$175,139 15 | Total, | \$175,139 15 |

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and date of issue: May 12, 1891. \$25,000.00.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 14, 1891, three per cent. on \$125,000.00, \$3,749.92; January 11, 1892, six per cent. on \$125,000.00, \$7,500.00.

Balance, cash on hand June 30, 1892, \$8,175 22

IMPORTANT CHANGES DURING THE YEAR.

Extended the tracks from the foot of Race street over the Dock street bridge to Ninth, down Ninth to Hemlock and out Hemlock street, connecting with the tracks of the East Harrisburg Passenger Railway Company at Cameron street.

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|---------------------------|---------------------------|---------------|
| President, | William Verner, | Philadelphia. |
| Vice President, | Isaac Blum, | do. |
| Secretary, | W. R. Benson, | do |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|---------------|----------------------------|---------------|
| Isaac Blum, | Philadelphia. | Thomas R. Tunis, | Philadelphia. |
| Simon J. Martin, | do. | P. J. Corcoran, | do. |
| Charles Henry, | do. | | |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Hestonville, Mantua and Fairmount Passenger Railway Company.

With what other companies consolidated? Fairmount and Arch Street Passenger Railway Company and Fairmount Passenger Railway Company.

Date of consolidation: December 29, 1864, and February 15, 1865.

General offices of the company at 4300 Lancaster avenue, Philadelphia.

For information relating to this report, address the president or treasurer.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of assembly approved April 6, 1859, and consolidated with the Fairmount and Arch Street Passenger Railway Company and the Fairmount Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Arch street, Main line—Down Belmont avenue from Elm avenue to Lancaster avenue, to Haverford street, to Thirty-third street, to Spring Garden street, to Callowhill street bridge, to Spring Garden street, to Twentieth street, to Arch street, to Second street. Up Arch street to Twenty-first street, to Callowhill street, to Twenty-third street, to Spring Garden street, to Lancaster avenue, to Belmont avenue, to Elm avenue.

Hestonville branch—Up Lancaster avenue to Fifty-second street, to George's Hill. Return same route to depot, 4300 Lancaster avenue.

Race and Vine streets—Down Biddle street to Twenty-fifth street, to Hamilton street, to Twenty-second street, to Race street, to Second street, to Walnut street, to Dock street, to Third street. Up Third street to Vine street, to Twenty-third street, to Callowhill street, to depot, Twenty-sixth and Callowhill street.

RATE OF FARE FOR PASSENGERS.

| | |
|-----------------------------|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | 8 |
| | 8 |

SUMMARY OF PAYMENTS.

| | |
|---|--------------|
| For equipment, horses, | \$23,379 79 |
| For maintaining the road or real estate of the corporation, and operating the road, | 226,782 29 |
| For interest, on bonds, \$29,970.00; on mortgages and ground rents, \$4,782.20, | 34,702 20 |
| For municipal taxes, | 2,400 00 |
| For state taxes, | 27,273 90 |
| Total, | \$314,538 18 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|--------------|--|--------------|
| Construction, | \$410,738 26 | Capital stock, | \$290,381 86 |
| Equipment, | 145,731 45 | Hestonville first mortgage bonds, | \$900,000 00 |
| Real estate, | 319,111 74 | Hestonville second mortgage bonds, | 75,000 00 |
| Real estate sales, | 14,000 00 | Race and Vine Street first mortgage bonds, | 124,500 00 |
| Sundry accounts, | 724 46 | Bonds, mortgages and ground rents, | 499,500 00 |
| Cash, | 9,704 83 | Sundry accounts, | 85,599 99 |
| | | Interest on bonds unclaimed, | 2,445 91 |
| | | Profit and loss, | 870 00 |
| | | | 12,218 48 |
| Total, | \$900,010 74 | Total, | \$900,010 74 |

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCE. |
|-------------------------|--------------------------|------------------|
| President. | Tom. L. Johnson. | Cleveland, Ohio. |
| Vice President. | John B. Hoefgen. | Johnstown, Pa. |
| Secretary. | B. L. Yeagley. | Johnstown, Pa. |
| Treasurer. | A. J. Moxham. | Johnstown, Pa. |

DIRECTORS.

| NAMES. | RESIDENCE. | NAMES. | RESIDENCES. |
|--------------------------|------------------|------------------------|-----------------|
| Tom. L. Johnson. | Cleveland, Ohio. | Herman Baumer. | Johnstown, Pa. |
| John B. Hoefgen. | Johnstown, Pa. | B. L. Yeagley. | Johnstown, Pa. |
| A. J. Moxham. | Johnstown, Pa. | A. V. DuPout. | Louisville, Ky. |
| Alex. Kennedy. | Johnstown, Pa. | | |

By whom is the road operated? Johnstown Passenger Railway Company.

General offices of the company at Johnstown, Pa.

For information relating to this report, address John B. Hoefgen, vice president.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted May 8, 1882. Road destroyed by flood, May 31, 1889. Rebuilt in 1890 and 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Central avenue, Valley pike, Morris street, Franklin street, Main street, Walnut street, Market street, Washington street, Iron street, Front street, Broad street, Fairfield avenue, River street, Clinton street, Centre street, Railroad street, First street, Maple avenue. Have no connection with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

| | |
|---|--------------|
| For construction, | \$42,370 71 |
| For equipment, power station and car house included, | 17,308 08 |
| For maintaining the road or real estate of the corporation, and operating the road, | 37,851 80 |
| For interest, | 14,464 34 |
| For dividends, | 7,620 00 |
| For new passenger cars and horses, | 4,184 64 |
| For payments to loan account, | 150,997 73 |
| For miscellaneous, | 16,624 47 |
| For municipal taxes, \$100.00; county taxes, \$54.98; state taxes, \$1,305.23, included in maintenance of road. | |
| Total, | \$291,416 77 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|------------------------------|---------------------|
| Expense January to July | \$29,988 54 | Capital stock | \$187,500 00 |
| Track construction | 140,324 37 | Bonds | 197,000 00 |
| Electric street construction | 16,444 90 | Bills payable | 28,481 74 |
| Electric plant | 7,582 90 | Bond discount | 200 00 |
| Power station | 54,953 16 | Rent | 80 00 |
| Car house and shops | 7,677 25 | Fare checks | 350 00 |
| Cars | 25,680 00 | Passenger receipts | 44,478 25 |
| Car machinery | 24,769 91 | Advertising | 112 50 |
| Real estate | 18,252 00 | Profit and loss | 19,187 98 |
| Right of way | 1,000 00 | | |
| Old track | 1,261 08 | | |
| Flood loss | 82,729 78 | | |
| Stony creek bridge | 4,563 82 | | |
| Interest | 5,843 96 | | |
| Office | 1,789 72 | | |
| Total | \$422,840 47 | Total | \$422,840 47 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : January, 1892, 6 per cent.
 Paid in dividends, cash, \$7,620 00

LANCASTER CITY STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------------------|----------------------------|----------------|
| President | John A. Coyle | Lancaster, Pa. |
| Vice President | Dr. M. L. Herr | do. |
| Secretary | J. W. B. Bausman | do. |
| Treasurer | Edward McGovern | do. |
| General Manager | Geo. W. Mosby | do. |
| General Superintendent | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|----------------|----------------------------|-----------------|
| John A. Coyle | Lancaster, Pa. | H. C. Harner | Lancaster, Pa. |
| Dr. M. L. Herr | do. | J. W. B. Bausman | Lancaster, Pa. |
| Walter M. Franklin | do. | A. D. Rohrer | Lancaster, Pa. |
| J. B. Long | do. | James Young | Middletown, Pa. |
| B. J. McGrann | do. | Edward McGovern | Lancaster, Pa. |
| Michael Kelly | do. | J. Edward Ackley | New York. |

Date of annual meeting for election of directors : Second Monday in January.
 By whom is the road operated ? Lancaster City Street Railway Company.
 With what other companies consolidated ? East End Street Railway Company.
 Date of consolidation : January 29, 1890.
 General offices of the company at No. 529 North Prince street, Lancaster, Pa.
 For information relating to this report, address Edward McGovern, No. 529 North Prince street, Lancaster, Pa.
 What kind of power is used for propelling the cars on your road ? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was granted to the Lancaster City Street Railway Company on November 23, 1883. Capital \$10,000. Five thousand eight hundred feet was built the following spring, and opened June 9, 1884. Since then the road has been increased by additions and consolidation with the East End Street Railway Company to a length of 6½ miles, and the capital has been increased to \$160,000.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at monument in Centre Square, up East King to North Duke street, on North Duke to Walnut, out Walnut to New Holland pike; thence on New Holland pike to McGrann's Park, a distance of 5,800 feet; return over same route. Also connects with above at Duke and Walnut streets, out Duke to New, on New to Prince, to James, to North Queen, to Pennsylvania depot; return over same route. Also from East King and Duke, out East King street to Potts' Landing, a distance of 8,860 feet. Also from North Queen and East Chestnut, out East Chestnut to Franklin, on Franklin to East King street; return to Square over East King street.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | 0 05 |
| Tickets in packages of twenty-five sold for | 1 00 |

SUMMARY OF PAYMENTS

| | |
|---|-------------|
| For construction, | \$10,980 21 |
| For maintaining the road or real estate of the corporation, and operating the road, | 23,789 01 |
| For interest, | 4,750 40 |
| For payments to loan account, | 9,801 50 |
| For miscellaneous, | 12,228 64 |
| For municipal taxes, | 206 02 |
| For state taxes, | 887 56 |
| Total, | \$62,592 34 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------------|--------------|--------------------------|--------------|
| Construction, | \$62,154 85 | Capital stock, | \$100,000 00 |
| Equipment, | 19,073 58 | Funded debt, | 100,000 00 |
| Real estate, | 10,000 00 | Unfunded debt, | 25,517 86 |
| Steel rails, tools, etc., | 3,000 00 | | |
| Cash on hand, | 4,972 24 | | |
| Profit and loss, | 246,817 39 | | |
| Total, | \$345,517 86 | Total, | \$345,517 86 |

STOCK AND DIVIDENDS.

| | |
|--|------------|
| Balance for the year, or surplus, | \$4,972 24 |
| Surplus at commencement of the year, | 1,879 02 |
| Total surplus, | \$6,851 26 |

IMPORTANT CHANGES DURING THE YEAR.

During the year the line has been extended on East Chestnut street out to Franklin and East King, a distance of, making a belt line with East King and North Queen streets.

LEBANON AND ANNVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------|--------------------|--------------|
| President. | Adolphus Reinoehl, | Lebanon, Pa. |
| Secretary. | E. H. Brooks, | do. |
| Treasurer. | Frank H. Reinoehl, | do. |
| Superintendent. | Wm. H. Conrad, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------|--------------|-------------------|----------------|
| Joe M. Shenk, | Lebanon, Pa. | E. H. Brooks, | Lebanon, Pa. |
| Lyman Nutting, | do. | H. H. Kreider, | Annvile, Pa. |
| H. H. Light, | do. | S. L. Brightbill, | Annvile, Pa. |
| S. P. Light, | do. | H. C. Harner, | Lancaster, Pa. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Company.

General offices of the company at Lebanon.

For information relating to this report, address Frank H. Reinoehl, treasurer.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered September 12, 1890. No work was done, however, until sometime in May, 1891. First cars were run August 17, 1891. Road was not completed until October, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at a point near Avon, about one mile east of the city limits, the road runs west through the city, on Cumberland street to the end of the main street in Annville, about five miles west of the city limits (outside the city the road runs along the south side of the Berks and Dauphin Turnpike Company); starting at Eighth and Locust streets in the city the road runs north to Maple street; thence east three-fourths of a mile to Mt. Lebanon cemetery; starting at Fourth and Lebanon streets, runs west along Lebanon street to Twenty-second.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of twenty-four sold for | 1 00 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For construction, | \$76,442 07 |
| For equipment, | 43,140 50 |
| For maintaining the road or real estate of the corporation, and operating the road, | 19,560 69 |
| For interest, | 2,133 40 |

| | |
|---|---------------------|
| For payments to loan account, | \$16,000 00 |
| For miscellaneous, | 31,848 02 |
| For state taxes, | 170 87 |
| Total, | \$189,286 55 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|---------------------|--|---------------------|
| Furniture and fixtures, | \$198 60 | Capital stock, | \$100,000 00 |
| Stock, | 250 00 | Bonds sold, | 23,300 00 |
| Discount and interest, | 2,133 40 | Bills payable, | 35,000 00 |
| Real estate, | 4,728 80 | Advertisements, | 75 50 |
| General expenses, | 8,037 63 | Car fares (including ticket books sold), | 24,323 75 |
| Overhead construction, | 18,682 99 | Balance due treasurer, | 596 30 |
| Car equipment, | 48,140 50 | | |
| Construction, | 76,442 07 | | |
| Bills payable, | 16,000 00 | | |
| Operating expenses, | 19,731 56 | | |
| Total, | \$189,286 55 | Total, | \$189,286 55 |

IMPORTANT CHANGES DURING THE YEAR.

The road is being at present extended on Lebanon street from Fourth to Twenty-second.

LEHIGH AVENUE RAILWAY COMPANY OF PHILADELPHIA.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|---------------------------|------------------------------|---------------|
| President, | Frank Weckerly, | Philadelphia. |
| Vice President, | James F. Sullivan, | do. |
| Secretary, | R. C. Brewster, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------|---------------|-------------------------|---------------|
| E. H. Hulta, | Philadelphia. | John Noblitt, | Philadelphia. |
| Alfred Smith, | do. | M. W. Lipper, | do. |
| Edgar Fries, | do. | | |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the company.

General offices of the company at 2501 Kensington avenue, Philadelphia.

For information relating to this report, address R. C. Brewster, secretary, 2501 Kensington avenue, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 18, 1873.

City ordinance granting permission to lay track December 24, 1896.

Construction of track begun in 1887.

Commenced running cars May 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On Lehigh avenue from Fifth street to Park avenue; Park avenue to Somerset street; Somerset street and Glenwood avenue to Lehigh avenue: Lehigh avenue to depot at Ridge avenue.

Double-track with exception of about five hundred feet.

RATE OF FARE FOR PASSENGERS.

| | |
|-----------------------------|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | 08 |
| | 08 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$39,840 47 |
| For interest, | 2,255 75 |
| For municipal, state, and United States taxes, | 1,643 23 |
| | \$43,739 45 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------------|---------------------|-------------------------|---------------------|
| Construction, | \$373,776 17 | Capital, | \$800,000 00 |
| Equipment, | 15,344 53 | Loan, | 40,000 00 |
| Somerset street property, | 6,671 66 | | |
| Bills receivable, | 3,000 00 | | |
| Profit and loss, | 39,886 58 | | |
| Cash, | 1,321 06 | | |
| Total, | \$340,000 00 | Total, | \$340,000 00 |

LOMBARD AND SOUTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|------------------------------|---------------|
| President, | E. J. Moore, | Philadelphia. |
| Secretary, | R. B. Selfridge, | do. |
| Treasurer, | Samuel Moore, Jr., | do. |
| Auditor, | J. H. Fresh, | do. |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------------|---------------|----------------------------|---------------|
| William H. Shelmerdine, | Philadelphia. | Edward J. Moore, | Philadelphia. |
| Edward Samuel, | do. | Thomas C. Barr, | Newark, N. J. |
| William Rotch Wister, | do. | | |

Date of annual meeting for election of directors: First Tuesday in November.
 By whom is the road operated? Lombard and South Streets Passenger Railway Company.

General offices of the company at 2509 South street, Philadelphia.

For information relating to this report, address R. B. Selfridge, secretary.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter, May 16, 1861.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main line—Twenty-fifth and Lombard streets to Front street, to Market street (track on Dock street to Delaware avenue); returning by way of Front street, to South street; out South street to depot Twenty-fifth and South street.

Passyunk Avenue division—From depot, Thirteenth street and Snyder avenue, to Twelfth street, to Dickinson street, to Eighth street, to Christian street, to Fifth street, to Lombard street, to Front street, to South street, to Passyunk avenue, to Juniper street, to Snyder avenue, to Broad street.

Point Breeze extension—From depot Thirteenth street and Snyder avenue, on Snyder avenue to Passyunk avenue, to Schuylkill river; back and return by same route to depot.

West Philadelphia division—From Twenty-fifth and South streets, to Thirty-eighth and Spruce streets, to Hutton street, via Thirty-eighth street and Lancaster avenue, to Fortieth street, to Spruce street to depot.

Thirty-third Street division—From Thirty-third and Spruce streets, to Zoological Garden, via Thirty-third street, to Eadline avenue, to Thirty-fifth street; returning by way of Thirty-fifth and Thirty-sixth streets, to Walnut and Thirty-third streets, to Spruce street, to depot, Twenty-fifth and South streets.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | 08 |
| Exchange tickets, Omnibus Company General, | 06 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$196,885 02 |
| For interest, | 19,020 62 |
| For dividends, | 75,000 00 |
| For miscellaneous, | 5,060 82 |
| For municipal taxes, | 3,768 30 |
| For state taxes, | 7,010 34 |
| Total, | <u>\$306,745 00</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|---------------------|---------------------------------------|---------------------|
| Cash, | \$7,299 14 | Capital stock, | \$374,842 50 |
| Construction, | 598,113 30 | Five per cent. bonds, | 150,000 00 |
| Equipment, | 91,182 74 | Seven per cent. bonds, | 122,100 00 |
| Real estate, | 132,938 40 | Mortgages and ground rents, | 19,010 00 |
| Investments in other companies, | 155,061 63 | Sundry accounts payable, | 72,525 46 |
| Sundry accounts, | 3,278 05 | Profit and loss, | 234,075 30 |
| Total, | <u>\$982,863 26</u> | Total, | <u>\$982,863 26</u> |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 31, 1891, 6 per cent.; April 30, 1892, 6 per cent.
Paid in dividends, cash, \$75,000.00

**MAHANoy CITY, SHENANDOAH, GIRARDVILLE AND ASH-
LAND STREET RAILWAY COMPANY.**

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|---------------------------------|-----------------------|-----------------|
| President. | W. F. Sadler. | Carlisle, Pa. |
| Secretary. | | |
| Treasurer. | J. F. Finney. | Shenandoah, Pa. |
| General Manager. | | |
| General Superintendent. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------|--------------------|-------------------------|---------------|
| W. F. Sadler. | Carlisle, Pa. | T. J. Nef. | Carlisle, Pa. |
| J. F. Finney. | Shenandoah, Pa. | M. F. Thompson. | do. |
| C. E. Winters. | Springfield, Ohio. | | |

By whom is the road operated? By the company itself.
 General offices of the company at Girardville, Pa.
 For information relating to this report, address W. F. Sadler, Carlisle, Pa.
 What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted on the — day of — A. D. 1890. On the — day of — A. D. 1891, the capital stock was increased from one hundred thousand dollars to three hundred thousand dollars. The construction of the road was commenced in the month of October, 1891, and has been continuing since that date. On April 9, 1892, the company commenced to operate the road from Shenandoah to Girardville, a distance of about six miles. It is expected that the portion connecting Mahanoy City and Mahanoy plane will be opened for travel in about ninety days.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The route of the road as now constructed is from the junction of Main and Centre streets in Shenandoah; from thence to Coal street, down it to limits of said borough; thence by Brownville through William Penn, Fort Creek, Rappahannock into Girardville. It has no connections with any other street railway. The streets occupied in Girardville are Furger and Second street and Ogden avenue.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare (excepting from Shenandoah to Rappahannock and Girardville ten cents, but to workmen, five cents), | \$0 05 |
| Tickets in packages of eight, Shenandoah and Girardville, sold for | 1 00 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, there has been issued, on account of construction and equipment, | \$300,000 00 |
| For maintaining the road or real estate of the corporation, and operating the road, | 4,321 60 |
| Total, | \$304,321 60 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|---|---------------------|
| Materials on hand inventoried at | \$3,450 00 | Amount of capital stock issued, | \$300,000 00 |
| For survey expenses in procuring franchises, construction, equipment (bonds and stocks) on contract, | 300,000 00 | Funded debt (outstanding), | 100,000 00 |
| Total, | \$303,450 00 | Also due materials purchased, | 4,321 60 |
| | | Total, | \$303,480 00 |

IMPORTANT CHANGES DURING THE YEAR.

The whole construction has been made since October 1, 1891.

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|-----------------------------------|------------------------------|---------------------------|
| President, | Charles J. Walton, | Roxborough, Philadelphia. |
| Secretary, | W. H. Lewis, | Roxborough, Philadelphia. |
| Treasurer, | C. J. McGlinchy, | Manayunk, Philadelphia. |
| General Superintendent, | Albert Tibben, | Roxborough, Philadelphia. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------------|---------------------------|----------------------------|---------------------------|
| William King, | Roxborough, Philadelphia. | C. J. McGlinchy, | Manayunk, Philadelphia. |
| T. Vaughan Merrick, | Roxborough, Philadelphia. | W. J. Donahugh, | Roxborough, Philadelphia. |
| H. G. Tones, | Roxborough, Philadelphia. | John C. Klauder, | Philadelphia. |
| Benjamin Haney, | Roxborough, Philadelphia. | | |

Date of annual meeting for election of directors: Third Wednesday in February.

By whom is the road operated? By the above company.

General offices of the company at Roxborough, Philadelphia.

For information relating to this report, address W. H. Lewis, secretary, Roxborough, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power only.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was approved April 9, 1873. The capital stock authorized, \$100,000 in shares of \$25 each. The construction of the road began August 18, 1874, and completed November 19, 1874, at a cost of \$8,100 per mile. The total length is 5 miles and 2,200 feet. The road was formally opened by the directors and invited guests November 21, 1874.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : On Ridge road from Wissahickon station of the Norristown branch of the Reading railroad north to Barren Hill in Montgomery county, to a point about one mile above the county line. The route is divided into three fares. Total number of single fares received during the year, 338,884, exclusive of season tickets issued in connection with the Reading Railroad Company.

RATES OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 06 |
| Tickets in packages of five sold for | 25 |
| Children's tickets, eight sold for | 25 |
| | 25 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For construction, | \$8,424 80 |
| Maintaining the road or real estate of the corporation, and operating the road, | 18,218 13 |
| Interest, | 444 48 |
| Municipal taxes, | 104 64 |
| State taxes, | 240 57 |
| Total, | \$27,432 62 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------------|-------------|--|-------------|
| Road bed and real estate, | \$2,721 15 | By passenger receipts, | \$21,507 15 |
| Operating expenses, | 15,496 98 | By balance to the Dr. profit loss, | 5,925 47 |
| Interest, | 444 48 | | |
| Taxes, | 845 21 | | |
| Construction account, | 8,424 80 | | |
| Total, | \$27,432 62 | Total, | \$27,432 62 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: This company has made no dividends since its organization.

MARSHALL STREET RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|------------------------------|---------------|
| President. | George D. Widener, | Philadelphia. |
| Secretary. | D. W. Dickson, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|---------------------------|---------------|
| George D. Widener, | Philadelphia. | Clay Kemble, | Philadelphia. |
| David H. Lane, | do. | John B. Peddie, | do. |
| George W. Elkins, | do. | | |

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 14, 1889. Portion of railway constructed, about three and a half miles. Fourth street from Norris street to Indiana avenue, Indiana avenue to Lawrence street, to Manor, Manor to Montgomery avenue, Montgomery avenue to Randolph, Randolph to Thompson street.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|-------------|--------------------------|-------------|
| Cash, | \$700 87 | Capital stock, | \$25,000 00 |
| Construction, | 53,655 31 | Open accounts, | 29,416 18 |
| Total | \$54,416 18 | Total, | \$54,416 18 |

STOCK AND DIVIDENDS.

No dividends declared.

MIDDLETOWN, HIGHSPIRE AND STEELTON STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|---------------------------|---------------|
| President. | George W. Cumber. | Steelton, Pa. |
| Vice President. | E. C. Felton. | do. |
| Secretary. | W. J. Snavely. | do. |
| Treasurer. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------|-----------------|-------------------------|-----------------|
| E. C. Felton. | Steelton, Pa. | John Q. Denney. | Harrisburg, Pa. |
| James Young. | Middletown, Pa. | George Pancake. | do. |
| J. F. Klugh. | Highspire, Pa. | | |

Date of annual meeting for election of directors : Second Monday of January.

By whom is the road operated ? Not in operation yet.

General offices of the company at Steelton, Pa.

For information relating to this report, address W. J. Snavely, secretary and treasurer, Steelton, Pa.

What kind of power is used for propelling the cars on your road ? Electricity will be used when the road is completed.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association filed, charter dated and obtained December 11, 1891. The first board of directors was appointed by the subscribing shareholders and served until January 25, 1892, at which date a new board was elected for the ensuing year.

Stated meetings of the board are held on the second Friday of each month. Immediately upon receipt of the charter the work of grading for a road-bed was begun, commencing on the Middletown and Harrisburg turnpike at the eastern limits of the borough of Steelton.

The first rails were laid February, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Front street, Steelton, Pa., from Chambers street to eastern borough line ; Middletown and Harrisburg turnpike to western borough line of Middletown, Pa. ; Middletown borough, West Main street from borough line to Wood ; Wood to Water ; Water to Spring ; Spring to Union ; Union to Emaus ; Emaus to Race ; Race to Main ; up Main to western borough line.

Streets occupied : Spring and Union, Middletown, Pa., and a portion of the Middletown and Harrisburg turnpike.

No connection with other roads.

SUMMARY OF PAYMENTS.

| | |
|------------------------------|--------------------|
| For construction, | \$14,721 49 |
| For miscellaneous, | 201 75 |
| Total, | <u>\$14,923 24</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|--------------------|--------------------------------|--------------------|
| Cash, | \$76 76 | Capital stock paid in. | \$15,000 00 |
| General expense, | 301 75 | | |
| Track account, | 14, 221 38 | | |
| Line account, | 247 00 | | |
| Middletown and Harrisburg Turn- pike Company, | 253 11 | | |
| Total, | \$15,000 00 | Total, | \$15,000 00 |

**MILLVALE PASSENGER RAILWAY COMPANY, AND THE
FORTY-THIRD STREET AND BLOOMFIELD PASSENGER
RAILWAY COMPANY.**

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|--------------------------|-----------------------------|
| President, | P. W. Siebert, | 367 Main street, Pittsburg. |
| Vice President, | Walter Lyon, | Allegheny City, Pa. |
| Secretary, | Jacob T. Kell, | Aiken avenue, Pittsburg. |
| Treasurer, | | |
| General Manager, | P. W. Siebert, | Pittsburg. |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------|----------------|--------------------------------|-------------------|
| P. W. Siebert, | Pittsburg. | James Gardner, | Millvale borough. |
| J. T. Kell, | Pittsburg. | Christian Siebert, | Pittsburg. |
| Walter Lyon, | Allegheny, Pa. | Christian Baeuerlin, | Pittsburg. |

Date of annual meeting for election of directors: June 10, 1892.

By whom is the road operated? Selves.

General offices of the company at Pittsburg, Pa.

For information relating to this report, address P. W. Siebert, 367 Main street, Pittsburg, Pa.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Roads were organized under the old street railway law, and were re-chartered under the new street railway act on May 29, 1889.

They have about one mile of track leased from the Citizens' Traction Company of Pittsburg, and one-half mile of track over Ewalt street bridge.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Begins at Butler street and Forty-third street; thence along Forty-third street to Ewalt street bridge over Allegheny river; thence over said bridge to Millvale borough; thence along Bridge street to West Pennsylvania railroad tracks, where we have been detained by the West Pennsylvania Railroad by action in court from crossing over their tracks. After crossing West Pennsylvania railroad, along Allegheny and Butler County plank road to Grant avenue; thence along said avenue to Hooker street to borough line and Shaler township; returning along Hooker street to Lincoln avenue and intersecting at Butler plank road with main line.

RATE OF FARE FOR PASSENGERS.

| | |
|-----------------------------|--------|
| Single fare, | \$0 03 |
| Exchange tickets, | 05 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------------|
| For construction, | \$168 21 |
| For equipment, | 1,625 68 |
| For maintaining the road or real estate of the corporation, and operating the road, | 1,707 72 |
| Total, | \$3,501 61 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|--------------------|-------------------------|--------------------|
| Construction and equipment, operating, | \$4,509 23 | Capital, | \$20,000 00 |
| Amount of capital not called, | 15,490 77 | | |
| Total, | \$20,000 00 | Total, | \$20,000 00 |

IMPORTANT CHANGES DURING THE YEAR.

The road was put in operation by relaying a part of tracks torn up, and the purchase of horses, harness, etc.

MONONGAHELA INCLINED PLANE PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCE. |
|---------------------------|----------------------------|------------|
| President, | James M. Bailey, | Pittsburg. |
| Secretary, | John L. Awl, | do. |
| Treasurer, | | |
| Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCE. |
|----------------------------------|-------------|-----------------------------|----------------|
| Marcus W. Asheron, | Pittsburg. | Joseph G. Walter, | Pittsburg. |
| William Halpin, | do. | W. H. Nimick, | Pittsburg. |
| George W. Beltshoover, | do. | W. E. Wrenshall, | Woodville, Pa. |
| John Paul, | do. | | |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Company.

General offices of the company at Pittsburg.

For information relating to this report, address John L. Awl, secretary.

What kind of power is used for propelling the cars on your road? Stationary engines.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The roads commence on Carson street, in the Thirty-third ward of Pittsburg, at the foot of the hill, and run to Grand View avenue at the top in the Thirty-second ward, on girder bridges to the rocks on the side of the hill, a distance of 380 feet, the balance to terminus on twelve and fifteen feet I beams covered with oak ties. Both roads double track and 640 feet long and laid at an angle of 35° 6'.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Book of coupon tickets (60 trips), | 1 25 |

SUMMARY OF PAYMENTS.

| | |
|--|-------------|
| For interest, | \$3,292 09 |
| For dividends, | 16,000 00 |
| For payments to loan account, | 9,500 00 |
| For payments made to surplus fund, | 6,172 70 |
| For municipal taxes, | 277 34 |
| For state taxes, | 5,147 68 |
| Total, | \$40,389 81 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|--------------|------------------------------|--------------|
| Construction, | \$218,416 77 | Capital stock, | \$300,000 00 |
| Real estate, | 26,583 23 | Bond and mortgage, | 100,000 00 |
| Purchased bonds, | 46,000 00 | Surplus fund, | 29,394 19 |
| Cash, | 51,394 19 | Profit and loss, | 8,000 00 |
| Total, | \$337,394 19 | Total, | \$337,394 19 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 2, 1891, 4 per cent.; January 7, 1892, 4 per cent.

| | |
|--|-------------|
| Paid in dividends, cash, | \$16,000 00 |
| Balance for the year, or surplus, | 6,172 70 |
| Surplus at commencement of the year, | 23,221 49 |
| Total surplus, | 29,394 19 |
| Surplus invested as follows: | |
| Cash and loans, | \$29,394 19 |

MOUNT OLIVER INCLINE RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|---------------------------|-------------|
| President, | D. Z. Brickell, | Pittsburg. |
| Secretary, | Daniel Beech, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|---------------------------|------------|----------------------------|---------------|
| D. Z. Brickell. | Pittsburg. | E. E. Denniston. | Philadelphia. |
| H. Sellers McKee. | Pittsburg. | J. P. Ilsley. | Philadelphia. |
| Murry A. Verner. | Pittsburg. | Thos. H. Bakewell. | New York. |
| Daniel Beech. | Pittsburg. | | |

Date of annual meeting for election of directors: May.

By whom is the road operated? Pittsburg and Birmingham Traction Company.

General offices of the company at Pittsburg.

For information relating to this report, address Daniel Beech, Pittsburg.

What kind of power is used for propelling the cars on your road? Steam on incline and horses on street railway.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Leased to Birmingham Street Railway Company, September 23, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Carson street along Twelfth street to lower station, and corner Manor and Twelfth streets; from lower station of inclined plane to upper station on Washington avenue; from upper station on Washington avenue, along Mount Oliver street, John street, and Amanda avenue to second toll gate on Brownsville road; also from upper station along Washington avenue to Beltzhoover borough.

SUMMARY OF PAYMENTS.

For dividends, \$2,175 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|---------------------|-------------------------------|---------------------|
| Construction, inc. line. | \$66,965 63 | Capital stock. | \$100,000 00 |
| Construction, street railway. | 24,983 99 | First mortgage bonds. | 44,500 00 |
| Real estate. | 25,300 00 | Surplus. | 29,888 76 |
| Mortgage. | 2,400 00 | | |
| Leasees. | 44,134 24 | | |
| Sundry stockholders. | 10,650 00 | | |
| Total. | \$174,888 76 | Total. | \$174,888 76 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 5, 1892, paid 3 per cent. on full paid capital stock.

Paid in dividends, cash, \$2,175 00

IMPORTANT CHANGES DURING THE YEAR.

Property leased to Birmingham Street Railway Company, September 23, 1891.

NEWCASTLE ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------|-----------------------------|----------------|
| President. | Thomas W. Phillips. | Newcastle, Pa. |
| Vice President. | William M. Brown. | do. |
| Secretary. | S. S. Hamilton. | do. |
| Treasurer. | William M. Brown. | do. |
| General Manager. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|----------------|-------------------------|----------------|
| Thomas W. Phillips. | Newcastle, Pa. | O. H. P. Brown. | Newcastle, Pa. |
| William M. Brown. | do. | C. J. Kirk. | do. |
| S. S. Hamilton. | do. | | |

Date of annual meeting for election of directors : Second Monday of January in every year.

By whom is the road operated? Newcastle Electric Street Railway Company.

General offices of the company at Newcastle, Lawrence county, Pa.

For information relating to this report, address William M. Brown, manager.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted September 28, 1889. The construction of the road was begun about May 12, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Beginning on Mill street at Long avenue ; thence to Washington street ; also beginning on Pittsburg street, at Pittsburg and Lake Erie Railway station ; thence on Washington street ; thence along West Washington street, in the borough of West Newcastle to Penn avenue.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of one hundred sold for | 4 00 |
| Tickets in packages of fifty sold for | 2 25 |
| Tickets in packages of twenty-five sold for | 1 15 |

SUMMARY OF PAYMENTS.

| | |
|---|--------------------|
| For construction, | \$12,392 33 |
| For equipment, | 819 57 |
| For maintaining the road or real estate of the corporation, and operating the road, | 6,913 97 |
| For interest, | 12 60 |
| For municipal taxes, | 30 00 |
| Total, | \$20,168 52 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|--------------------|--------------------------------|--------------------|
| Car house account, | \$1,676 91 | Capital stock, | \$40,000 00 |
| Real estate account, | 1,000 00 | Treasurer's account, | 884 77 |
| Expense account, | 3,147 23 | Repair account, | 4,265 49 |
| Repair account, | 1,354 14 | Rent account, | 8 00 |
| Construction account, | 24,350 62 | Ticket account, | 132 05 |
| Equipment account, | 16,042 72 | Bills payable, | 236 13 |
| Discount account, | 12 60 | Surplus, | 3,068 84 |
| William M. Brown, | 69 72 | S. S. Hamilton, | 90 00 |
| Ralph Bros., | 80 00 | Eva Wick, | 36 00 |
| Newcastle Electric Company, | 1,500 00 | F. C. Douds & Co., | 82 66 |
| Total, | \$49,233 94 | Total, | \$49,233 94 |

IMPORTANT CHANGES DURING THE YEAR.

Built extension on Pittsburg street, and on Washington street, of Newcastle and West Washington street in the borough of West Newcastle of 5,234 feet.

NORRISTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.*

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|-------------------------|-----------------|
| President, | H. McInnes, | Norristown, Pa. |
| Secretary, | N. R. Haines, | Norristown, Pa. |
| Treasurer, | I. W. Smith, | Bridgeport, Pa. |
| General Superintendent, | Louis Heck, | Norristown, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|-----------------|----------------------------|-----------------|
| H. McInnes, | Norristown, Pa. | Norman Egbert, | Norristown, Pa. |
| N. R. Haines, | do. | J. Cloude Smith, | Norristown, Pa. |
| Henry Freedly, | do. | David Schall, | Norristown, Pa. |
| Joseph Blackfan, | do. | Morgan R. Wills, | Norristown, Pa. |
| Samuel High, | do. | John Murphy, | Bridgeport, Pa. |
| J. Morton Brown, | do. | I. W. Smith, | Bridgeport, Pa. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By above named company.

General offices of the company at H. Freedly's office, Swede street above Main, Norristown.

For information relating to this report, address H. M. Lutz, DeKalb and Elm streets, Norristown.

What kind of power is used for propelling the cars on your road? Horses.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | 8 |
| Tickets in packages of eleven sold for | 50 |

* Vice President resigned and none elected since.

SUMMARY OF PAYMENTS.

| | |
|---|-------------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$8,433 63 |
| For interest, | 108 00 |
| For new passenger cars and horses, | 104 00 |
| For payments to loan account, | 200 00 |
| For municipal taxes, | 24 00 |
| For state taxes, | 76 87 |
| Total, | \$9,946 50 |

GENERAL BALANCE SHEET.*

| DR. | | CR. | |
|----------------------------|--------------------|-----------------------------|--------------------|
| Construction, | \$28,288 04 | Capital stock, | \$28,850 00 |
| Equipment, | 12,799 71 | Preferred stock, | 5,600 00 |
| Real estate, | 3,635 19 | Exchange tickets, | 1 25 |
| Ticket sales, | 15 88 | Advertising, | 91 25 |
| Furniture, | 10 36 | Earnings, | 4,453 25 |
| Taxes, | 66 28 | Bills payable, | 1,850 00 |
| Interest, | 165 00 | Cash, | 647 00 |
| Expenses, | 4,833 69 | Rent, | 25 00 |
| Profit and loss, | 1,705 07 | | |
| Total, | \$51,519 17 | Total, | \$51,519 17 |

NUNNERY HILL INCLINED PLANE COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|-----------------------------|-------------|
| President, | Oliver P. Scalfé, | Pittsburg. |
| Secretary, | Arthur Kennedy, | do. |
| Treasurer, | Chas. C. Scalfé, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|-------------|-----------------------------|-------------|
| Oliver P. Scalfé, | Pittsburg. | Geo. P. Hamilton, | Pittsburg. |
| Charles C. Scalfé, | do. | Arthur Kennedy, | do. |
| James B. Scott, | do. | Sullivan Johnson, | do. |

By whom is the road operated? Itself.

General offices of the company at Allegheny City, Pa.

For information relating to this report, address Arthur Kennedy, Pittsburg.

What kind of power is used for propelling the cars on your road? Stationary engine and wire cables.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

No change, see former reports.

CHARACTERISTICS OF ROAD.

No change, see former reports.

*Six months ending June 30, 1892.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Adults' tickets in packages of seventy-five sold for \$1.50; children, | 75 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$3,134 21 |
| For interest, | 1,800 00 |
| For municipal taxes, | 39 02 |
| For state taxes, | 98 48 |
| Total, | \$5,071 71 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|--------------------|---|--------------------|
| Cash, | \$837 08 | Accounts payable (amount advanced by stockholders), | \$2,040 00 |
| Construction and equipment, | 90,862 04 | Bonds, | 30,000 00 |
| Profit and loss, | 340 28 | Capital stock, | 60,000 00 |
| Total, | \$92,040 00 | Total, | \$92,040 00 |

PENNSYLVANIA MOTOR COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|------------------------------|---------------|
| President, | Horace E. Hand, | Scranton, Pa. |
| Vice President, | J. Marshall Young, | Easton, Pa. |
| Secretary, | D. W. Nevin, | Easton, Pa. |
| Treasurer, | | |
| General Manager, | L. Richter, | Easton, Pa. |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|------------------------|---------------|
| Horace E. Hand, | Scranton, Pa. | D. W. Nevin, | Easton, Pa. |
| J. Marshall Young, | Easton, Pa. | — Jessup, | Scranton, Pa. |
| George B. Nevin, | Easton, Pa. | — Hand, | Scranton, Pa. |
| N. A. Johnson, | Easton, Pa. | | |

By whom is the road operated? Pennsylvania Motor Company.

General offices of the company at Easton, Pa.

For information relating to this report, address D. W. Nevin, Easton, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Pennsylvania Motor Company was chartered in _____, 18—, and leased for ninety-nine years, the road extending from Central railroad of New Jersey station through Fourth street, Northampton street, Third street, Chestnut street, Cattell street, Burke street and Paxinosa avenue from the Easton and South Easton and West End Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at depot of Central railroad of New Jersey, through Fourth street, Northampton street, Third street, Chestnut street, Cattell street, Burke street and Paxinosa avenue, connecting with Weygadt Mountain Railway Company at Burke street and Paxinosa avenue.

RATE OF FARE FOR PASSENGERS.

| | |
|-----------------------------|--------|
| Single fare, | \$0 06 |
| Exchange tickets, | 07 |
| | 07 |

SUMMARY OF PAYMENTS.

| | |
|-------------------------|------------|
| For interest, | \$3,600 00 |
| | 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|--------------------------|---------------------|
| Construction equipment, profit and loss, | \$184,500 00 | Capital stock, | \$120,000 00 |
| | | Funded debt, | 60,000 00 |
| | | Unfunded debt, | 4,500 00 |
| Total, | \$184,500 00 | Total, | \$184,500 00 |

PEOPLE'S PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCE. |
|-----------------------------------|-----------------------------|-------------------------------|
| President, | Robert N. Carson, | Philadelphia. |
| Secretary, | D. C. Golden, | do. |
| Treasurer, | | do. |
| Auditor, | | do. |
| General Superintendent, | | Charles S. Whiting, . . . . . | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------------|---------------|------------------------------|---------------|
| Robert N. Carson, | Philadelphia. | J. Levering Jones, | Philadelphia. |
| William H. Shelmerdine, | do. | Joseph M. Gassam, | do. |
| Edward J. Moore, | do. | | |

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: The People's Passenger Railway Company. This company is lessee of the Germantown Passenger Railway Company, and of the Green and Coates Street Passenger Railway Company. The operating results of said leased lines are included in these reports.

General offices of the company at southwest corner Eighth and Dauphin streets.

For information relating to this report, address D. C. Golden, treasurer.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The People's Passenger Railway Company, act of incorporation dated April 15, 1873. This company leased the Green and Coates Streets Philadelphia Passenger Railway

Company September 1, 1881, and the Germantown Passenger Railway Company October 13, 1881, and all these lines have since been and still are operated by the People's Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections:

Callowhill street division—From Callowhill street bridge east on Callowhill to Front street, south on Front to Market, and return by double track to place of beginning. From Front and Vine west on Vine to Fourth street and York avenue, north on York avenue to Callowhill street.

Fourth and Eighth division—From Eighth and Dauphin east on Dauphin to Germantown avenue, south on Germantown avenue to Fourth street, to Snyder avenue, west on Snyder avenue to Eighth street, north on Eighth street to place of beginning. Eighth and Dauphin to Germantown avenue, to Fourth street, to Walnut, to Eighth and return to place of beginning.

Germantown division—From Eighth and Dauphin north on Eighth street to Germantown avenue, to Church street, and return by double track to place of beginning.

Norris and Susquehanna division—From Eighth street and Susquehanna avenue west to Twenty-second street, south on Twenty-second street to Norris, east on Norris to Germantown avenue, to Fourth, to Walnut, to Eighth, and return to place of beginning.

Girard avenue division—From Taney street and Girard avenue west on Girard avenue to Elm avenue, to Belmont avenue, and return by double track. East to Gunners' Run, and return by double track to place of beginning. From Girard avenue south on Palmer street to Allen, east on Allen to Shackamaxon, to Girard avenue.

Green and Coates division—From Twenty-fourth and Fairmount avenue east on Fairmount avenue to Twenty-second street, south on Twenty-second to Green, east on Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, west on Fairmount avenue to Park entrance, and return by double track. From Twenty-fifth street and Fairmount avenue to Green, to Fourth, to Walnut, to Eighth, and return by Fairmount avenue to place of beginning. East on Green from Fourth to Beach, north on Beach to Fairmount avenue, to Eighth street.

RATE OF FARE FOR PASSENGERS.

| | |
|-----------------------------|----------------------------|
| Single fare, | \$0 06 |
| Exchange tickets, | 06 |
| | <hr style="width: 100%;"/> |

SUMMARY OF PAYMENTS.

| | |
|---|----------------------------|
| For construction, | \$2,407 35 |
| For equipment, | 3,500 00 |
| For maintaining the road or real estate of the corporation, and operating the road, | 714,901 75 |
| For interest, | 36,450 74 |
| For dividends, | 207,500 00 |
| For payments made to lease charges, | 217,654 44 |
| For municipal taxes, | 18,710 79 |
| For state taxes, | 31,391 39 |
| | <hr style="width: 100%;"/> |
| Total, | <u>\$1,232,518 46</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | | |
|---|-----------------------|---------------------------------------|--|-----------------------|
| Construction and equipment, | \$408,962 66 | Capital stock, common, \$740,000 00 | | |
| Leases, cost account, | 1,110,788 47 | Capital stock, preferred 262,083 50 | | \$1,002,083 50 |
| Real estate, | 9,833 33 | Funded debt, | | 750,000 00 |
| Investments in stocks, | 255,621 26 | Ground rents payable, | | 5,833 33 |
| Materials and supplies, | 18,346 84 | Drivers' security deposits, | | 1,525 57 |
| Office fixtures, etc., | 142 50 | Sundry maturing accounts, | | 23,983 07 |
| Cash, | 182,900 69 | Unpaid coupon interest, | | 965 00 |
| Loans, | 86,188 02 | Profit and loss, | | 447,077 46 |
| Sundry accounts receivable, | 22,650 16 | | | |
| Guarantee Trust and Safe Deposit Company, trust deposits, | 55,075 00 | | | |
| Real Estate Title Insurance and Trust Company, trust deposits, | 80,920 00 | | | |
| Total, | \$2,231,447 98 | Total, | | \$2,231,447 98 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: One dollar and twenty-five cents per share March 31, 1892; one dollar and twenty-five cents September 30, 1892, on 60,000 shares common and 23,000 shares preferred stock.

Paid in dividends, cash, \$208,750 00

PEOPLE'S STREET RAILWAY COMPANY OF LUZERNE COUNTY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|-------------------------------------|---------------------------|----------------|
| President, | R. T. McCabe, | New York city. |
| Vice President, | P. S. Page, | Scranton, Pa. |
| Secretary, | Horace E. Hand, | Scranton, Pa. |
| Treasurer, | S. B. Mott, | Scranton, Pa. |
| Auditor, | W. S. Menrs, | Scranton, Pa. |
| General Superintendent, | Giles Schenck, | Scranton, Pa. |
| Assistant Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------------|----------------|---------------------------|----------------|
| R. T. McCabe, | New York city. | J. Alton Davis, | Scranton, Pa. |
| Thomas H. Thomas, | New York city. | W. W. Winton, | Scranton, Pa. |
| W. R. Heath, | New York city. | T. Burke, | Scranton, Pa. |
| Gardiner VanNostrand, | Newburg, N. Y. | W. H. Linbury, | Trenton, N. J. |
| P. S. Page, | Scranton, Pa. | | |

Date of annual meeting for election of directors: First Tuesday of November.

By whom is the road operated? The People's Street Railway Company of Luzerne County.

With what other companies consolidated: Scranton and Providence Passenger Railway Company.

Date of consolidation: May 25, 1868.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was chartered by act of assembly, approved 23d of March, 1865 (P. L. 1866, p. 1199). The different lines were constructed soon after the charter was obtained, were operated by horses until 1888 when the roads were rebuilt and extended, and electricity was adopted as the motive power.

In December, 1890, the company leased the lines of the Scranton Suburban Railway Company for 999 years, and now operates that company. The Scranton Passenger Railway Company is owned and operated by this company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Lackawanna avenue to Jefferson, through Bank, Madison, Pine, Quincy to Dunmore; Lackawanna, through Wyoming, Mulberry, Penn, Capouse, Green Ridge, Sanderson, to Green Ridge; Lackawanna through Wyoming, Mulberry, Penn, Carbon, North Main, to Providence; Lackawanna, through Robinson, South Main, Eynon, Washburn, Swetland and Seventh street, to Hyde Park; Lackawanna, through Franklin, Spruce, Adams, Gibson, Washington, Green Ridge, to Green Ridge (Suburban line); and from Washington, through Marion, Adams, Electric and Chestnut, to Dunmore (Suburban line); and from Adams, through Linden, Jefferson, Mulberry, Prescott, Vine, Lincoln and Olive, to Nay Aug Falls (Crosstown line); and from Lackawanna through Mattes, Cedar and Pittston (South Side line).

RATE OF FARE FOR PASSENGERS.

| | |
|--|-----------|
| Single fare, | \$0 05 |
| Tickets in packages of fifty sold for | 2 50 |
| Tickets in packages of eleven sold for (South Side line only), | <u>50</u> |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, new car-house, \$41,406.52; road and line, \$27,464.55; | \$68,871 07 |
| For equipment, | 19,262 12 |
| For maintaining the road or real estate of the corporation, and operating the road, | 118,032 12 |
| For interest, | 33,217 81 |
| For miscellaneous, | 12,743 83 |
| For payments made to surplus fund, | 21,651 09 |
| For municipal taxes, | 393 35 |
| For state taxes, | 2,409 50 |
| Total, | <u>\$276,490 89</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|---------------------|--|---------------------|
| Cost of road, | \$466,390 70 | Capital stock, | \$425,000 00 |
| Cost of equipment, | 116,334 82 | First mortgage bonds, | 200,000 00 |
| Cost of electric power plant, | 95,254 90 | General mortgage bonds, | 100,000 00 |
| Cost of real estate, | 29,960 78 | Loan account, | 46,750 00 |
| Treasury stock, | 466 67 | Bills payable, | 5,000 00 |
| Laurel Hill Park stock, | 425 00 | Vouchers payable, | 3,077 09 |
| Scranton Passenger Railway stock, | 25,000 00 | Pay roll, etc. (June), | 7,180 08 |
| Treasury bonds (general mortgage not yet sold), | 50,000 00 | Coupon account (People's), | 5,000 00 |
| Cash on hand, | 5,821 25 | Coupon account (Scranton Passenger Railway Company), | 1,000 00 |
| Linden street car-house, | 41,406 52 | Coupon account (Scranton Suburban Railway Company), | 2,000 00 |
| Implements and tools, | 2,245 07 | Scranton Suburban Railway Company, equipment, | 20,885 64 |
| Furniture and fixtures, | 564 85 | Profit and loss account, | 47,639 09 |
| Suburban Railway Company, | 19,237 34 | | |
| I. A. Tiner, trustee, | 10,306 00 | | |
| Total, | <u>\$863,531 90</u> | Total, | <u>\$863,521 90</u> |

STOCK AND DIVIDENDS.

| | |
|---|-------------|
| Balance for the year or surplus, | \$21,651 09 |
| Surplus at commencement of the year, | 25,988 00 |
| | 47,639 09 |
| Total surplus, | |
| Surplus invested as follows : | |
| New equipments, new construction, new car-house, machinery, etc., | \$47,639 09 |

IMPORTANT CHANGES DURING THE YEAR.

New car-house built, new overhead line construction, and new motors and equipments. Track improved by paving and putting in new curves and branch-offs.

PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|------------------------------|----------------------|
| President, | William W. Colket, | Philadelphia. |
| Secretary, | T. W. Pennypacker, | Delaware county, Pa. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------------|---------------------|-------------------------------|---------------|
| Winfield S. Wilson, | Chester county, Pa. | John Markoe, | Philadelphia. |
| William Cochran, | Philadelphia. | Collins W. Walton, | Philadelphia. |
| John M. Chesnut, | Philadelphia. | John A. Brown, Jr., | Philadelphia. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the Philadelphia Traction Company, successors to the West Philadelphia Passenger Railway Company, lessee of Philadelphia City Passenger railway.

General offices of the company at 202 Walnut Place, Philadelphia.

For information relating to this report, address W. W. Colket, president.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia City Passenger Railway Company was incorporated by the act of assembly passed March 26, 1859. Date of charter April 9, 1859.

Construction—Rails laid on white and yellow pine stringers on cross-ties with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Forty-second and Chestnut down Chestnut to Front, to Walnut, to Twenty-second, to Chestnut, to depot at Forty-second and Chestnut streets.

Branch line—Leaves Chestnut street at Thirty-second street, up Thirty-second to Lancaster avenue, to Belmont avenue, to Fairmount park.

Branch line—Leaves Chestnut street at Woodland avenue; along Woodland avenue to Darby road, to borough of Darby, in Delaware county.

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For dividends, | \$150,000 00 |
| For office expenses (including salaries), | 2,379 52 |
| Total, | \$152,379 52 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|---------------------|---|---------------------|
| Construction and equipment, | \$875,842 88 | Capital stock, | \$475,000 00 |
| Cash, | 83,248 82 | Mortgage bonds, | 200,000 00 |
| | | Debenture bonds, | 100,000 00 |
| | | Mortgage bonds, Philadelphia and Darby Railway Company, | 43,000 00 |
| | | Unclaimed interest and dividends, | 1,052 20 |
| | | Rental of road account, | 75,000 00 |
| | | Profit and loss, | 65,084 50 |
| Total, | \$959,086 70 | Total, | \$959,086 70 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : July 10, 1891, 7½; January 11, 1892, 7½.

| | |
|--|-----------------|
| Paid in dividends, cash, | \$150,000 00 |
| Balance for the year, or surplus, | 404 77 |
| Surplus at commencement of the year, | 6,786 85 |
| Total surplus, | 7,191 62 |

Surplus invested as follows:

| | |
|-----------------|------------|
| Cash, | \$7,191 62 |
|-----------------|------------|

The Philadelphia City Passenger railway is leased to the West Philadelphia Passenger Railway Company for 900 years, beginning with the first day of January, 1884.

PHILADELPHIA AND DARBY RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|------------------------------|---------------|
| President, | Beauveau Borie, | Philadelphia. |
| Secretary, | William W. Colket, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------------|---------------|-------------------------------|---------------------|
| Collins W. Walton, | Philadelphia. | Charles J. Walton, | Philadelphia. |
| William W. Colket, | Philadelphia. | Benjamin S. Kunkel, | Philadelphia. |
| Christian W. Kunkel, | Philadelphia. | Thomas U. Walker, | Chester county, Pa. |

Date of annual meeting for election of directors : Second Monday in January.
 By whom is the road operated? The Philadelphia Traction Company, operating the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger Railway Company, lessee of the Philadelphia and Darby railroad.

General offices of the company at 202 Walnut Place, Philadelphia.
 For information relating to this report, address William W. Colket, secretary.
 What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Darby Railroad Company was incorporated by the act of assembly approved April 28, 1857, with a capital stock of ten thousand shares of twenty dollars each.

Was sold at sheriff's sale April 4, 1881, and re-organized as the Philadelphia and Darby Railway Company, May 2, 1881, with a capital stock of four thousand shares at a par value of fifty dollars per share.

Construction: Rails laid on stringers placed on cross-ties, with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From the borough of Darby, in Delaware county, along Darby road to Woodland avenue, along said avenue to Market street, Philadelphia.

SUMMARY OF PAYMENTS.

For miscellaneous organization expenses, \$50 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The dividends are paid directly to the stockholders by the lessees, in accordance with the terms of the lease.

The Philadelphia and Darby railway is leased to the Philadelphia City Passenger Railway Company for nine hundred and ninety-nine years, beginning with the first day of January, 1870.

PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|------------------------------------|-----------------------------|---------------|
| President, | Oliver Hopkinson, | Philadelphia. |
| Secretary and Treasurer, | Lewis S. Renshaw, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|---------------|--------------------------------|---------------|
| J. Hicks Conrad, | Philadelphia. | Edward S. Buckley, | Philadelphia. |
| James McManes, | do. | Samuel W. Woodhouse, | do. |
| Richard Dale, | do. | Morris L. Fell, | do. |

Date of annual meeting for election of directors: Third Tuesday in January.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at 1001 Chestnut street, Philadelphia.

For information relating to this report, address the secretary.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On December 31, 1890, the Philadelphia and Gray's Ferry Passenger railway was leased to the Philadelphia Traction Company, for nine hundred and ninety-nine years from January 1, 1891, at a rental of \$43,225 per annum (\$3.50 per share), for the first five years, and \$49,400 per annum (\$4.00 per share) thereafter. In addition to the rental the lessee pays all taxes, running expenses, etc.

SUMMARY OF PAYMENTS.

| | |
|------------------------------|--------------------|
| For dividends, | \$33,930 00 |
| For miscellaneous, | 877 75 |
| Total, | \$34,867 75 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|---------------------|---|---------------------|
| Road and equipment, | \$249,514 40 | Capital stock, | \$309,207 00 |
| Schuylkill River Passenger railway stock, | 49,050 00 | Conductors and drivers' deposits, | 26 19 |
| Over issue stock, | 10,000 00 | Dividends 9, 10, 13, 15, | 51 03 |
| Cash, | 11,548 36 | Profit and loss, | 10,828 54 |
| Total, | \$320,110 76 | Total, | \$320,110 76 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 8, 1891, 3 per cent., \$18,525.00; January 12, 1892, 2½ per cent., \$15,437.50.

| | |
|------------------------------------|-------------|
| Paid in dividends, cash, | \$33,962 50 |
|------------------------------------|-------------|

PHILADELPHIA TRACTION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|--------------------------------|---------------|
| President, | Peter A. B. Widener, | Philadelphia. |
| First Vice President, | Wm. L. Elkins, | do. |
| Second Vice President, | George D. Widener, | do. |
| Secretary, | D. W. Dickson, | do. |
| Treasurer, | James T. Gorman, | do. |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------------|---------------|------------------------------|---------------|
| Peter A. B. Widener, | Philadelphia. | Thomas Dolan, | Philadelphia. |
| Wm. L. Elkins, | do. | Joseph B. Altemus, | do. |
| James McManes, | do. | George W. Elkins, | do. |

Date of annual meeting for election of directors: Last Tuesday in November of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner of Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Cable and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of present charter: November 28, 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections:

Richmond branch.—Depot, Norris and Thompson streets. On Thompson to Marl borough, to Belgrade, to Frankford avenue, to Master, to Twelfth, to Sansom, to Thirteenth, to Jefferson, to Seventh, to Susquehanna avenue, to Otis, to Coral, to York, to Thompson, to the depot.

Fairmount branch.—Depot, Twenty-third and Brown streets. On Twenty-third street to Wallace, to Franklin, to Race, to Seventh, to Market, to Delaware avenue; return to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar, to the Park, and east on Poplar to Twenty-ninth, to Brown, to the depot.

Fourth and Lawrence streets branch.—Depot, Lehigh Avenue and Hancock streets. Indiana avenue and Lawrence street south on Lawrence to Manor, to Montgomery avenue, to Randolph, to Master; return on Master to Seventh, to Oxford, to Fourth, to Indiana avenue, to Lawrence, to place of starting.

Columbia avenue branch.—Depot, Twenty-third and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue; return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-second, and from Thirty-second street east on Columbia avenue to the depot.

Jefferson street branch.—Depot, Lehigh avenue and Hancock street. Down Hancock street to Columbia avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth, to the Park; return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to the depot.

Eighteenth and Twentieth streets branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to the depot.

York and Dauphin streets branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to York, to Twenty-seventh, to Dauphin, to Thirty-third; return on Dauphin to Twenty-seventh, to York, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to Twentieth to place of starting.

Seventeenth and Nineteenth streets branch.—Depot, Seventeenth and Berks streets. On Seventeenth street to Chestnut, to Front, to Walnut, to Eighteenth, to Sansom, to Nineteenth, to Susquehanna avenue, to Seventeenth, to the depot.

Twelfth and Sixteenth streets branch.—Depot, Twelfth and Susquehanna avenue. On Twelfth street to Snyder avenue, to Sixteenth, to Susquehanna avenue, to the depot.

Christian street branch.—Depot, Twentieth and Wharton streets. On 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 the depot.

Nineteenth and Twentieth streets branch.—Depot, Twentieth and Wharton streets. On Twentieth street to Chestnut, to Front, to Walnut, to Nineteenth, to Tasker, to Twentieth, to the depot.

Catharine and Bainbridge streets branch.—Depot, Thirty-sixth and Gray's Ferry road. On Gray's Ferry road to Bainbridge street, east on Bainbridge to Front, south on Front to Catharine, west on Catharine to Gray's Ferry road, southwest on Gray's Ferry road to the depot.

Seventeenth and Eighteenth streets branch.—Depot, Twentieth and Wharton streets. From Reed street north on Eighteenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Seventeenth, to Reed, to Eighteenth, place of starting.

Market street branch.—Depot, Forty-first and Haverford streets. On Forty-first street to Market, to Delaware avenue, returning by same route.

Baring street branch.—Depot, Forty-fourth and Columbia avenue. From Forty-fourth street and Elm avenue east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth, to Baring, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Hutton, to Forty-first, to Elm avenue, to Forty-fourth, place of starting.

Haddington branch.—Depot, Forty-first and Haverford streets. On Haverford street to Sixty-seventh; returning on Haverford street to Sixty-fifth, to Vine, to Fifty-third and Haverford street to the depot.

Market street extension.—Depot, Forty-second and Chestnut streets. West on Market street from Forty-first to Sixty-third, to Vine; returning the same route.

Spruce street branch.—Depot, Forty-ninth street and Woodland avenue. East on Woodland avenue to Forty-seventh, to Chester avenue, to Forty-first, to Spruce, to Woodland avenue, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Woodland avenue, to Spruce, to Forty-second, to Chester avenue, to Forty-seventh, to Woodland avenue, to the depot.

Lancaster avenue branch.—Depot, Forty-fourth street and Columbia avenue. On Forty-fourth street to Lancaster avenue, to Thirty-second, to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to Thirty-second, to Lancaster avenue, to Forty-fourth, to Elm avenue, and return on Forty-fourth street to the depot.

Chestnut street branch.—Depot, Forty-second and Chestnut streets. On Forty-second street to Baltimore avenue; return on Forty-second to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to the depot.

Darby branch.—Depot, Forty-ninth street and Woodland avenue. From the borough of Darby, in Delaware county, on Darby road to Woodland avenue, to Thirty-second and Market streets; returning by the same route.

McKean street branch.—Depot, Seventh and McKean streets. On McKean street to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth; return east on Columbia avenue to Franklin street, to Race, to Seventh, to McKean, place of starting.

Seventh and Ninth streets extension.—Depot, Lehigh avenue and Hancock street. Starting from Broad and Lehigh avenue, east on Lehigh avenue to Ninth street, to Dauphin, to Franklin, to Columbia avenue, to Seventh, to Lehigh avenue, to Broad street.

Belgrade street branch.—Depot, Norris and Thompson streets. Starting from Lehigh avenue and Memphis street, on Memphis to Palmer, to Front and Harrison, on Harrison to Howard, to Columbia avenue, to Franklin, to Thompson, to Marlborough, to Belgrade, to York, to Cedar, to Lehigh avenue, to Memphis, place of starting.

Gray's Ferry branch.—Depot, Twentieth and Wharton streets. Starting from Dickinson and Twenty-second street north on Twenty-second to Ellsworth, to Twenty-third, to Spruce, to Third, to Dock, to Second, to Pine, to Twenty-second, to Christian, to Twenty-first, to Long Lane, to Dickinson, place of starting.

Twenty-second and Twenty-third streets branch.—Depot, Twentieth and Wharton streets. Starting at Twenty-second and Pine streets on Pine to Twenty-third, to Callowhill, to Twenty-fifth, to Green; return on Twenty-fifth, to Hamilton, to Twenty-second, to Pine, place of starting.

Poplar street branch.—Depot, Twenty-third and Brown streets. Starting from Twenty-ninth and Master on Twenty-ninth to Poplar, to Fifteenth, to Locust, to Thirteenth, to Master, to Twenty-ninth, place of starting.

Thirteenth and Fifteenth streets branch.—Depots, at Fifteenth and Cumberland and Thirteenth and Jackson streets. On Fifteenth from Cumberland to Miffin, to Broad, to Jackson, to Thirteenth, to Cumberland, to place of starting.

North Broad Street.—Depot, Fifteenth and Cumberland streets. On Fifteenth to Glenwood avenue, to Broad, to Germantown road, and return the same route.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Exchange tickets (transfers), | 06 |

SUMMARY OF PAYMENTS.

| | |
|--|-----------------------|
| Hay, | \$197,878 45 |
| Corn, | 221,143 27 |
| Oats, | 5,835 16 |
| Bran, | 16,652 23 |
| Straw, | 17,502 23 |
| Stable (labor), | 188,396 05 |
| Stable (material), | 9,544 06 |
| Blacksmithing, | 56,580 01 |
| Harness, | 12,437 90 |
| Horses, | 97,612 37 |
| Street repairs, | 63,485 53 |
| Car repairs, | 82,978 77 |
| Gas, | 16,896 96 |
| Oil, | 3,665 42 |
| Royalty and detective, | 6,460 63 |
| Conductors, drivers and gripmen, | 888,398 06 |
| Wages, | 107,605 55 |
| Salaries, | 30,850 00 |
| Printing, | 6,255 32 |
| Real estate repairs, | 16,313 03 |
| Stationery, | 1,726 09 |
| Water rents, | 10,323 35 |
| Insurance, | 15,962 35 |
| Taxes, | 223,827 52 |
| Damages, | 58,208 49 |
| Miscellaneous, | 38,064 52 |
| Engine and mill, | 6,021 56 |
| Rents, | 1,631 71 |
| Electrical light, | 9,448 80 |
| Cable sundries, | 4,877 30 |
| Cable wages, | 107,388 11 |
| Cable oil, | 13,472 08 |
| Cable coal, | 33,133 81 |
| Cable grip labor, | 14,256 14 |
| Cable grip material, | 15,023 31 |
| Cable repairs, | 39,424 39 |
| Cable rope, | 77,110 21 |
| Total, | <u>\$2,716,392 88</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------|-----------------------|---------------|-----------------------|
| Cash | \$158,091 17 | Capital stock | \$6,000,000 00 |
| Stock | 3,085,913 82 | Bonds | 1,170,290 00 |
| Equipment | 568,270 04 | Open accounts | 1,240,121 95 |
| Construction | 431,371 90 | | |
| Open accounts | 4,177,085 02 | | |
| Total | \$8,410,381 96 | Total | \$8,410,381 95 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Six per cent. on par value of capital stock.
 Paid in dividends, cash, \$330,000 00

IMPORTANT CHANGES DURING THE YEAR.

Philadelphia Traction leased Thirteenth and Fifteenth Street Passenger Railway Company for the term of 999 years from January 1, 1892.

PITTSBURG, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | ADDRESS. |
|----------------|-------------------|----------------|
| President | Frederick Gwinner | Allegheny, Pa. |
| Vice President | C. L. Magee | Pittsburg. |
| Secretary | A. M. Neeper | Pittsburg. |
| Treasurer | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------|----------------|-----------------|----------------|
| Frederick Gwinner | Allegheny, Pa. | Geo. B. Hill | Allegheny, Pa. |
| C. L. Magee | Pittsburg. | John H. Dalzell | do. |
| Joshua Rhodes | Allegheny, Pa. | | |

Date of annual meeting for election of directors: Third Monday in January.
 By whom is the road operated? Pittsburg, Allegheny and Manchester Traction Company.
 With what other companies consolidated? Leased to and contracted to be operated by Pittsburg, Allegheny and Manchester Traction Company, July 25, 1890.
 Date of consolidation: Lease and contract to Pittsburg, Allegheny and Manchester Traction Company executed July 25, 1890.
 General offices of the company at Liberty and Market streets, Pittsburg.
 For information relating to this report, address A. M. Neeper, secretary, Pittsburg.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 12, 1859. Main line and branches constructed and operated from time to time, from date of incorporation to summer of 1866. Capital stock fixed by charter at \$75,000.00, and increased from time to time to \$350,000.00.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections :

Main line.—From corner Union and Liberty avenue, in city of Pittsburg, to Sixth street, to Suspension bridge, to Federal street, Allegheny, to West Ohio street, to Western avenue, to Bidwell street, to Pennsylvania avenue, to Beaver avenue, to Island avenue.

Rebecca street branch.—Leave main line at corner Lacock and Federal streets; thence via Lacock to Craig street, to Rebecca street, to Beaver avenue, to Island avenue.

East Ohio street (Troy Hill) branch.—Leaves main line corner Federal and Ohio streets; thence via East Ohio street to line of Duquesne borough.

Duquesne Way branch.—Leaves main line at Sixth street and Duquesne way; thence via Duquesne way to Fifth street, to Liberty avenue, to Sixth street, to Main line.

SUMMARY OF PAYMENTS.

Total, \$37,500 00

GENERAL BALANCE SHEET.

| DE. | | CR. | |
|---|---------------------|--------------------------|---------------------|
| Real estate, | \$124,998 55 | Capital stock, | \$350,000 00 |
| Pittsburg, Allegheny and Manchester Traction Company, | 210,642 91 | | |
| Profit and loss, | 14,288 54 | | |
| Rental account, | 100 00 | | |
| Total, | <u>\$350,000 00</u> | Total, | <u>\$350,000 00</u> |

PITTSBURG, ALLEGHENY AND MANCHESTER TRACTION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------|-------------------------------|----------------|
| President, | John H. Dalsell, | Allegheny, Pa. |
| Vice President, | Joshua Rhodes, | Allegheny, Pa. |
| Secretary, | A. M. Neeper, | Pittsburg. |
| Treasurer, | William Montgomery, | Pittsburg. |
| General Manager, | G. F. Greenwood, | Allegheny, Pa. |
| Superintendent, | John S. Irwin, | Allegheny, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|----------------|------------------------------|----------------|
| John H. Dalsell, | Allegheny, Pa. | George B. Hill, | Allegheny, Pa. |
| Joshua Rhodes, | Allegheny, Pa. | Frederick Gwinner, | do. |
| C. L. Magee, | Pittsburg. | | |

By whom is the road operated? Pittsburg, Allegheny and Manchester Traction Company.

Date of consolidation: Date of leases, July 25, 1891—Pittsburg, Allegheny and Manchester Passenger Railway Company, term nine hundred and ninety-nine years; Pittsburg Union Passenger Railway Company, term nine hundred and eighty-five years.

General offices of the company at corner Market and Liberty streets, Pittsburg.
 For information relating to this report, address A. M. Neeper, secretary, Bakewell building, Pittsburg.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized December 14, 1889, with a capital stock of \$5,000.00, 100 shares par value, \$50.00, which was increased to \$3,000,000.00, May 29, 1890.

After the increase of the capital stock, the company, on July 25, 1890, leased the property and franchises of the Pittsburg, Allegheny and Manchester Passenger Railway Company for the term of nine hundred and ninety-nine years, and on the same date the property and franchises of the Pittsburg Union Passenger Railway Company for the term of nine hundred and eighty-five years, having previously contracted to equip their roads with necessary apparatus, and to operate the same as electrical roads.

On August 4, 1890, the contract for reconstruction of the passenger railways was let.

The foundation of the road-bed was constructed with concrete, in which were laid oak ties, the rails being the girder flange rail mounted upon chairs fixed to the ties. The over-head system of wiring is used in the operation of the road.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : From corner Sixth and Liberty streets, Pittsburg, along Sixth to Suspension bridge, to Allegheny City ; thence via Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue to Beaver avenue, along Beaver and Island avenue to Preble avenue.

From Federal street along East Ohio to Chestnut street.

From Federal street along Lacock to Craig, to Rebecca street, to Beaver avenue, to Pennsylvania avenue.

From Federal street along Robinson to School street, to South avenue, to Allegheny avenue, to Franklin street, to Sedgewick street, to Washington avenue, to Beaver avenue.

On Franklin street from Sedgewick to Fulton, along Fulton to Washington avenue.

On Preble avenue from Island avenue to Hanover street, to McClure avenue, to Gass avenue.

From Suspension bridge (Pittsburg end) along Duquesne way to Fifth street, to Liberty avenue, to Market street.

Connects with Citizens' Traction Company, Pittsburg Traction Company, Pittsburg Union Passenger Railway Company and Federal Street and Pleasant Valley Railway Company.

Union Line.—From corner Fifth avenue and Market street, Pittsburg, along Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street to Union bridge, across bridge to Grant avenue, Allegheny City, along Grant avenue to South avenue, to Allegheny avenue, to Franklin street, to Fulton street, to Washington avenue, to Market street, to Staunton avenue, to car house ; thence along Preble avenue to Hanover street, to McClure avenue, to Woods Run avenue ; the terminus connects with Pittsburg, Allegheny and Manchester Passenger Railway Company and Pittsburg West End Railway Company.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of fifty sold for | 2 45 |

SUMMARY OF PAYMENTS.

| | |
|---|-----------------------|
| For construction, | \$338,963 74 |
| For equipment, | 340,602 24 |
| For maintaining the road or real estate of the corporation, and operating the road, | 234,598 56 |
| For interest, | 64,358 20 |
| For dividends, | 36,469 60 |
| For municipal taxes, | 2,100 08 |
| Total, | \$1,062,062 42 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|-----------------------|--|-----------------------|
| Stock Pittsburg, Allegheny and Manchester Railway Co., | \$2,450,000 00 | Capital stock, | 83,000,000 00 |
| Stock Pittsburg Union Railway Company, | 464,566 67 | Funded debt, | 1,455,000 00 |
| Stock Union Bridge Company, | 612 50 | Bonds Pittsburg, Allegheny and Manchester Passenger Railway Company, | 100,000 00 |
| Stock Pittsburg Produce Exchange, | 10 00 | Bonds Pittsburg Union Passenger railway, | 100,000 00 |
| Investment account, stock Pittsburg, Allegheny and Manchester Traction Co., | 1,928 57 | Personal property Pittsburg, Allegheny and Manchester Passenger railway, | 860,142 39 |
| Lease Pittsburg, Allegheny and Manchester Passenger Railway Company, | \$252,289 81 | Personal property Pittsburg Union, | 23,405 55 |
| Lease Pittsburg Union Passenger railway, | 135,876 30 | Profit and loss, | 83,547 94 |
| Real estate, | 388,166 11 | Bills payable, | 332,457 39 |
| Cash, | 8,215 25 | Accounts payable, | 503 63 |
| Construction, | 958,156 16 | Rentals, | 239 97 |
| Equipment, | 452,568 18 | | |
| Treasury stock Pittsburg, Allegheny and Manchester Traction Company, | 80,433 33 | | |
| Bonds in hands treasurer, | 200,000 00 | | |
| Total, | \$5,060,556 77 | Total, | \$5,060,556 77 |

PITTSBURG AND BIRMINGHAM PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|-----------------------------|--------------|
| President, | A. Sellers McKee, | Pittsburg |
| Secretary, | T. J. Tener, | Osborne, Pa. |
| Treasurer, | Miller Elliott, | Pittsburg. |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------|----------------------------|---------------|
| A. Sellers McKee, | Pittsburg. | Thomas M. McKee, | Pittsburg. |
| D. Z. Brickell, | do. | E. E. Denniston, | Philadelphia. |
| M. A. Verner, | do. | | |

Date of annual meeting for election of directors: Second Tuesday in October.
 By whom is the road operated? Pittsburg and Birmingham Traction Company.
 General offices of the company at Pittsburg.
 For information relating to this report, address T. J. Tener, Pittsburg.
 What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued July 5, 1859.
 Leased November 19, 1889, to the Pittsburg and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

See report of operating company, Pittsburg and Birmingham Traction Company

SUMMARY OF PAYMENTS.

For dividends, \$24,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|---------------------|-----------------------------------|---------------------|
| Real estate, | \$63,800 00 | Capital stock, | \$200,000 00 |
| Construction, | 124,789 08 | Bond and mortgage, | 75,000 00 |
| Profit and loss, | 31,247 39 | Pittsburg and Birmingham Traction | |
| Equipment, | 55,451 04 | Company, | 287 51 |
| Total, | \$275,287 51 | Total, | \$275,287 51 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November, 1891. Paid dividend of six dollars per share, \$24,000.00, being at six per cent. per annum for two years on the capital \$200,000.00.

PITTSBURG AND BIRMINGHAM TRACTION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|-----------------------------|--------------|
| President, | H. Sellers McKee, | Pittsburg. |
| Vice President, | D. Z. Brickell, | Pittsburg. |
| Secretary, | T. J. Tener, | Osborne, Pa. |
| Treasurer, | Daniel Beech, | Pittsburg. |
| General Superintendent, | Miller Elliott, | Pittsburg. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|---------------|------------------------------|-------------|
| H. Sellers McKee, | Pittsburg. | Thos. M. McKee, | Pittsburg. |
| D. Z. Brickell, | Pittsburg. | Thos. H. Bakewell, | New York. |
| Murry A. Verner, | Pittsburg. | T. H. Given, | Pittsburg. |
| E. E. Denniston, | Philadelphia. | | |

Date of annual meeting for election of directors : Second Tuesday in October.
 By whom is the road operated? Pittsburg and Birmingham Traction Company.
 General offices of the company at Pittsburg.
 For information relating to this report, address T. J. Tener, secretary.
 What kind of power is used for propelling the cars on your road? Main line—Electricity. Short line—Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued to the Pittsburg and Birmingham Traction Company, August 15, 1889.

Pittsburg and Birmingham Passenger Railroad Company, including the South Side Passenger Railroad Company, leased November 19, 1889, to the Pittsburg and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Main line : From Carson and Thirty-fourth street, along Carson, west to and over bridge to Smithfield street, to Liberty street, to Union depot; thence back by same route.

Short line : From car house Thirtieth and Carson streets, along Thirtieth to Sarah, along Sarah to Tenth street, along Tenth street to and over Birmingham bridge to Second avenue, along Second avenue to Grant, along Grant street to Third avenue, along Third avenue to Market street, along Market street to Fourth avenue, along Fourth avenue to Grant street, along Grant street to Second avenue; thence back by same route to Thirtieth and Carson streets.

New line, now laying : From Twenty-eighth and Jane streets, on Jane street to Eighteenth street, to Sidney street, to Seventeenth street, to Bingham street, to Tenth street, to McKean street, to Sixth street, all in South Pittsburg. Single track not yet in operation.

RATE OF FARE FOR PASSENGERS.

| | |
|--|-------------|
| Single fare, | 5 cents. |
| Tickets in packages of twenty and upward sold at | 5 ct. rate. |

SUMMARY OF PAYMENTS.

| | |
|---|--------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$168,650 42 |
| For interest, | 100,118 75 |
| For miscellaneous (rent two years), | 24,000 00 |
| For state taxes, | 4,590 63 |
| Total, | \$297,360 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|----------------|--|----------------|
| Property and railway, | \$2,895,750 00 | Capital stock, | \$3,000,000 00 |
| Improvement, | 1,600,805 10 | Profit and loss, | 120,548 33 |
| Monongahela Bridge Company, advance, | 179,407 09 | Bond and mortgage, | 1,500,000 00 |
| Stocks in other companies, | 573,250 00 | Bonds guaranteed, | 469,000 00 |
| Stock in Monongahela Water Company, | 900 00 | Bills payable, | 127,324 29 |
| Cash, | 13,038 30 | Accounts payable, | 34,549 50 |
| Accounts receivable, | 13,450 48 | Accrued bond interest, | 30,615 00 |
| Coupon deposit (cash), | 2,100 00 | Coupons matured (unpresented), | 2,100 00 |
| Feed, | 284 25 | | |
| Horses, | 5,392 00 | | |
| Total, | \$5,264,437 22 | Total, | \$5,264,437 22 |

IMPORTANT CHANGES DURING THE YEAR.

We have taken leases of the Pittsburg Incline Plane and the Mt. Oliver Incline Plane, running to the south side hill tops, and have operated them since December 1, 1891. The Mt. Oliver lease also gives us their street railway lines extending back on the hills into Knoxville and Allentown, which lines we are now changing to electric power. We are also changing our short line from horse power to electric equipment from the foot of the planes over the upper Monongahela or Birmingham bridge to Market street, Pittsburg, which will provide rapid transit between Knoxville, Allentown and Mt. Oliver, and the city via the planes.

PITTSBURG INCLINE PLANE COMPANY.

OFFICERS.

| TITLE. | RESIDENCES. | RESIDENCES. |
|----------------------------|--------------------------------|-----------------------|
| President, | J. F. Grimes, | Knoxville, Pittsburg. |
| Secretary, | Robert C. Cornelius, | do. do. |
| Treasurer, | W. J. Hunter, | do. do. |
| General Manager, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------|-----------------------|--------------------------|---------------|
| J. F. Grimes, | Knoxville, Pittsburg. | E. J. Mathews, | Philadelphia. |
| Francis Rawle, | Philadelphia. | | |

Date of annual meeting for election of directors: December 1.

By whom is the road operated? Pittsburg and Birmingham Traction Company.

With what other companies consolidated? Leased December 1, 1891.

General offices of the company at Knoxville, Pittsburg, Pa.

For information relating to this report, address J. F. Grimes, president, Knoxville, Pittsburg, Pa.

What kind of power is used for propelling the cars on your road? Steam, with wire ropes.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The road is leased to one of the branches of the Pittsburg and Birmingham Traction Company for 999 years, on the net annual rental of \$15,000. The lessees to pay all and every form of taxes, either on capital stock, bonds or otherwise.

For further information, or to complete this report, you will have to apply to the Pittsburg and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Forty hill, in Twenty ninth ward, Pittsburg, on Bradford street, to Washington avenue, on top of hill, in Thirty-first ward, same city.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of fifty sold for | 1 25 |

SUMMARY OF PAYMENTS.

| | |
|--|-------------|
| For maintaining the road or real estate of the corporation, and operating the road, for five months, | \$11,023 46 |
| For interest, | 7,500 00 |
| For dividends, | 5,625 00 |
| For miscellaneous, | 4,303 79 |
| For municipal taxes, | 481 06 |
| For state taxes, | 225 00 |
| Total, | \$29,158 31 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: February 1, 1892, 1½; May 1, 1892, 2¼.

| | |
|------------------------------------|------------|
| Paid in dividends, cash, | \$5,625 00 |
|------------------------------------|------------|

PITTSBURG, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCE. |
|----------------------|------------------------------|---------------|
| President, | William L. Elkins, | Philadelphia. |
| Secretary, | J. G. Traggardh, | Pittsburg. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|------------------------------|-------------|
| William L. Elkins, | Philadelphia. | Thomas S. Bigelow, | Pittsburg. |
| P. A. B. Widener, | Philadelphia. | J. Z. Wainwright, | do. |
| George W. Elkins, | Philadelphia. | George C. Wilson, | do. |
| George W. Elkins, | Pittsburg. | | |

Date of annual meeting for election of directors: Third Monday of November.

The property and franchises of the Pittsburg, Oakland and East Liberty Passenger Railway Company, were, on the 17th day of June, 1887, leased to the Pittsburg Traction Company, for the term of nine hundred and ninety-nine years, which company has since that date operated the road, and as to all questions hereinafter put to which answers are not appended, you are respectfully referred to the report of that company.

General offices of the company at 6006 Penn avenue.

For information relating to this report, address J. G. Traggardh, secretary, 6006 Penn avenue, Pittsburg.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of corporate charter, April 8, 1859.

PITTSBURG TRACTION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|--------------------------|-------------|
| President. | Geo. W. Elkins. | Pittsburg. |
| Vice President. | C. L. Magee. | do. |
| Secretary. | J. G. Traggardh. | do. |
| Treasurer. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|---------------|-------------------------|---------------|
| Geo. W. Elkins. | Pittsburg. | William Flinn. | Pittsburg. |
| P. A. B. Widener. | Philadelphia. | Geo. C. Wilson. | Pittsburg. |
| W. L. Elkins. | Philadelphia. | Geo. W. Elkins. | Philadelphia. |
| C. L. Magee. | Pittsburg. | | |

Date of annual meeting for election of directors: Third Monday of November, each year.

By whom is the road operated? The Pittsburg Traction Company.

With what other companies consolidated? The Pittsburg, Oakland and East Liberty Passenger Railway Company, Central Transit Company.

Date of consolidation: June 17, 1887.

General offices of the company at No. 6006 Penn avenue, Pittsburg.

For information relating to this report, address John G. Traggardh, secretary, 6006 Penn avenue, Pittsburg.

What kind of power is used for propelling the cars on your road? Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburg Traction Company was organized April 14, 1887, with an authorized capital of two million five hundred thousand dollars payable in instalments. Up to date one million nine hundred thousand dollars of this has been paid in.

After securing control of the Pittsburg, Oakland and East Liberty Passenger Railway Company, the work of changing said road from horse-power to cable was commenced, and by November, 1888, the whole line, including that part of Central Transit Company from Wylie avenue to its terminus at Liberty avenue, was operated by cable.

CHARACTERISTIC OF ROAD.

Route of road, streets occupied, and connections: From Liberty street through Fifth avenue to Shady avenue; thence by Penn avenue to company's East Liberty depot; thence returning by Highland avenue to point of starting.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------------|
| Single fare, | 3 and 5 cts. |
| Tickets in packages of 500 sold for | 25 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$787 36 |
| For equipment, | 6,535 10 |
| For maintaining the road or real estate of the corporation, and operating the road, | 256,987 84 |
| For interest, | 38,430 00 |
| For dividends, | 75,000 00 |
| For United States taxes, | 11,326 37 |
| Total, | \$389,016 67 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|---|-----------------------|
| Permanent investments and real estate, | \$1,272,684 69 | Capital stock, | \$2,500,000 00 |
| Construction, | 1,269,715 60 | First mortgage coupon bonds, | 750,000 00 |
| Equipment, | 167,287 64 | Bonds of P. O. & E. L. R. Co., assumed by this company, | 7,000 00 |
| Cash, | 30,748 98 | Mortgage on lots on Fifth avenue, | 10,000 00 |
| Instalments uncalled, | 600,000 00 | Monthly vouchers for supplies, | 4,232 15 |
| | | Surplus, | 69,234 71 |
| Total, | \$3,840,436 86 | Total, | \$3,840,436 86 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: May 16, 1892, one dollar and fifty cents per share.
 Paid in dividends, cash, \$75,000 00

IMPORTANT CHANGES DURING THE YEAR.

December 17, 1891, an operating contract was executed between this company and the Duquesne Traction Company, to take effect January 1, 1892, for the period of ninety-nine years. The reasons inducing the making of said contract, as expressed therein, are the facilitating of the carrying of passengers, the avoidance of dangerous crossings, the better accommodation of the traveling public, etc., etc. By this contract this company assumes the operation of the railways formerly operated by the Duquesne Traction Company, and agrees to collect all receipts and make all disbursements for the operation of the two roads. A division of net earnings of both roads is made every six months, on the basis of $\frac{17}{100}$ for this company to $\frac{13}{100}$ for the Duquesne Traction Company.

PITTSBURG UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|-------------------------------|----------------|
| President, | J. W. Dalzell, | Allegheny, Pa. |
| Secretary, | A. M. Neeper, | Pittsburg. |
| Treasurer, | William Montgomery, | Pittsburg. |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|------------------------------|----------------|-------------------------------|----------------|
| J. W. Dalsell, | Allegheny, Pa. | J. H. Dalsell, | Allegheny, Pa. |
| C. L. Magee, | Pittsburg. | William Montgomery, | Pittsburg. |
| Joshua Rhodes, | Allegheny, Pa. | Geo. B. Hill, | Allegheny, Pa. |
| Frederick Gwinner, | Allegheny, Pa. | | |

Date of annual meeting for election of directors : Third Monday in January.
 By whom is the road operated? Pittsburg, Allegheny and Manchester Traction Company.
 With what other companies consolidated? None. Leased to above Traction Company.
 Date of consolidation : Leased July 25, 1890.
 General offices of the company at corner Market and Liberty streets, Pittsburg.
 For information relating to this report, address A. M. Neeper, secretary, Pittsburg.
 What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Union Passenger Railway Company : Articles of association dated October 3, filed November 2, 1878, letters patent issued November 2, 1878.
 Pittsburg Union Passenger railway : Articles of association dated August 27, 1879, filed August 30, 1879, letters patent issued August 30, 1879.
 The above companies were consolidated August 26, 1881, under name of Pittsburg Union Passenger Railway Company, and a copy of the articles of consolidation was forwarded to the Secretary of State on same day. The track was laid during the spring and summer of 1881, and the first cars were run in the latter part of July, 1881.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : From corner Fifth avenue and Market street, along Fifth avenue, Liberty street, Fifth street, Penn avenue and Water street, to Union bridge, across bridge to Grant avenue, along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street and Stanton avenue, to stable and car house; thence along Preble avenue, Hanover street, and McClure avenue, to Woods Run avenue, the terminus; connects with Pittsburg, Allegheny and Manchester Passenger railway and Pittsburg West End Railway Company.

SUMMARY OF PAYMENTS.

For miscellaneous, \$6,218 74

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|--------------------|-------------------------|--------------------|
| Real estate, | \$14,878 85 | Capital, | \$82,756 00 |
| Lease, Pittsburg, Allegheny and Manchester Traction Company, | 11,447 25 | | |
| Rental, | 120 97 | | |
| Profit and loss, | 56,307 98 | | |
| Total, | \$82,756 00 | Total, | \$82,756 00 |

PITTSBURG AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------|-----------------------------|-------------|
| President. | John C. Reilly. | Pittsburg. |
| Vice President. | Thomas S. Bigelow. | do. |
| Secretary. | William V. Callery. | do. |
| Treasurer. | William J. Burns. | do. |
| General Manager. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|--------------------------|---------------------------|-------------------|
| John C. Reilly. | Pittsburg. do. do. | W. V. Callery. | Pittsburg. do. |
| Thomas S. Bigelow. | | William J. Burns. | |
| J. D. Callery. | | | |

Date of annual meeting for election of directors : Second Monday in January.

By whom is the road operated ? William J. Burns.

General offices of the company at Wabash avenue, Thirty-sixth ward, West End, Pittsburg.

For information relating to this report, address William J. Burns, treasurer and general manager.

What kind of power is used for propelling the cars on your road : Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of this company was granted, March 26, 1879, and the ordinance was passed in April. The road was constructed and in operation July 4, same year. The road was opened with seven cars, and there is now twenty cars in operation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Starting at Market street and Fifth avenue ; Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street, to Point bridge, over Point bridge, to Carson street, to Main street, to Wabash avenue, to car stables in Thirty-sixth ward. Extensions from Point bridge, east on Carson street to Monongahela bridge, and west on Carson street to city line ; then on Chartiers and Robinson township turnpike road to Chartiers (now McKeesport Rocks borough), in Stowe township.

The Union Passenger Railway Company connects with this line at Penn avenue and Water street. The following connections are made with other companies : at Penn avenue and Fourth street, with the Second Avenue Passenger Electric Railway Company ; at city station, with the Citizens' Cable Traction Company, with the Pittsburg Cable Traction Company, and with the Pittsburg, Allegheny and Manchester Electric Company ; at Point bridge with Pittsburg, Chicago and St. Louis railroad, and Pittsburg and Lake Erie railroad, and Duquesne Incline Plane Company, and at Main and Carson with the Sawmill Run railroad.

RATE OF FARE FOR PASSENGERS.

| | |
|---|-------------|
| Single fare, | \$0 06 |
| Tickets in packages of five sold for, | 25 |
| | <hr/> <hr/> |

SUMMARY OF PAYMENTS.

| | |
|---|--------------------------|
| For construction, | \$56,450 04 |
| For maintaining the road or real estate of the corporation, and operating the road, | 60,496 39 |
| For interest, | 4,746 95 |
| For dividends, | 20,000 00 |
| For new passenger cars and horses, | 250 00 |
| For payments to loan account, | 16,000 00 |
| For miscellaneous, | 261 00 |
| For municipal taxes, | 710 19 |
| For state taxes, | 2,167 28 |
| Total, | <hr/> <hr/> \$161,111 85 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|--------------------|------------------------------------|--------------------|
| Construction, | \$205,755 56 | Capital stock, | \$124,080 14 |
| Equipment, | 39,156 81 | Bonds, | 75,000 00 |
| Sundries, | 11,310 52 | Bills payable, | 100,000 00 |
| Cash, | 45,082 12 | Profit and loss account, | 244 37 |
| Total, | <hr/> \$299,304 51 | Total, | <hr/> \$299,304 51 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : December 31, 1891, cash, \$2.50 per share on 4,000 shares ; June 30, 1892, cash, \$2.50 per share on 4,000 shares ; June 30, 1892, scrip, \$3.50 per share on 4,000 shares, taken out of profit and loss account.

| | |
|--|-------------------|
| Paid in dividends, stock, \$14,000.00 ; cash, \$20,000.00, | \$34,000 00 |
| Balance for the year, or surplus, profit and loss account, | 244 37 |
| Surplus at commencement of the year, | 3,548 84 |
| Total surplus, | 244 37 |
| Surplus invested as follows : | |
| Material, fuel and stores, | 915 27 |
| Total, | <hr/> \$38,952 85 |

IMPORTANT CHANGES DURING THE YEAR.

Now starting to change from horse-power to electricity. Expect to be in operation by November 1, 1892.

PITTSTON STREET CAR COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|------------------------------|------------------|
| President, | John J. Patterson, | Mifflintown, Pa. |
| Secretary, | John Graham, | Carlisle, Pa. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|------------------------------|-------------------|--------------------|-----------------|
| John J. Patterson, | Mifflintown, Pa. | P. Russ, | Harrisburg, Pa. |
| W. G. Eno, | Plymouth, Pa. | John Graham. | |
| J. W. Hollenback, | Wilkes-Barre, Pa. | | |

Date of annual meeting for election of directors: May 10.

By whom is the road operated? By its officers.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was originally chartered as the Pittston Passenger Railway Company, by act of legislature passed in the year 1873, and operated by said company until the month of February, 1882, when it was sold by the sheriff of Luzerne county, to satisfy the bondholders. It was then reorganized January 1, 1883, under the present name of the Pittston Street Car Company, and has been operated by that company to date.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the intersection of Railroad and Main streets; thence along and upon said Main street to the junction of the Lehigh Valley and the Lackawanna and Bloomsburg division of the Delaware, Lackawanna and Western railroad, one and three-fourths miles in length.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, \$2,956 40

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|-------------|-------------------------------|-------------|
| Construction and real estate. | \$10,000 00 | Capital stock. | \$10,000 00 |
| Cash, | 2,914 10 | Operating expenses, | 2,956 40 |
| Surplus, | 42 30 | | |
| Total, | \$12,956 40 | Total, | \$12,956 40 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: No dividends.

READING CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------------|----------------------------|--|
| President. | B. F. Owen. | 545 Centre avenue, Reading. |
| Vice President. | James L. Douglass. | 211 South Fifth street, Reading |
| Secretary. | Henry A. Muhlenberg. | 200 N. Fourth and 520 Washington st., Reading. |
| Treasurer. | | |
| General Superintendent. | John A. Riggs. | 520 Chestnut street, Reading. |

DIRECTORS.

| NAMES. | RESIDENCES. |
|-------------------------------|-----------------------------------|
| B. F. Owen. | 545 Centre avenue, Reading. |
| James L. Douglass. | 211 South Fifth street, Reading. |
| William R. McIlvain. | 210 North Fifth street, Reading. |
| Matthew Harbster. | 742 Centre avenue, Reading. |
| William A. Sands. | 428 Walnut street, Reading. |
| Albert Thalheimer. | 105 North Eighth street, Reading. |
| Charles H. Schaeffer. | 226 North Fifth street, Reading. |
| John Rich. | 630 Centre avenue, Reading. |
| Henry A. Muhlenberg. | 200 North Fourth street, Reading. |

Date of annual meeting for election of directors: Second Tuesday in January.
 By whom is the road operated? The Reading City Passenger Railway Company
 With what other companies consolidated? The Perkiomen Avenue Passenger Railway Company.

Date of consolidation: The legal consolidation took place April 1, 1889, under the name of the Reading City Passenger Railway Company. By virtue of a resolution of the board of directors, the two corporations were operated and the accounts kept as separate organizations until June 30, 1889.

General offices of the company at northeast corner, second floor, Fifth and Penn streets, Reading, Pa.

For information relating to this report, address B. F. Owen or Henry A. Muhlenberg.

What kind of power is used for propelling the cars on your road? Horse power

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading City Passenger Railway Company was incorporated by act of the general assembly of the Commonwealth of Pennsylvania, approved December 18, 1873. See Pamphlet Laws of 1874, appendix, page 463, etc.

The Penn Street Passenger Railway Company was incorporated by act of the general assembly of the Commonwealth of Pennsylvania, approved the third day of April, A. D. 1873. See Pamphlet Laws of 1874, appendix, pages 346 and 349.

The Penn Street Passenger Railway Company was reorganized under the name of the Perkiomen Avenue Passenger Railway Company.

The Reading City Passenger Railway Company and the Perkiomen Avenue Passenger Railway Company were consolidated under and by virtue of the act of the general assembly of the Commonwealth of Pennsylvania, approved May 16, A. D. 1861, in the month of April, A. D. 1889.

The name of the consolidated corporation is the Reading City Passenger Railway Company.

For full history of the organization and construction of the original Reading City Passenger Railway Company see report to Department of Internal Affairs, December 31, 1888.

During the year ending June 30, 1892, thirteen hundred and seventy-five (1,375) shares of stock were issued at par to the stockholders of the company, for which the sum of sixty-eight thousand seven hundred and fifty dollars (\$68,750) was received, \$18,750 in September, 1891, and \$50,000 in February and March, 1892.

The following construction was done during the period named: The single track with sidings on Perkiomen avenue taken up and the streets graded. Double track for about seven squares put down and the space between the two tracks to the outside of the sills on each side paved. All done by order of the city councils.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the foot of Sixth street; north on Sixth street to Windsor street; west on Windsor street to Centre avenue; north on Centre avenue to Robeson street; south on Centre avenue to Fifth street; south on Fifth street to Laurel street; east on Laurel street to Ninth street; north on Ninth street to Cotton street; east on Cotton street to Nineteenth street; north on Nineteenth street to Mineral Springs Park, with a branch on Sixth street from Windsor street to Robeson street, and a branch on Sixth street to Philadelphia and Reading railroad depot.

Also beginning at foot of Third street; north on Third street to Chestnut street; east on Chestnut street to Fourth street; north on Fourth street to Washington street; east on Washington street to Sixth street; north on Sixth street to Walnut street; east on Walnut street to Eleventh street; north on Eleventh street to Marion street, with branches on Walnut street from Fifth to Sixth streets; on Buttonwood street from Fifth to Sixth streets; on Chestnut street from Fourth to Fifth streets and on Washington street from Second to Fourth streets.

Also beginning at foot of Penn street; east on Penn street to Perkiomen avenue; thence on Perkiomen avenue to Nineteenth street; thence along Mineral Springs lane to Mineral Springs, with a branch from Chestnut street and Perkiomen avenue to Mineral Springs.

Also beginning at Tenth and Penn streets; north along Tenth street to Exeter street; west along Exeter street to Ninth street; south along Ninth street to Penn street.

Also beginning at foot of Bingaman street; east along Bingaman street to Eighth street, and north along Eighth street to Spring street.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | 07 |
| Tickets in packages of six sold for | 25 |
| | <hr/> |

SUMMARY OF PAYMENTS.

| | |
|---|--------------|
| For construction, | \$21,187 84 |
| For maintaining the road or real estate of the corporation, and operating the road, | 120,013 33 |
| For interest, | 6,427 22 |
| For dividends, | 14,437 50 |
| For new passenger cars and horses: Cars, \$1,600; horses \$1,625, | 3,225 00 |
| For payments to loan account, | 111,063 68 |
| For municipal taxes, | 1,427 65 |
| For state taxes, | 2,233 28 |
| | <hr/> |
| Total, | \$280,006 50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|---------------------|--|---------------------|
| Fifty-seven squares track at \$1,500 per square. | \$85,500 00 | Capital stock, 7,000 shares at \$50 per share. | \$350,000 00 |
| Fifth street branch, 26 squares, cost. | 31,695 42 | First mortgage bonds, due in 1893. | 12,000 00 |
| Schuykill avenue branch, 7 squares, cost. | 9,258 96 | General mortgage bonds, due in 1906. | 100,000 00 |
| Perkiomen avenue passenger railway system, cost as per last report \$143,385.90; cost seven squares double track, \$18,487.22; total cost. | 157,873 12 | Common bonds, due in 1893, no interest. | 8,800 00 |
| Real estate, Sixth and Minor streets, cost \$18,351.18. | 18,000 00 | Life tickets due in 1893, no interest. | 3,000 00 |
| Real estate, South Third street, cost \$13,025.54. | 16,000 00 | Note of company. | 1,000 00 |
| Real estate, Tenth and Penn streets. | 148 50 | Front and loss, for difference between value of assets and amount of liabilities, including capital stock. | 7,869 36 |
| Real estate, Tenth and Exeter streets, cost. | 15,931 80 | | |
| Real estate, Perkiomen avenue. | 4,290 50 | | |
| Second street branch, cost. | 1,584 76 | | |
| Bingaman street branch, cost. | 9,021 62 | | |
| Mineral Springs road branch, cost. | 11,491 02 | | |
| Ninth and Tenth street branch road, cost. | 22,621 10 | | |
| Eleventh street branch. | 7,818 08 | | |
| Additional construction: Cotton street branch, \$400; Windsor street branch, \$300; Centre avenue branch, \$300, as per last report. | 1,000 00 | | |
| Deysber real estate, South Third street. | 2,060 75 | | |
| Eighth street branch. | 20,748 60 | | |
| Harness and stable fixtures, as per last report. | 2,221 20 | | |
| Sundry property, as per inventory. | 2,385 00 | | |
| Three hundred and twenty-four horses, exclusive of eighty horses that belonged to Perkiomen Avenue Passenger Railway Company. i. e. 244; horses at \$125 per horse. | 30,500 00 | | |
| Fifty-two passenger cars at \$400 per car, exclusive of twenty-three cars that belong to Perkiomen Avenue Passenger railway. | 20,800 00 | | |
| Cash balance, June 30, 1892. | 11,744 09 | | |
| Total, | \$482,669 36 | Total, | \$482,669 36 |

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: There has at no time during the existence of the original Reading City Passenger Railway Company, or since the consolidation of that company with the Perkiomen Avenue Passenger Railway Company, under the name of the first mentioned company, been any issue of stock as a stock dividend.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1891, cash dividend paid 3 per cent. on \$281,250, amount of dividend, \$8,437.50. January 12, 1892, cash dividend paid 2 per cent. on \$300,000, amount of dividend \$6,000.

| | |
|--|-------------|
| Paid in dividends, cash, | \$14,437 50 |
| Balance for the year, or surplus, | 11,744 09 |
| Surplus at commencement of the year, | 9,817 41 |
| Total surplus, | 11,744 09 |
| Surplus invested as follows: | |
| Cash and loans, bank balances, | 11,744 09 |

The company had on hand on June 30, 1892, an amount of feed in the four stables of the corporation of over seven thousand dollars in value. There were no notes given for feed outstanding against this sum. The company, however, has not taken credit for this sum, as the amount varies considerably from month to month.

IMPORTANT CHANGES DURING THE YEAR.

The construction of a double track on Perkiomen avenue, about seven squares in length. The construction of this double track and the relaying of the old track cost \$13,487.22.

READING AND SOUTHWESTERN PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------------|-------------------------|-------------|
| President. | Henry Ahrens. | Reading Pa. |
| Secretary. | George W. Keim. | do. |
| Treasurer. | F. K. Flood. | do. |
| Auditors. | A. S. Miller. | do. |
| General Manager. | George W. Keim. | do. |
| General Superintendent. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------------|--------------|------------------------------|---------------|
| Augustus W. Hoff. | Reading, Pa. | Henry C. Geissler. | Reading, Pa. |
| Benjamin Saylor. | do. | G. Fred Mertz. | Reading, Pa. |
| Cyrus T. Fox. | do. | Wellington Van Reed. | Reading, Pa. |
| David P. Schlott. | do. | J. B. Sterley. | Reading, Pa. |
| Frederick R. Bechtel. | do. | Vincent S. Seltzer. | Reading, Pa. |
| George Eitz. | do. | James W. Shepp. | Philadelphia. |

Date of annual meeting for election of directors: Second Monday of January in each year.

By whom is the road operated? Reading and Southwestern Street Railway Company.

General offices of the company at Reading, Pa.

For information relating to this report, address George W. Keim, secretary.

What kind of power is used for propelling the cars on your road? Electric power

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading and Southwestern Street Railway Company was incorporated on the 24th day of November, 1890. A temporary organization had been previously effected, and the company was subsequently organized permanently, under the charter, by the election of a president and board of twelve directors. The construction of the street railway was commenced in the spring of 1891, and the road was enabled to commence business on the 29th of August, 1891, when it was put in operation as far as Shillington, three miles from Reading. Several weeks later the line was completed to its present terminus in Mohnsville, and in November, 1891, the construction of a branch on Franklin street, from Third to Ninth, six squares in length, in the city of Reading, was commenced, and the same was completed in the beginning of the month of December following.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Third and Penn streets in the city of Reading, Pa.; thence on Third street to Chestnut street; thence on Chestnut street to Water street, otherwise known as River road; thence on said Water street, crossing the river Schuylkill to a point on the road leading from the Harrisburg bridge to the Lancaster bridge; thence along said road to the Lancaster road; thence on the Lancaster road to the Sinking Spring road in the village of

Shillington; thence on said Sinking Spring road to the Mohnsville road; thence on said Mohnsville road to the village of Mohnsville, in the county of Berks, Pa., and returning thence by the same route to Third and Penn streets in the city of Reading, the place of beginning.

From the main line: also a branch extending at Third and Franklin streets in said city of Reading; thence eastward on Franklin street to the western line of Ninth street.

RATE OF FARE FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare in Reading and as far as Shillington, | \$0 05 |
| Fare, Reading to Mohnsville, | 10 |
| Round trip, Reading to Mohnsville and return, | 15 |
| Books good for fifty rides between Reading and Mohnsville are sold for | 3 50 |

SUMMARY OF PAYMENTS.

| | |
|--|--------------|
| For construction, | \$96,386 24 |
| For equipment, | 43,158 60 |
| For maintaining the road or real estate of the corporation, and operat- the road, | 17,583 97 |
| For dividends, | 2,760 00 |
| For municipal taxes, | 50 00 |
| Total, | \$159,938 81 |

According to the above, it will be seen that the road sustained a loss of \$1,179.29. The first dividend declared was based upon the earnings up to December 1, 1891.

During the winter and spring months the road was operated at a loss, this being a suburban line doing its largest business during the months of May, June, July, August, September, October and November. The total disbursements were \$159,938.81; while the total receipts were \$158,759.52; showing a loss of \$1,179.29.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------|--------------|-----------------------------|--------------|
| Construction, | \$139,086 36 | Capital, | \$130,000 00 |
| Material on hand, | 458 48 | Bills payable, | 13,213 08 |
| Cash, | 3,480 39 | Current accounts, | 941 44 |
| Loss and gain, | 1,179 29 | | |
| Total, | \$144,184 52 | Total, | \$144,184 52 |

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|------------------------------|------------------------------|--|
| President, | E. B. Edwards, | Ridge and Susquehanna aves., Philadelphia. |
| Secretary, | William S. Blight, | do. do. |
| Treasurer, | William Myers, | do. do. |
| General Secretary, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|------------------------------------|---------------|
| William S. Grant, | Philadelphia. | R. A. F. Penrose, M. D., | Philadelphia. |
| William T. Carter, | do. | Henry Norris, | do. |
| John Lambert, | do. | | |

Date of annual meeting for election of directors: Second Monday in January in each year.

By whom is the road operated? The company as above named.

With what other companies consolidated: The Girard College Passenger Railway Company and the Ridge Avenue and Manayunk Passenger Railway Company.

Date of consolidation: March 8, 1872.

General offices of the company at Ridge and Susquehanna avenues, Philadelphia.

For information relating to this report, address, William S. Blight, treasurer and secretary.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Girard College Passenger Railway Company was chartered on April 15, 1858. The road was built during 1858 and 1859, and on March 14, 1859, the first car was run over the road.

The Ridge Avenue and Manayunk Passenger Railway Company was chartered on March 23, 1859, and the first car was run over the road during the fall of 1859.

These two roads were consolidated on March 8, 1872, under the present name of the Ridge Avenue Passenger Railway Company.

CHARACTERISTICS OF ROAD

Route of road, streets occupied, and connections: From Manayunk to Second and Arch streets, via Ridge avenue, Tenth and Arch street; returning, Arch street to Ninth street, then following Ridge avenue to Manayunk. Double track Ridge avenue and Arch street; single track Ninth and Tenth streets.

RATE OF FARE FOR PASSENGERS.

| | |
|--|-------------------|
| Single fare, | \$0 05 |
| Exchange tickets, | 06 |
| Tickets in packages of five sold for | 25 |
| | <u> </u> |

Exchange tickets sold with Citizens' Passenger Railway Company (Tenth and Eleventh) and Lehigh Avenue Passenger Railway Company.

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For maintaining the road or real estate of the corporation, and operating the road, and interest, | \$203,616 24 |
| For dividends, | 150,000 00 |
| For miscellaneous, paving bill (city claim), | 26,177 60 |
| For municipal taxes and state taxes, | 13,686 64 |
| Total, | <u>\$393,480 48</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------|---------------------|--|---------------------|
| Construction, | \$584,811 00 | Capital stock, | \$450,000 00 |
| City of Philadelphia, | 227 80 | Invested fund, buildings, depot, offices, stable, etc. | 139,791 49 |
| Paving bill, | 26,177 60 | Profit and loss, | 64,676 05 |
| Cash, June 30, 1892, | 39,451 14 | Bills payable, | 26,000 00 |
| Total, | <u>\$650,667 54</u> | Total, | <u>\$650,667 54</u> |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

| | |
|---|---------------------|
| July 1, 1891, \$2.50 per share on 15,000 shares, | \$37,500 00 |
| October 1, 1891, \$2.50 per share on 15,000 shares, | 37,500 00 |
| January 1, 1892, \$2.50 per share on 15,000 shares, | 37,500 00 |
| April 1, 1892, \$2.50 per share on 15,000 shares, | 37,500 00 |
| Total, | <u>\$150,000 00</u> |

| | |
|---|---------------|
| Paid in dividends, cash, | \$150,000 00 |
| Surplus at commencement of the year, | 886 85 |
| Total surplus, | 886 85 |
| Surplus invested as follows: | |
| Cash, June 30, 1892, | 39,451 14 |
| Balance of accounts due company (city of Philadelphia), | <u>227 80</u> |

ST. CLAIR INCLINE PLANE COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|----------------------------|-------------------------|
| President, | W. S. Hughes, | 2429 Arlington avenue. |
| Vice President, | George B. Blood, | Eleanor and Eccles sts. |
| Secretary, | Will S. Jones, | 2513 Carson street. |
| Treasurer, | R. B. Mellon, | Negley avenue. |
| General Manager, | Thomas Mellon, | Negley avenue. |
| General Superintendent, | W. S. Hughes, | 2429 Arlington avenue. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|------------------------|----------------------------|-------------------------|
| James M. Eccles, | Eccles and Conway sts. | Thomas Brooks, | 2013 Jane street. |
| W. S. Hughes, | 2429 Arlington avenue. | George B. Blood, | Eccles and Eleanor sts. |
| Will S. Jones, | 2513 Carson street. | | |

Date of annual meeting for election of directors: January 3.
 By whom is the road operated? St. Clair Incline Plane Company.
 General offices of the company at 514 Smithfield street, Pittsburg.
 For information relating to this report, address R. B. Mellon.
 What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, September 9, 1885. Construction of road commenced in 1886 and ended in 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Route north and south (over no streets). Located in the Twenty-seventh ward city of Pittsburg.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Tickets in packages of fifty trip tickets, | 1 25 |
| Sixty trip monthly ticket, | 1 25 |
| | 1 25 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$10,015 53 |
| For dividends, | 9,000 00 |
| For miscellaneous, | 1,426 54 |
| For municipal taxes, | 186 84 |
| For state taxes, | 608 72 |
| Total, | \$21,237 63 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------|-------------|----------------------------|--------------|
| Permanent investment, | \$25,000 00 | Capital stock, | \$150,000 00 |
| Furniture, | 70 55 | Funded debt, | 75,000 00 |
| Improvements, | 2,607 08 | Profit and loss, | 4,704 84 |
| Cash, | 2,027 25 | | |
| Total, | \$29,704 83 | Total, | \$29,704 83 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stocks of original and consolidated companies during the year: October 1, 1891, 3 per cent. ; April 1, 1892, 3 per cent.
 Paid in dividends, cash, \$9,000 00

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|-----------------------------|---------------|
| President, | Oliver Hopkinson, | Philadelphia. |
| Secretary, | Lewis S. Renshaw, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCE. | NAMES. | RESIDENCES. |
|-----------------------------|---------------|--------------------------------|---------------|
| Matthew Brooks, | Philadelphia. | Samuel W. Woodhouse, | Philadelphia. |
| J. Hicks Conrad, | do. | Edward Hopkinson, | do. |
| Joseph Hopkinson, | do. | Lewis Elkin, | do. |

Date of annual meeting for election of directors: Second Monday in January.
 By whom is the road operated? Philadelphia Traction Company.
 General offices of the company at 1001 Chestnut street, Philadelphia.
 For information relating to this report, address the secretary.
 What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 16, 1866.

On December 29, 1866, a lease was executed to the Philadelphia and Gray's Ferry Passenger Railway Company for the term of ninety-nine years, and on January 1, 1891, the Philadelphia and Gray's Ferry Passenger railway was leased to the Philadelphia Traction Company for the term of nine hundred and ninety-nine years.

By a provision in the original lease the stockholders of this company have the right to convert their stock into the stock of the Philadelphia and Gray's Ferry Passenger Railway Company at the rate of five shares for one, consequently all of the said stock has been converted into stock of the Philadelphia and Gray's Ferry Passenger Railway Company, except one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum consideration.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-------------|------------------------|-------------|
| Road and equipment. | \$47,468 54 | Capital stock. | \$50,000 00 |
| Balance of cash paid over to the Philadelphia and Gray's Ferry Passenger Railway Company at time of lease. | 2,586 46 | | |
| Total. | \$50,000 00 | Total. | \$50,000 00 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1891, 25 cents per share, one-half per cent.; January, 1892, 25 cents per share, one-half per cent.

The above dividends were paid direct to stockholders by the Philadelphia and Gray's Ferry Passenger Railway Company in accordance with the terms of the lease.

SCRANTON PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|-------------------------|--------------|
| President. | P. S. Page. | Scranton, Pa |
| Vice President. | H. M. Edwards. | do. |
| Secretary. | Horace E. Hand. | do. |
| Treasurer. | W. S. Mears. | do. |
| General Manager. | Giles Schenck. | do. |
| Assistant Superintendent. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|---------------|--------------------------|-------------|
| P. S. Page. | Scranton, Pa. | R. T. McCabe. | New York. |
| J. A. Davis. | Scranton, Pa. | Thos. H. Thomas. | New York. |
| H. M. Edwards. | Scranton, Pa. | W. R. Heath. | New York. |
| W. H. Jessup, Jr. | Scranton, Pa. | | |

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The People's Street Railway Company of Luzerne County.

General offices of the company at Scranton, Pa. .

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Owned and operated by the People's Street Railway Company of Luzerne County, under a lease. All statistics included in that report.

CHARACTERISTICS OF ROAD.

See report of People's Street Railway Company of Luzerne County.

SUMMARY OF PAYMENTS.

For interest, \$6,000 00
 For municipal, State and United States taxes: Included in taxes of
 People's Street Railway Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|--------------|---------------------------------|--------------|
| Construction, | \$150,000 00 | Capital stock, | \$50,000 00 |
| Equipment, | | First mortgage bonds, | 100,000 00 |
| Total, | \$150,000 00 | Total, | \$150,000 00 |

SCRANTON SUBURBAN RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------------------|---------------------------|-------------|
| President (died May, 1892), | Arthur J. Moulton, | New York. |
| Vice President (resigned), | Wm. J. Hand, | Scranton. |
| Second Vice President, | H. M. Edwards, | Scranton. |
| Secretary and Treasurer, | Horace E. Hand, | Scranton. |
| General Manager, | W. S. Mears, | Scranton. |
| Assistant Superintendent, | Giles Schenck, | Scranton. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--|-------------|---------------------------|-------------|
| Arthur J. Moulton, | New York. | H. M. Edwards, | Scranton. |
| W. H. Thomas, | New York. | F. L. Phillips, | do. |
| Isaac Post, | Scranton. | Isaac L. Post, | do. |
| Wm. J. Hand (resigned March, 1892), | Scranton. | Horace E. Hand, | do. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The People's Street Railway Company of Luzerne County.

With what other companies consolidated? Nay Aug Cross Town Railway Company.

Date of consolidation: May 21, 1889.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued 21st May, 1886. Letters patent reissued 20th May, 1889.

This road was the first one east of the Mississippi river built to use electricity as a motive power, and the first in the United States to use electricity for lighting the cars.

Leased December, 1890, to the People's Street Railway Company. Report of operations is included in report of that company.

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For interest, | \$12,000 00 |
| For dividends, | 4,000 00 |
| For municipal and state taxes : Included in report of People's Street Railway Company. | |
| Total, | \$16,000 00 |

GENERAL BALANCE SHEET.

| | DR. | | CR. |
|-------------------------|--------------|--|--------------|
| Cost of road, | \$242,657 50 | Capital stock, | \$100,000 00 |
| Equipment, | 60,466 67 | Mortgage bonds, | 200,000 00 |
| Real estate, | 9,897 19 | Profit and loss, surplus fund, | 12,520 86 |
| Total, | \$312,520 86 | Total, | \$312,520 86 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : January 1, 1892, 2 per cent. ; July 1, 1891, 2 per cent, in accordance with terms of lease to the People's Street Railway Company.

| | |
|------------------------------------|------------|
| Paid in dividends, cash, | \$4,000 00 |
|------------------------------------|------------|

**SECOND AVENUE PASSENGER RAILWAY COMPANY OF
PITTSBURG.**

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|-----------------------------|-----------------------------|
| President, | James D. Callery, | Highland avenue, Pittsburg. |
| Vice President, | John C. Reilly, | Oakland, Pittsburg. |
| Secretary, | John W. Taylor, | Evaline avenue, Pittsburg. |
| Treasurer, | William J. Burns, | Hotel Kenmawr. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------------|-------------|-----------------------------|-------------|
| James D. Callery, | Pittsburg. | William J. Burns, | Pittsburg. |
| William V. Callery, | do. | George C. Wilson, | do. |
| John C. Reilly, | do. | | |

Date of annual meeting for election of directors : Second Monday in November.

By whom is the road operated? Second Avenue Passenger Railway Company of Pittsburg.

General offices of the company at Glenwood, Twenty-third ward, Pittsburg.

For information relating to this report, address John W. Taylor, 548 Smithfield street, Pittsburg.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated July 6, 1881. Subsequently, on the 15th day of May, 1889, accepted the provisions of section 20 of the act of May 14, 1889, and new letters patent were issued.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at Exposition building on Duquesne way to Fourth street, along Fourth street to Liberty, to Fourth avenue, to Grant street, to Second avenue, to Glenwood (Twenty-third ward), returning along Second avenue to Grant street, to Third avenue, to Ferry street, to Fourth avenue, to Fourth street, to Duquesne way, to place of beginning.

Connecting at Cross street and Second avenue with South Side Passenger Railway Company; at Grant street with Central and Duquesne Traction Companies; at Smithfield street with Pittsburg and Birmingham Traction Company; at Wood street with Transverse Passenger Railway Company; at Fourth street and Penn avenue with Pittsburg and West End Passenger Railway Company and Union Passenger Railway Company; at Greenfield avenue with Greenfield avenue Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Exchange tickets with Greenfield Avenue line, our price, | 05 |
| Tickets in packages of fifty sold for school \$2.15; regular, | 2 50 |

SUMMARY OF PAYMENTS.

| | |
|---|--------------|
| For construction, | \$6,420 89 |
| For equipment, | 79,076 34 |
| For maintaining the road or real estate of the corporation, and operating the road, | 68,581 73 |
| For interest, | 11,053 96 |
| For dividends, | 9,000 00 |
| For payments to loan account, | 53,560 00 |
| For miscellaneous, | 8,249 70 |
| For municipal taxes, | 17 25 |
| For state taxes, | 2,717 61 |
| Total, | \$233,677 50 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|--------------|--------------------------|--------------|
| Franchise and construction, | \$392,508 34 | Capital stock, | \$400,000 00 |
| Equipment, | 141,548 80 | Funded debt, | 150,000 00 |
| Horse, | 1,105 00 | Surplus, | 16,172 98 |
| Real estate, | 28,392 05 | | |
| Accounts receivable, | 972 22 | | |
| Cash on hand, | 1,646 57 | | |
| Total, | \$566,172 98 | Total, | \$566,172 98 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1891, at the rate of six per cent. per annum.

| | |
|--|--------------------|
| Paid in dividends, cash, | \$9,000 00 |
| Balance for the year, or surplus, | 644 17 |
| Surplus at commencement of the year, after deducting dividend No. 1, | 15,528 81 |
| Total surplus, | \$16,172 98 |
| Surplus invested as follows: | |
| Cash and loans, | \$1,646 57 |
| Balance of accounts due company, | 972 22 |
| Material, fuel and stores, | 18,554 19 |

IMPORTANT CHANGES DURING THE YEAR.

Early on the morning of the 26th day of November, 1891, the car barn and all movable equipment of the company, together with offices, machine shop and its equipment, blacksmith shop and its equipment, and a small boiler house were totally destroyed by fire. Origin of fire unknown.

SECOND AND THIRD STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|-------------------------------|---------------------------------------|
| President, | Horace T. Potts, | 2120 Arch street. |
| Assistant to President, | A. H. Fracker, | 1501 Marshall street. |
| Secretary, | Chas. D. Matlack, | 708 1/2 North Eighth street. |
| Treasurer, | William F. Miller, | 1758 Frankford avenue. |
| General Manager, | David W. Stephens, | 2653 Frankford avenue. |
| General Superintendent, | Chas. C. Winnemore, | Richmond street and Allegheny avenue. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------------|---------------|-------------------------------|---------------|
| William Eisenbrey, | Philadelphia. | James McManes, | Philadelphia. |
| Alexander M. Fox, | do. | William G. Fox, | do. |
| Edwin T. Eisenbrey, | do. | John H. Catherwood, | do. |
| Alexander L. Crawford, | do. | John Lamon, | do. |
| James A. Freeman, | do. | John Rose, | do. |
| William Dulles, | do. | Henry Bumm, | do. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Second and Third Streets Passenger Railway Company.

General offices of the company at 2653 Frankford avenue.

For information relating to this report, address Charles D. Matlack.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing at Harrison street,

Frankford, on Frankford avenue; thence along said avenue to Jefferson street, along Jefferson 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 Frankford avenue near Lehigh avenue; thence along Frankford avenue to Mill street, along Mill street to Paul street, along Paul street to the said Frankford avenue; thence along said avenue to the place of beginning; also commencing on Bridge street in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to Frankford avenue, along Frankford avenue to Laurel street, along Laurel street to Delaware avenue, along Delaware avenue to Fairmount avenue, along Fairmount avenue to Second, along Second to Dock, along Dock to Third, along Third to Brown, along Brown to Beach, along Beach to Laurel, along Laurel to Frankford avenue, along Frankford avenue to Girard avenue, along Girard avenue to Norris street, along Norris to Richmond street, along Richmond street to the depot at Richmond street and Allegheny avenue; also a branch commencing at Richmond street and Frankford avenue, 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 avenue; 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; also on Second street, from York to Indiana avenue.

RATE OF FARE FOR PASSENGERS.

| | |
|--|-----------|
| Single fare, | \$0 06 |
| Exchange tickets, | 06 |
| Tickets in packages of four sold for | 20 |
| | <u>26</u> |

SUMMARY OF PAYMENTS.

| | |
|---|----------------------|
| For construction, | \$7, 109 38 |
| For maintaining the road or real estate and equipment of the corporation, and operating the road, | 392, 569 04 |
| For dividends, | 169, 290 00 |
| For municipal taxes, | 13, 978 09 |
| For state taxes, | 14, 051 14 |
| Total, | <u>\$596, 997 65</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|----------------------------|-------------------------|--|-------------------------|
| Construction, | \$974, 621 24 | Capital stock, | \$771, 076 25 |
| Supplies, | 22, 982 58 | Boot money, | 50 00 |
| Ledger balances, | 2, 995 88 | Unpaid dividends, | 1, 339 50 |
| Cash, | 48, 441 39 | Earnings appropriated to construction, | 203, 463 99 |
| | | Earnings appropriated to supplies, | 22, 982 56 |
| | | Profit and loss, | 50, 128 77 |
| Total, | <u>\$1, 049, 041 09</u> | Total, | <u>\$1, 049, 041 09</u> |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 8, 1891, four per cent.; October 1, 1891; four per cent.; January 11, 1892, four per cent.; April 1, 1892, four per cent.

SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|---------------------------|---------------|
| President, | Mathew S. Quay, | Beaver, Pa. |
| Secretary, | John B. Peddle, | Philadelphia. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|-----------------------------------|---------------|
| Samuel Daniels, | Philadelphia. | George D. Widener, | Philadelphia. |
| George W. Elkins, | do. | William L. Elkins, Jr., | do. |
| Joseph B. Altemus, | do. | | |

Date of annual meeting for election of directors : Second Monday of January.

By whom is the road operated? Philadelphia Traction Company.

With what other companies consolidated? Continental and Union Passenger Railway Company.

Date of consolidation : July 1, 1879.

General offices of the company at No. 423 Walnut street, Philadelphia.

For information relating to this report, address John B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Seventeenth and Nineteenth Streets Passenger Railway Company. Act of incorporation April 12, 1859. This road was leased to the Continental Passenger Railway Company for a period of ninety-nine years from July 1, 1879. This road is operated by the Philadelphia Traction Company under lease of the Continental and Union Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Seventeenth and Nineteenth streets branch, depot, Seventeenth and Berks streets. On Seventeenth street to Chestnut, to Front, to Walnut, to Eighteenth, to Sansom, to Nineteenth, to Susquehanna avenue, to Seventeenth, to the depot.

SUMMARY OF PAYMENTS.

For dividends, \$15,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|---------------------|--------------------------|---------------------|
| Cash, | \$10,992 78 | Capital stock, | \$250,000 00 |
| Real estate, | 131,935 58 | Bonds, | 100,000 00 |
| Construction, | 162,024 86 | Mortgages, | 34,500 00 |
| Equipment, | 73,411 14 | | |
| Open account, | 6,123 84 | | |
| Total, | \$384,500 00 | Total, | \$384,500 00 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : Six per cent. on par value of capital stock.
 Paid in dividends, cash, \$15,000 00

SHAMOKIN STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCE. |
|-----------------------------------|---------------------------|--|
| President, | R. S. Aucker, | Shamokin, Pa. |
| Secretary, | J. J. John, | Shamokin, Pa. |
| Treasurer, | Martin Markie, | Coal township, postoffice address Shamokin Pa. |
| General Superintendent, | R. E. Ammerman, | Shamokin, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|---------------|---------------------------|---------------|
| J. J. John, | Shamokin, Pa. | John Schabo, | Shamokin, Pa. |
| E. G. Sellar, | do. | H. Rothschild, | do. |
| George Marshall, | do. | J. H. Conley, | do. |
| H. Rohrheimer, | do. | Samuel Heckert, | do. |
| John Clifford, | do. | | |

Date of annual meeting for election of directors : Second Monday in January of each year.

By whom is the road operated ? Shamokin Street Railway Company.

General offices of the company at Shamokin, Pa.

For information relating to this report, address J. J. John, secretary, Shamokin, Pa.

What kind of power is used for propelling the cars on your road ? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Shamokin Street Railway Company was chartered July 24, 1889, for a term of ninety-nine years with a capital of \$12,000. On September 4, 1889, the stockholders passed a resolution increasing the capital to \$30,000, this sum being found insufficient for the work contemplated, the stockholders, at another meeting held on November 23, 1891, had the capital further increased to \$50,000, the working capital of the company at the present time. On July 11, 1891, the road was opened to the public and has been running successfully since that date.

At a meeting of the stockholders held August 10, 1891, a resolution was passed authorizing the directors to purchase eighty-eight shares of the stock of the Shamokin Electric Light and Power Company, which was accordingly done. These eighty-eight shares represent the controlling interest in the Shamokin Electric Light and Power Company. On November 14, 1891, the Shamokin Street Railway Company entered into an agreement with the Shamokin Electric Light and Power Company, to furnish them electric current, for light and power, for a period of twenty years at a stipulated rental. Dynamus and additional engines were then placed in the powerhouse to meet the new demand. During October, 1891, the street railway was extended about one-half mile, ending at Second and Walnut streets, making the entire length of the road about two miles.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Beginning at power-house on corner of Pine and Pearl streets ; thence west over Pine street to Shamokin street ; thence north over Shamokin street to Independence street ; thence west over Independence street to Market street ; thence south over Market street to Spruce street ; thence west over Spruce street to Second street ; thence north along Second street to Walnut street, which is the present terminal of the road.

RATE OF FARE FOR PASSENGERS.

| | |
|--|-------------|
| Single fare, | \$0 05 |
| Tickets in packages of twenty-five sold for | 1 00 |
| School tickets in packages of fifty sold for | <u>1 00</u> |

SUMMARY OF PAYMENTS.

| | |
|---|------------------------|
| For construction and equipment, | \$61,599 36 |
| For maintaining the road or real estate of the corporation, and operating the road, | 10,954 06 |
| For interest, | 929 05 |
| For dividends, | 565 00 |
| For real estate, | 1,690 00 |
| For eighty-eight shares of stock in Shamokin Electric Light and Power Company, | 4,400 00 |
| For miscellaneous, | 998 50 |
| Total, | <u>\$81,135 97</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|------------------------|-----------------------------|------------------------|
| By construction account, | \$61,599 36 | To capital stock, | \$50,000 00 |
| By organization account, | 188 00 | To unfunded debt, | 22,108 66 |
| By real estate account, | 1,690 00 | | |
| By Brady branch account, | 24 00 | | |
| By uncollected street railway stock, | 3,855 00 | | |
| By eighty-eight shares in the Shamokin Electric Light and Power Company, | 4,400 00 | | |
| By balance on hand, | 752 30 | | |
| Total, | <u>\$72,108 66</u> | Total, | <u>\$72,108 66</u> |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : On January 25, 1892, a two per cent. cash dividend was declared on all paid up stock, amounting to \$565.00.

| | |
|---|---------------|
| Paid in dividends, cash, | \$565 00 |
| Balance for the year, or surplus, | 155 53 |
| Total surplus, | 155 53 |
| Surplus invested as follows : | |
| Other items, | <u>155 53</u> |

IMPORTANT CHANGES DURING THE YEAR.

During October, 1891, the road was extended about one-half mile, from Third and Spruce streets to Second street, and down Second street to Walnut street, the present terminus.

SOUTH SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|---------------------------|---------------|
| President, | D. Z. Brickell, | Pittsburg. |
| Secretary, | Will. S. Jones, | Jeanette, Pa. |
| Treasurer, | Daniel Beech, | Pittsburg. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------|----------------------------|---------------|
| H. Sellers McKee, | Pittsburg. | E. E. Denniston, | Philadelphia. |
| J. A. Chambers, | do. | Thos. M. McKee, | Pittsburg. |
| D. Z. Brickell, | do. | | |

Date of annual meeting for election of directors: First Monday in May.

By whom is the road operated? Pittsburg and Birmingham Traction Company.

General offices of the company at Pittsburg.

For information relating to this report, address Daniel Beech, Pittsburg.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Operated by the Pittsburg and Birmingham Traction Company.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|--------------------|---------------------------------|--------------------|
| Real estate, | \$10,000 00 | Capital stock, | \$38,400 00 |
| Construction and equipment, | 81,851 13 | First mortgage bonds, | 19,000 00 |
| | | Profit and loss, | 34,451 13 |
| Total, | \$91,851 13 | Total, | \$91,851 13 |

STROUDSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|-----------------------------|------------------|
| President, | Frank H. Smith, | Shawnee, Pa. |
| Secretary, | M. F. Coolbaugh, | Stroudsburg, Pa. |
| Treasurer, | William Gunsauls, | Stroudsburg, Pa. |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|----------------------------|----------------------|----------------------------|------------------|
| Frank H. Smith. | Shawnee, Pa. | M. F. Coolbaugh, | Stroudsburg, Pa. |
| George C. Adams, | Hainesburg, N. J. | W. S. Shafer, | do. |
| Isaac S. Case, | Tobyhanna Mills, Pa. | | |

By whom is the road operated? The company.
 General offices of the company at Stroudsburg, Pa.
 For information relating to this report, address W. F. Coolbaugh.
 What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was granted February 14, 1868.
 The road was originally constructed in the spring and summer of 1870, and went into operation September 10 of that year.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main street in Stroudsburg and East Stroudsburg to Delaware and Lackawanna and Western railroad station; also connecting with New York, Susquehanna and Western railroad station in Stroudsburg, Pa.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

| | |
|---|-------------------|
| For construction and equipment, | \$225 00 |
| For maintaining the road or real estate of the corporation, and operating the road, | 4,258 55 |
| For interest, | 36 00 |
| For dividends, | 128 00 |
| For payments to loan account, | 512 00 |
| For municipal taxes, | 8 55 |
| For state taxes, | 46 52 |
| Total, | \$5,186 62 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|--------------------|--------------------------|--------------------|
| Permanent investments and equipment, | \$5,250 00 | Capital stock, | \$25,600 00 |
| Permanent improvements and construction, | 16,950 12 | | |
| Real estate, | 2,500 00 | | |
| Supplies on hand, | 550 00 | | |
| Profit and loss, | 342 88 | | |
| Total, | \$25,600 00 | Total, | \$25,600 00 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: One-half of one per cent., July 1, 1891.

IMPORTANT CHANGES DURING THE YEAR.

It is now in contemplation, and in process of being carried out, to relay the road-bed and convert the motive power either into electricity or a dummy engine.

SUNBURY AND NORTHUMBERLAND ELECTRIC RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------|----------------------------|----------------|
| President, | Daniel Coolidge, | Johnstown, Pa. |
| Secretary, | S. P. Wolverton, | Sunbury, Pa. |
| Treasurer, | C. M. Clement, | Sunbury, Pa. |
| General Manager, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|---------------------|----------------------------|---------------------|
| Daniel Coolidge, | Johnstown, Pa. | H. L. Cake, | Northumberland, Pa. |
| S. P. Wolverton, | Sunbury, Pa. | W. E. Boughton, | Philadelphia. |
| C. M. Clement, | Sunbury, Pa. | W. A. Donaldson, | Johnstown, Pa. |
| W. T. Forsyth, | Northumberland, Pa. | | |

By whom is the road operated? Now under re-construction and will be operated by the company.

General offices of the company at Sunbury, Pa.

For information relating to this report, address S. P. Wolverton, Sunbury, Pa.

What kind of power is used for propelling the cars on your road? Will be electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Sunbury and Northumberland Street Railway Company was incorporated January 24, 1885, and accepted the provisions of the act of May 11, 1889, receiving letters patent thereunder on May 20, 1889; the road was then constructed for the sum of \$120,000.00, the track being laid with Johnston girder rail, and the road being operated by the Daft or two-wire trolley. The road was put in operation July 1, 1890, and was operated by electricity until December 1, 1891, when the Daft system having proved a failure, horses were substituted. Judgments were recovered against the company for the major portion of the unfunded debt, as set forth in its last annual report, and under due proceedings at law its corporate property and franchises were sold at judicial sale, the purchasers organizing, pursuant to the acts of assembly relating thereto, a new corporation by the name of the Sunbury and Northumberland Electric Railway Company on May 23, 1892. Contracts were immediately made for the reconstruction of the road and its re-equipment under the Westinghouse system, and such reconstruction and re-equipment is now under way.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Second and Pine streets in Sunbury, Pa.; on Second street to Market square, on Market square curving around the park back to Second street, on Second street to Line street, on Line street to Railroad avenue, on Railroad avenue to Julia street, on Julia street to Susquehanna avenue, on Susquehanna avenue to the borough line and a public road known as the River road, on the River road to, over and across the North branch of the Susquehanna river and Packer's island to Market street in the borough of Northumberland, on Market street to Water street, on Water street to Queen street, on Queen street to Front street; thence returning by the same route to the place of beginning.

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

[For six months ending December 31, 1891.]

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|-------------------------|---------------|
| President, | B. S. Kunkel, | Philadelphia. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|---------------|----------------------------|---------------|
| R. Chisswell, | Philadelphia. | John C. Bingham, | Philadelphia. |
| George W. Hall, | do. | Travis Cochran, | do. |
| William R. Warner, | do. | | |

Date of annual meeting for election of directors : Second Monday of January.

By whom is the road operated ? To December 31, 1891, by Thirteenth and Fifteenth Streets Passenger Railway Company ; the Philadelphia Traction Company from January 1, 1892, under lease dated January 15, 1892, recorded at Philadelphia, in deed book T G No. 106, page 455.

With what other companies consolidated ? Merged with Navy Yard, Broad Street and Fairmount Railway Company.

Date of consolidation : July 15, 1865, as filed in the office of the Secretary of the Commonwealth, October 14, 1865.

General offices of the company at 325 Chestnut street, Philadelphia.

For information relating to this report, address B. S. Kunkel, 325 Chestnut street, Philadelphia.

What kind of power is used for propelling the cars on your road ? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : From Cumberland street south on Fifteenth street to Mifflin, east on Mifflin street to Broad street, south on Broad street to Jackson street, east on Jackson street to Thirteenth street, north on Thirteenth to Cumberland street, west on Cumberland street to Fifteenth street, north on Fifteenth street to Glenwood avenue, east on Glenwood avenue to Broad street, north on Broad street to Germantown avenue, west on Columbia avenue from Thirteenth street to Ridge avenue, south on Ridge avenue to Jefferson street, east on Jefferson street to Fifteenth street ; Locust street from Fifteenth street to Thirteenth street, Carpenter street from Fifteenth street to Thirteenth street, Thirteenth street from Cumberland to Cambria street, Cambria from Thirteenth street to Broad street

SUMMARY OF PAYMENTS.

| | |
|--|---------------------|
| For construction, | \$4,614 73 |
| For maintaining the road or real estate of the corporation, and operating the road, | 145,746 18 |
| For interest, | 5,602 86 |
| For dividends, | 50,000 00 |
| For payments to loan account, | 1,600 00 |
| For miscellaneous, | 3,547 27 |
| For municipal taxes, | 1,014 17 |
| For state taxes, | 10,456 31 |
| Total, | <u>\$228,671 52</u> |

IMPORTANT CHANGES DURING THE YEAR.

By lease dated January 15, 1892, recorded at Philadelphia in deed book T G No. 106, page 455, this company has leased its road, etc., to the Philadelphia Traction Company, and the operations from January 1, 1892, will appear in the report of the leasing company.

TROY HILL INCLINED PLANE AND BRIDGE COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------------------------|-------------------------------|-------------|
| President, | James D. Callery, | Pittsburg. |
| Secretary, | C. S. Wight, | do. |
| Treasurer, | William V. Callery, | do. |
| General Superintendent, | J. J. Saint, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------|---------------------------|-----------------|
| James D. Callery, | Pittsburg. | J. D. Sculley, | Pittsburg. |
| C. S. Wight, | do. | James W. Grove, | Allegheny City. |
| Thos. S. Birelow, | do. | J. N. Davidson, | Allegheny City. |
| A. C. Dravo, | do. | George E. Hill, | Allegheny City. |

Date of annual meeting for election of directors: First Monday in April.

By whom is the road operated? Troy Hill Inclined Plane and Bridge Company.

With what other companies consolidated? Troy Hill Inclined Plane Company and Thirtieth Street Bridge Company.

Date of consolidation: July 1, 1888.

General offices of the company at Pittsburg.

For information relating to this report, address William V. Callery, treasurer, 448 Liberty avenue, Pittsburg.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated April 30, 1887, as the Troy Hill Inclined Plane Company under the act of 1874, and on July 1, 1888, purchased the Thirtieth Street Bridge Company, which company was then constructing a highway bridge across the Allegheny river, and changed the title of the company to the Troy Hill Inclined Plane and Bridge Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Bridge crosses the Allegheny river from Thirtieth street, Pittsburg, to Bridge street, Herr's Island, Allegheny City, Pa. Inclined plane is located on the slope of Troy Hill, Allegheny City, Pa., and extends from East Ohio street to Lowry street, in said city.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 03 |
| Monthly tickets, | 75 |
| Tickets in packages of fifty sold for | 1 00 |
| Bridge, foot passengers, | 02 |
| | 02 |

SUMMARY OF PAYMENTS.

| | |
|---|-------------|
| For maintaining the road or real estate of the corporation, and operating the road, | \$8,087 95 |
| For interest, | 6,660 00 |
| For municipal taxes (in item of expense). | |
| For state taxes, | 75 00 |
| Total, | \$14,772 95 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------------|--------------|------------------------------------|--------------|
| Troy Hill Inclined Plane. | \$97,185 91 | Capital stock. | \$200,000 00 |
| Thirtieth Street bridge. | 198,602 36 | Bonds. | 100,000 00 |
| Real estate, | 8,909 00 | Mortgage on real estate, | 5,000 00 |
| Cash. | 3,694 94 | Profit and loss, | 3,342 21 |
| Total. | \$306,342 31 | Total. | \$306,342 21 |

**TWENTY-SECOND STREET AND ALLEGHENY AVENUE
PASSENGER RAILWAY COMPANY.**

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------|-------------------------|---------------|
| President. | Thomas Dolan, | Philadelphia. |
| Secretary. | D. W. Dickson. | do. |
| Treasurer. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------------|---------------|------------------------------|---------------|
| Peter A. B. Widener, | Philadelphia. | William L. Elkins, | Philadelphia. |
| George R. Yarrow, | do. | John B. Peddle, | do. |
| David H. Lane, | do. | Joseph B. Altemus, | do. |

Date of annual meeting for election of directors: Second Monday in January of each year.

General office of the company at northwest corner Forty-first and Haverford streets. For information relating to this report, address D. W. Dickson, treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 23, 1890.

Portion of road constructed : Commencing at Twenty-second street and York street, double-track on Twenty-second street to Hunting Park avenue; thence to Pulaski avenue; thence to a road (unnamed) which extends northerly to Wayne avenue; thence to Washington lane.

In process of construction.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------|---------------------|-------------------------|---------------------|
| Cash | \$328 92 | Capital stock | \$50,000 00 |
| Construction | 209,226 98 | Open account | 159,555 90 |
| Total | \$209,555 90 | Total | \$209,555 90 |

UNION RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------------|-----------------------------|-------------------------------|
| President | Richard Peters, Jr. | Thurlow, Delaware county, Pa. |
| Secretary | J. G. Dyer, | Chester, Pa. |
| Treasurer | H. A. Dyer, | Chester, Pa. |
| General Manager | John MacFadden, | Chester, Pa. |
| General Superintendent | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------------------------|----------------------------|--------------|
| Richard Peters, Jr. | Thurlow, Delaware county, Pa. | John B. Robinson | Media, Pa. |
| Richard Wetherill | Chester, Pa. | J. Frank Black | Chester, Pa. |
| Robert Wetherill | Chester, Pa. | Samuel A. Dyer, | Chester, Pa. |
| Wm. B. Broomall | Chester, Pa. | | |

Date of annual meeting for election of directors : Second Monday in January.

By whom is the road operated? Union Railway Company.

With what other companies consolidated? Lessee of the Chester Street Railway Company.

Date of consolidation : Lease dated January 12, 1891.

General offices of the company at No. 1300 Edgemont avenue, Chester, Pa.

For information relating to this report, address Richard Peters, Jr., president.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor on March 18, 1890, for the Union Railway Company of Chester, Pa. Capital stock \$100,000.00; 2,000 shares \$50 each. During the fall and winter of 1890, road was laid from Market street, city of Chester, along Second street to Highland avenue in borough of South Chester; thence along Highland avenue to Third street; in all a

distance of two and a-half miles. On January 12, 1891, the Union Railway Company entered into the occupancy of the Chester Street Railway Company, under a lease for the term of ninety-nine years, whereby the Union Railway Company agreed to pay all expenses connected with maintaining, extending and operating the said road, together with all repairs, taxes and necessary expenditures appertaining to the successful carrying on of the business of the said railway, as well as the maintenance of the buildings of the Chester Street Railway Company, in good order and repair.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Mill No. 2, Upland; along Upland avenue to Fifteenth street, to Edgemont, to Market street, to Third street, to Clayton street; from Edgemont avenue and Welch streets along Welch to Sixth, to Edgemont avenue; on Market street from Third street to Front street; on Fifth street from Market to Potter, to Providence avenue, to Twenty-fourth street; on Second street from Market to Highland avenue; from Highland avenue to Third street along Highland avenue.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

For construction, \$7,004 92
 For maintaining the road or real estate of the corporation, and operating the road, 32,160 35
 For municipal taxes, 565 78
 For state taxes, 1,028 65
 Total, \$40,754 70

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-------------|----------------------------|-------------|
| Construction, road bed, | \$88,128 69 | Capital stock, | \$40,000 00 |
| Cash, | 13,568 91 | Profit and loss, | 6,724 26 |
| Short Electric Railway Company, Cleveland, Ohio, | 31 66 | | |
| Total, | \$46,724 26 | Total, | \$46,724 26 |

UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|-----------------------------|---------------|
| President, | P. A. B. Widener, | Philadelphia. |
| Vice President, | Wm. L. Elkins, | do. |
| Secretary, | Jno. B. Peddle, | do. |
| Treasurer, | | |
| Auditor, | | |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|--------------------------|---------------|---------------------------|---------------|
| Wm. L. Elkins, | Philadelphia. | Wm. S. Stokley, | Philadelphia. |
| James McManes, | Philadelphia. | Thomas Dolan, | Philadelphia. |
| Henry Bumm, | Philadelphia. | Mathew S. Quay, | Beaver, Pa. |

Date of annual meeting for election of directors : Second Monday in January.

By whom is the road operated ? The Philadelphia Traction Company.

With what other companies consolidated ? Philadelphia Traction Company.

Date of consolidation : June 30, 1884.

General offices of the company at 423 Walnut street.

For information relating to this report, address Jno. B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road ? Horse and cable.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Union Passenger Railway Company, act of incorporation dated April 8, 1864.

This company leased the Continental Passenger Railway Company for a period of ninety-nine years from January 1, 1880.

This company was leased to the Philadelphia Traction Company, June 30, 1884, for nine hundred and ninety-nine years. It is now operated by the same.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections :

Richmond branch.—Depot, Norris and Thompson streets. On Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Twelfth, to Sansom, to Thirteenth, to Jefferson, to Seventh, to Susquehanna avenue, to Otis, to Coral, to York, to Thompson, to the depot.

Fairmount branch.—Depot, Twenty-third and Brown streets. On Twenty-third street to Wallace, to Franklin, to Race, to Seventh, to Market, to Delaware avenue ; return to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar, to the Park, and east on Poplar to Twenty-ninth, to Brown, to the depot.

Fourth and Lawrence streets branch.—Depot, Lehigh avenue and Hancock street, Indiana avenue and Lawrence street, south on Lawrence to Manor, to Montgomery avenue, to Randolph, to Master ; return on Master to Seventh, to Oxford, to Fourth, to Indiana avenue, to Lawrence, to place of starting.

Columbia avenue branch.—Depot, Twenty-third and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue ; return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-second, and from Thirty-second street east on Columbia avenue to the depot.

Jefferson street branch.—Depot, Lehigh avenue and Hancock street. Down Hancock street to Columbia avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth, to the Park ; return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to the depot.

Poplar street branch.—Depot, Twenty-third and Brown streets. Starting from Twenty-ninth and Master on Twenty-ninth to Poplar, to Fifteenth, to Locust, to Thirteenth, to Master, to Twenty-ninth, place of starting.

Nineteenth and Twentieth streets branch.—Depot, Twentieth and Wharton streets. On Twentieth street to Chestnut, to Front, to Walnut, to Nineteenth, to Tasker, to Twentieth, to the depot.

Seventeenth and Eighteenth streets branch.—Depot, Twentieth and Wharton streets. From Reed street north on Eighteenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Seventeenth, to Reed, to Eighteenth, place of starting.

McKean street branch.—Depot, Seventh and McKean streets. On McKean street to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth; return east on Columbia avenue to Franklin street, to Race, to Seventh, to McKean, place of starting.

Christian street branch.—Depot, Twentieth and Wharton streets. On 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 the depot.

Seventh and Ninth streets extension.—Depot, Lehigh avenue and Hancock streets. Starting from Broad and Lehigh avenue, east on Lehigh avenue to Ninth street, to Dauphin, to Franklin, to Columbia avenue, to Seventh, to Lehigh avenue, to Broad street.

SUMMARY OF PAYMENTS.

For dividends, \$285,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|-----------------------|---|-----------------------|
| Cash | \$4,989 80 | Capital stock, Union, | \$625,000 00 |
| Union, construction, | 967,422 74 | Capital stock, Continental, | 560,000 00 |
| Continental, construction, | 161,009 26 | Funded debt, Union, | 750,000 00 |
| Union, equipment, | 475,006 22 | Funded debt, Continental, | 360,000 00 |
| Continental, equipment, | 108,476 74 | Funded debt, Seventeenth and Nineteenth Streets, | 200,000 00 |
| Real estate, Union, | 538,103 72 | Continental Passenger Railway Company, | 3,074 20 |
| Real estate, Continental, | 113,869 99 | Traction Company, | 275,000 00 |
| Seventeenth and Nineteenth Streets Passenger Railway Company, | 200,000 00 | Profit and loss, | 656,638 47 |
| Seventeenth and Nineteenth Streets Passenger Railway Company stock, | 600,000 00 | | |
| Cable road, | 624,419 55 | | |
| Empire Passenger Railway Com- pany, | 11,296 15 | | |
| Feed and supplies, | 41,870 50 | | |
| Union, stock, | 798 00 | | |
| Total, | \$3,739,812 67 | Total, | \$3,739,812 67 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Nineteen per cent. on par value.

Paid in dividends, cash, \$285,000 00

UNIONTOWN STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------|------------------------------|----------------|
| President, | Samuel E. Ewing, | Uniontown, Pa. |
| Secretary, | Robert F. Hopwood, | do. |
| Treasurer, | W. C. McCormick, | do. |
| General Manager, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|----------------|------------------------------|----------------|
| Samuel E. Ewing. | Uniontown, Pa. | Charles J. McCormick, . . . | Uniontown, Pa. |
| Albert D. Boyd. | do. | Robert F. Hopwood, | do. |
| George A. McCormick. | do. | | |

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? By the Uniontown Street Railway Company.

General offices of the company at the power house on Main street, Uniontown, Pa.

For information relating to this report, address R. F. Hopwood, secretary and treasurer of company.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized in August, 1890, and the council of the borough of Uniontown requested to grant the privilege to use the streets of the town, which they did by ordinance passed August 14, 1890. An application was then made for a charter which was granted on the 29th day of August, 1890. Articles were entered into on the 5th day of November, 1890, with the Edison General Electric Company for the electrical construction and equipment of the road, including the power, and three cars of the Brill pattern. Also a contract was signed and entered into at the same time with A. E. Townsend for the track construction. The road was completed and a successful run made over it on the 6th day of May, A. D. 1891. The cars began to run regularly on the 9th day of May, 1891, and continued to run until the 11th day of January, A. D. 1892, when the power house and car barn with all their contents were destroyed by fire. We immediately began to rebuild the plant, and had it in operation again May 1, 1892, since which time we have been running the plant continuously.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning on the west end of Main street near the toll gate, and running thence along Main street to Stewart avenue, east of town; thence southwardly along Stewart avenue to Fayette street; thence eastwardly along Fayette street to Grant street; thence southwardly along Grant street to the borough line; thence along a county road, the extension of said Grant street, to a point in South Union township near the line of the Baltimore and Ohio railroad track. With a branch beginning at a point on Main street where it intersects Connellsville street, and running thence northwardly along said Connellsville street to the borough line; thence by the Connellsville road, being an extension of said street, into the township of North Union to Mountain View park; thence through said park to a point on Cool Spring road near Stewart Iron Company's works.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 05 |
| Tickets in packages of six sold for twenty-five cents, and twenty five for | 1 00 |
| Forty school tickets sold for | 1 00 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------------|
| For construction, after fire, January 11, 1892, engine house, car barn, engine and boiler, | \$8,000 00 |
| For equipment, electrical, | 14,500 00 |
| For maintaining the road or real estate of the corporation, and oper- ating the road, | 6,550 00 |
| For interest, | 650 00 |
| For new passenger cars and horses, | 16,000 00 |
| Total, | <u>\$45,600 00</u> |

IMPORTANT CHANGES DURING THE YEAR.

Extended the line out Connellsville street to Mountain View park, a little over one mile, and rebuilt the plant after being burnt out January 11, 1892. The new plant has more than double the power, both steam and electric, that the old one had.

WARREN STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------|--------------------------|-------------|
| President. | C. P. Northrop. | Warren, Pa. |
| Secretary. | W. E. Rice. | do. |
| Treasurer. | D. H. Liggins, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|-------------|----------------------------|-------------|
| D. H. Liggins. | Warren, Pa. | N. K. Wendleboe, | Warren, Pa. |
| W. D. Henckley, | do. | W. E. Rice, | do. |

General offices of the company at Warren, Pa.
For information relating to this report, address C. P. Northrop, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted March 14, 1889. Provisions of the act of assembly of May 14, 1889, accepted and new charter issued March 25, 1890. Construction and laying of track commenced in April, 1892. The track has been laid on Water street from the Philadelphia and Erie railroad to Liberty street, a distance of 4,000 feet. Further laying of track has been delayed for the reason that some of the streets in Warren borough on which the road is located are being paved, and it is impracticable to lay the track faster than the paving progresses, as the borough authorities refuse to give the company a grade in advance of the pavement.

SUMMARY OF PAYMENTS.

| | |
|-----------------------------|-------------------|
| For construction, | <u>\$4,743 10</u> |
|-----------------------------|-------------------|

WASHINGTON ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCE. |
|---------------------------|--------------------------------|-----------------|
| President | J. B. Wilson | Washington, Pa. |
| Secretary | S. B. Ewing | do. |
| Treasurer | James I. Brownson, Jr. | do. |
| General Manager | J. B. Wilson | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------|-----------------|--------------------------|-----------------|
| Hon. Brit Hart | Washington, Pa. | L. S. Vowell | Washington, Pa. |
| Henry Hull | do. | John W. Vester | do. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By same company.

General offices of the company at Washington, Pa.

For information relating to this report, address Samuel B. Ewing, secretary.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated June 17, 1889. President, L. N. Singley; treasurer, George D. Levy; directors, H. W. Williams, Washington, Pa.; J. H. Ellsworth, Washington, Pa.; William A. Stern, Pittsburg; I. H. Silverman, Pittsburg.

After ineffectual efforts to arrange for a satisfactory franchise with the borough authorities, the originators transferred their interests, August 7, 1890, to parties residing in Washington, viz: J. B. Wilson, W. L. McCleary, Brit Hart, Samuel B. Ewing and A. M. Brown & Co., representing the Bellevue Land Company. These men immediately organized with J. B. Wilson, president; Brit Hart, W. L. McCleary, John Slater and M. C. Treat, directors, and Samuel B. Ewing, secretary. A contract for the construction of about 15,500 feet of track was let, work commenced early in November. On January 15, 1891, was held an election resulting in the re-election of J. B. Wilson, president; directors, Brit Hart, John W. Vester, W. L. McCleary and John Slater. The winter season stopped construction, which was, however, resumed in April, and on May 8, 1891, two cars commenced running on one part of the line. The work of constructing the rest of the line was pushed from that time to completion. In order to insure the construction of the road in certain localities, the property holders along the route were induced to enter into agreements to pay a certain proportion of sales of real estate along the route to the railway company. These commissions will in time eventually net a considerable amount, and increase with the increase in value of property. We have entered into contract with the Washington Electric Light and Power Company to furnish us power to run our cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From borough line on East Main street, from this point a branch runs down Main street to the Baltimore and Ohio and Pennsylvania railroad stations at foot of Main street; thence up Main street

to Chestnut street, from this point a line runs west by Chestnut street to station of Chartiers Valley railroad, on that street continuing west by way of the National road to Bellevue; thence through Bellevue on Baltimore and Cumberland avenues about 2,000 feet (the route through Bellevue has been abandoned some months), continuing on Main street, at corner of Chestnut street, the lines runs north on Walnut street, Highland avenue and Pitt street to the borough line, and from this point by way of the Pittsburg and Washington turnpike to Locust Hill addition; thence west 1,500 feet on Wilson avenue. No other roads to connect with.

RATE OF FARE FOR PASSENGERS.

| | |
|--|-------------------------------|
| Single fare, | \$0 06 |
| Exchange tickets, | Free |
| Tickets in packages of 100, 50 and 25 sold for | <u>\$4 00, \$2 00, \$1 00</u> |

SUMMARY OF PAYMENTS.

| | |
|---|--------------------|
| For construction, | \$31,521 |
| For equipment, | 16,991 67 |
| For maintaining the road or real estate of the corporation, and operating the road, | 12,805 52 |
| For interest, | 994 84 |
| For new passenger cars and horses, | 2,900 00 |
| For miscellaneous (street sweeper), | 325 00 |
| Total, | <u>\$65,558 50</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|-------------|----------------------------|-------------|
| Construction, | \$42,962 80 | Capital stock, | \$39,700 00 |
| Equipment, | 19,206 18 | Funded debt, | 8,000 00 |
| Unpaid stock subscriptions, | 1,540 00 | Unfunded debt, | 15,028 00 |
| Cash, | 1,061 61 | Profit and loss, | 1,979 04 |
| Total, | \$64,772 04 | Total, | \$64,772 04 |

WEST CHESTER STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|-----------------------------|-------------------|
| President, | William M. Hayes, | West Chester, Pa. |
| Secretary, | W. S. Harris, | do. |
| Treasurer, | F. W. Wollerton, | do. |
| Superintendent, | Maurice Hoopes, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------------|-----------------------------|-------------------|
| William M. Hayes, | West Chester, Pa. | J. Russell Hayes, | West Chester, Pa. |
| R. T. Cornwell, | do. | A. G. McCausland, | Wilmington, Del. |
| M. H. Matlack, | do. | | |

Date of annual meeting for election of directors: Second Monday of each year.
 By whom is the road operated? The West Chester Street Railway Company.
 General offices of the company at West Chester, Pa.
 For information relating to this report, address William M. Hayes, president.
 What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter bears date August 4, 1890, and authorizes the building of a street railway in the borough of West Chester, Pa.

The company was organized with a capital stock of \$30,000.00, said capital stock was afterwards increased to \$60,000.00, there being 1,200 shares at \$50.00 each. The stock has all been subscribed for and fully paid.

Authority was duly obtained to construct an extension or branch from the borough of West Chester to Lenape station on the Wilmington and Northern Railroad, a distance of about four miles.

The part of the road which is located in the borough of West Chester was commenced in November, 1890, and the cars commenced running on it September 23, 1891. The part of the road which runs from West Chester to Lenape was built during the months of June, July, August, September, October and November, 1891, and the cars commenced running on the branch November 15, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On High street, from Virginia avenue to Rosedale avenue; on Market, from Pennsylvania railroad to New street, and thence on New street to Sharpless street; connecting at Market and High streets with Market street line. From New and Sharpless streets to Lenape station; connecting there with Wilmington and Northern railroad.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Exchange tickets, | Free. |
| Tickets in packages of twenty-four sold for | 1 00 |
| Lenape road, single fare, fifteen cents; excursion. | 25 |

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For construction, | \$57,270 42 |
| For equipment, | 4,903 31 |
| For maintaining the road or real estate of the corporation, and operating the road, | } 9,832 48 |
| For interest, | |
| For real estate, | 7,751 82 |
| For new passenger cars, | 21,781 46 |
| For payments on loan account, | 11,270 00 |
| For miscellaneous, | 16,800 53 |
| For organization expenses, | 2,035 58 |
| Total, | \$151,645 00 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|---|---------------------|
| Construction account, | \$57,270 42 | Capital stock, | \$60,000 00 |
| Equipment account, | 4,903 31 | Bonds, | 30,000 00 |
| Real estate account, | 7,751 82 | Bills payable, | 30,000 00 |
| Cars account, | 21,781 46 | Surplus of earnings over expenses to June 30, | 1,669 87 |
| Miscellaneous account, | 16,800 53 | | |
| Organization expenses account, | 2,035 58 | | |
| Cash on hand, | 126 75 | | |
| Total, | \$110,698 87 | Total, | \$110,698 87 |

STOCK AND DIVIDENDS.

| | |
|--|------------|
| Balance for the year, or surplus, | \$1,689 87 |
| Surplus at commencement of the year, | 1,689 87 |
| Surplus invested as follows: | |
| Cash, | 126 75 |
| Other items, for construction, | 1,543 12 |

IMPORTANT CHANGES DURING THE YEAR.

Road started September 23, 1891. Lenape branch opened November 10, 1891.

WEST END STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------------|-----------------------------|----------------|
| President. | John A. Coyle. | Lancaster, Pa. |
| Vice President. | Dr. M. L. Herr, | do. |
| Secretary. | J. W. B. Bausman, | do. |
| Treasurer. | Edward McGovern, | do. |
| General Manager. | Geo. W. Mosby. | do. |
| General Superintendent. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|----------------|---------------------------|-----------------|
| John A. Coyle. | Lancaster, Pa. | J. B. Long. | Lancaster, Pa. |
| Dr. M. L. Herr. | do. | A. D. Rohrer. | Lancaster, Pa. |
| J. W. B. Bausman. | do. | B. J. McGrann. | Lancaster, Pa. |
| Walter M. Franklin. | do. | Edward McGovern. | Lancaster, Pa. |
| John C. Hager. | do. | James Young. | Middletown, Pa. |
| Michael Reilly. | do. | J. Edward Ackley. | New York. |

Date of annual meeting for election of directors : Second Monday in January.

By whom is the road operated ? West End Street Railway Company.

General offices of the company at 529 North Prince street, Lancaster, Pa.

For information relating to this report, address Edward McGovern, 529 North Prince street, Lancaster, Pa.

What kind of power is used for propelling the cars on your road ? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter was granted in May, 1888, and the road was constructed at once.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Monument or Center square, on North Queen street to Chestnut, out Chestnut to College avenue, on College avenue to Columbia avenue, to West End park ; returning over same to College avenue, and in West King street to monument. Also from James and Prince, out James to College avenue, on College avenue to Columbia avenue, in West King to monument, from Pennsylvania railroad depot out Chestnut to Charlotte, over Charlotte to Manor street, out Manor to city limits, from city limits to Millersville on Manor turnpike : return over same to West King street, monument and Pennsylvania railroad depot.

RATE OF FARE FOR PASSENGERS.

| | |
|--|--------|
| Single fare, | \$0 65 |
| Exchange tickets, | 5 |
| Tickets in packages of 8, 12 and 25 sold for | 1 00 |

SUMMARY OF PAYMENTS.

| | |
|---|--------------|
| For construction, | \$92,498 42 |
| For equipment, | 11,119 35 |
| For maintaining the road or real estate of the corporation, and operating the road, | 23,284 91 |
| For interest, | 11,527 24 |
| For payments to loan account, | 24,263 61 |
| For miscellaneous, | 6,500 00 |
| For municipal taxes, | 250 90 |
| For state taxes, | 1,161 96 |
| Total, | \$170,576 45 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------------------|--------------|--------------------------|--------------|
| Construction, | \$92,498 42 | Capital stock, | \$225,000 00 |
| Equipment, | 11,119 35 | Funded debt, | 225,000 00 |
| Real estate, | 12,000 00 | Unfunded debt, | 30,400 00 |
| Steel rails, tools, etc., | 1,500 00 | | |
| Cash on hand, | 6,128 97 | | |
| Profit and loss, | 347,153 26 | | |
| Total, | \$470,400 00 | Total, | \$470,400 00 |

STOCK AND DIVIDENDS.

| | |
|--|-------------|
| Balance for the year, or surplus, | \$6,128 97 |
| Surplus at commencement of the year, | 29,854 94 |
| Total surplus, | \$35,983 91 |

IMPORTANT CHANGES DURING THE YEAR.

The line during the year was extended from College avenue, out Marietta pike to Wheatland, to Columbia pike, also 1,100 feet of new track was built by this company from West Chestnut and Charlotte to West King and Manor streets.

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|--------------------------------|---------------|
| President, | Peter A. B. Widener, | Philadelphia. |
| Secretary, | D. W. Dickson, | do. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|---------------------------------|---------------|------------------------------|---------------|
| Peter A. B. Widener, | Philadelphia. | Thomas Dolan, | Philadelphia. |
| William L. Elkins, | do. | Joseph B. Altemus, | do. |
| Joseph E. Gillingham, | do. | Thomas J. Yarrow, | do. |
| George D. Widener, | do. | George W. Elkins, | do. |
| James McManes, | do. | | |

Date of annual meeting for election of directors : First Tuesday in November of each year.

By whom is the road operated ? Philadelphia Traction Company.

Date of consolidation : April 30, 1894.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road ? Cable and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter May 14, 1857.

West Philadelphia Passenger Railway Company is leased to Philadelphia Traction Company for the term of 999 years from January 1, 1884.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections : Market street branch, depot Forty-first and Haverford streets—On Forty-first to Market street, to Delaware avenue ; returning by same route.

Baring street branch, depot Forty-fourth and Columbia avenue—From Forty-fourth and Elm avenue east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth street, to Baring street, to Thirty-third street, to Market street, to Delaware avenue ; return on Market street to Thirty-third street, to Baring street, to Thirty-seventh street, to Fairmount avenue, to Fortieth street, to Hutton street, to Forty-first street, to Elm avenue, to Forty-fourth street, place of starting.

Haddington branch, depot Forty-first and Haverford streets—On Haverford street to Sixty-seventh street ; returning, on Haverford street to Sixty-fifth street, to Vine street, to Fifty-third street and Haverford to the depot.

Market street extension, depot Forty-second and Chestnut streets—West on Market street from Forty-first street to Sixty-third street, to Vine street ; returning the same route.

Spruce street branch, depot Forty-ninth and Woodland avenue,—East on Woodland avenue to Forty-seventh street, to Chester avenue, to Forty-first street, to Spruce, to Woodland avenue, to Thirty-third street, to Market street, to Delaware avenue ; return, on Market street to Thirty-third street, to Woodland avenue, to Spruce, to Forty-second, to Chester avenue, to Forty-seventh, to Woodland avenue, to depot.

SUMMARY OF PAYMENTS.

For dividends, \$150,000 00

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|----------------|----------------------------|----------------|
| Construction and equipment, | \$2,252,572 79 | Capital stock, | \$750,000 00 |
| Open accounts, | 8,610 00 | Bonds, | 900,000 00 |
| | | Profit and loss, | 86,599 38 |
| | | Open accounts, | 426,583 41 |
| Total, | \$2,261,182 79 | Total, | \$2,261,182 79 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stocks of original and consolidated companies during the year: Twenty per cent. on par value of capital stock.
 Paid in dividends, cash, \$150,000 00

WHITE ELECTRIC TRACTION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------|--------------------------|-----------------|
| President. | T. L. White. | McKeesport, Pa. |
| Vice President. | C. B. Payne. | Duquesne, Pa. |
| Secretary. | Homer H. Swaney. | McKeesport, Pa. |
| Treasurer. | James E. White. | McKeesport, Pa. |
| General Manager. | Edwin Reiber. | McKeesport, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|-----------------|----------------------------|----------------|
| T. L. White. | McKeesport, Pa. | Gustus Lindenthal. | New York city. |
| John W. Crawford. | Duquesne, Pa. | I. J. Wilson. | Pittsburg. |
| C. B. Payne. | Duquesne, Pa. | | |

Date of annual meeting for election of directors: Third Monday of January, each year.

By whom is the road operated? Said company.

General offices of the company at Pittsburg, Lewis Block, room 812. Branch office, McKeesport, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted November 26, 1890, work was commenced within thirty days and completed in October, 1891.

The company was organized with a subscribed capital of \$15,000. It was afterwards increased to \$60,000 capital, of which \$17,500 was subscribed and paid.

The road was built the greater part of the way, along what was a township road, now Duquesne avenue in the borough of Duquesne, and required a great deal of cutting and filling. The roadbed is filled with furnace slag, ranging in depth from eight inches to two feet.

Track is double rails, thirty pound T rails, planked on each side of rail, etc.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing at Fifth avenue or Riverton street, McKeesport; thence along Riverton street to the McKeesport and Duquesne bridge; thence to a point on township road in Mifflin township, on the opposite side of the Monongahala river; thence in a northerly direction along the township road to a point near Olive station on the Pittsburg, Virginia and Charleston railroad in the borough of Duquesne, and by the same route returning to the point of beginning at Fifth avenue, on Riverton street, in the city of McKeesport.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, \$4,959 50
 For interest, 2,100 00
 For new passenger cars, 1,800 00
 For miscellaneous, 100 00
 For toll paid McKeesport and Duquesne Bridge Company, 40 per cent., 3,946 92
 For toll paid McKeesport Light Company for power, 1,500 00
 Total, \$14,406 42

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-------------|----------------------------------|-------------|
| Construction of road, grading, filling track and wiring. | \$60,000 00 | Capital stock, | \$60,000 00 |
| Materials on hand and tools. | 400 00 | Bonded indebtedness, | 85,000 00 |
| Ties, rails and frogs. | 600 00 | Floating indebtedness, | 4,539 10 |
| Cars and car barn. | 10,400 00 | | |
| Total, | \$91,400 00 | Total, | \$90,539 10 |

WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------|-------------------------|-----------------|
| President, | B. F. Meyers, | Harrisburg, Pa. |
| Secretary, | John Graham, | Carlisle, Pa. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------------|------------------------|-----------------|
| B. F. Meyers, | Harrisburg, Pa. | P. Russ, | Harrisburg, Pa. |
| W. G. Eno, | Plymouth, Pa. | John Graham, | Carlisle, Pa. |
| J. W. Hollenback, | Wilkes-Barre, Pa. | | |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By its officers.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Electric and horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 9, 1891.

The company began operating the road May 1, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The Wilkes-Barre and Wyoming Valley Traction Company have leased the following roads, and began to operate them May 1, 1892: Wilkes-Barre and Kingston Passenger Railway Company, Coalville Passenger Railway Company, Plymouth Street Railway Company, full accounts of which have been given in their respective reports.

Route—Starting from the public square, city of Wilkes-Barre; thence out Market street to river; thence across the Susquehanna river by the bridge to Wyoming avenue, in the borough of Kingston; thence along Wyoming avenue a distance of six and one-fourth miles to the borough of Wyoming. 2d. From the borough of Kingston, on Market street to Kingston station. 3d. From the borough of Kingston through the main road to Edwardsville; thence along the highway to the borough of Plymouth. 4th. Starting on North Main street to the river bank; thence across the Susquehanna river by the bridge at North street; thence along the roadway to Wyoming avenue, in the borough of Kingston; thence along Wyoming avenue to a point known as Vaughn's corner; thence along the roadway to the borough of Luzerne. 5th. Starting from the public square on South Main street to South Wilkes-Barre. 6th. Starting from East Market and Washington streets, along Washington to Hazle; thence out Hazle street to the borough of Ashley.

NOTE.—The cars on all these branches return by the same route.

RATE OF FARE FOR PASSENGERS.

Single fare, 5 and 10 cts.

SUMMARY OF PAYMENTS.

Total, \$10,001 46

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|-----------------------|-------------------------------|-----------------------|
| Amount in cash and in the purchase of other railways and franchises, | \$6,500,000 00 | Capital stock, | \$5,000,000 00 |
| Surplus cash and collectible accounts, | 20,871 32 | Funded debt, | 1,500,000 00 |
| Total, | <u>\$6,520,871 32</u> | Operation expenses, | 16,001 46 |
| | | Profit and loss, | 10,899 86 |
| | | Total, | <u>\$6,520,871 32</u> |

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAME. | RESIDENCES. |
|----------------------|------------------------------|------------------|
| President, | John J. Patterson, | Mifflintown, Pa. |
| Secretary, | John Graham, | Wilkes-Barre. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | | RESIDENCES. | | NAMES. | | RESIDENCES. | |
|--------------------|--|------------------|--|---------------|--|-------------------|--|
| John J. Patterson. | | Mifflintown, Pa. | | W. G. Eno. | | Plymouth, Pa. | |
| B. F. Meyers. | | Harrisburg, Pa. | | Jno. Lanning. | | Wilkes-Barre, Pa. | |
| W. F. Sadler. | | Carlisle, Pa. | | | | | |

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? By its officers previous to May 1, 1892.

With what other companies consolidated? Leased to Wilkes-Barre and Wyoming Valley Traction Company.

Date of consolidation: Leased May 1, 1892.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Horse power and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter December 10, 1859; Supplement May 1, 1861. The road was then constructed from Kingston borough to the Public Square, city of Wilkes-Barre, and two years after, the branch on Main street, city of Wilkes-Barre was added, since then no extension of the road has been made.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at depot of the Delaware, Lackawanna and Bloomsburg railway, at Kingston borough Market street, public highway; thence by side of public highway to Wilkes-Barre bridge, crossing Susquehanna river (owning right of way); thence across said bridge to Market street to South Wilkes-Barre.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

SUMMARY OF PAYMENTS.

| | | |
|---|---|-------------|
| For equipment, | } | \$15,987 30 |
| For maintaining the road or real estate of the corporation, and operating the road, | | |
| For dividends, | | 1,162 50 |
| For municipal taxes and rents, | } | 1,400 51 |
| For State taxes, | | |
| Total, | | \$18,550 31 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|--------------|--------------------------|--------------|
| Value of construction and real estate. | \$100,000 00 | Capital stock, | \$100,000 00 |
| Road bed and railway, | 5,908 66 | Operation, | 9,994 02 |
| Buildings, | 184 82 | | |
| Taxes on real estate, | 1,400 51 | | |
| Cash, | 2,600 23 | | |
| Total, | \$109,994 02 | Total, | \$109,994 02 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, dividend, three per cent. on \$100,000.00 capital stock.

Paid in dividends, cash, \$3,000 00

IMPORTANT CHANGES DURING THE YEAR.

Leased to the Wilkes-Barre and Wyoming Valley Traction Company May 1, 1892.

NOTE.—We have given you the receipts in full to May 1, also to June 30, but those from May 1 to June 30, are embraced in the report of the Wilkes-Barre and Wyoming Valley Traction Company, to whom the road is leased.

WILKES-BARRE AND SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------------|----------------------------------|-------------------|
| President. | C. A. Miner. | Wilkes-Barre, Pa. |
| Secretary. | H. H. Welles, Jr. | do. |
| Treasurer. | Walter Roberts, | do. |
| General Manager. | Wm. A. Armstrong, Jr., | do. |
| General Superintendent. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|-------------------|----------------------------|-------------------|
| C. A. Miner. | Wilkes-Barre, Pa. | W. Leavenworth. | Wilkes-Barre, Pa. |
| J. W. Hollenback. | do. | S. B. MacKnight. | Plains, Pa. |
| W. E. Biddle. | do. | Robert Mitchell. | Plains, Pa. |
| H. H. Welles, Jr. | do. | Jno. J. Patterson. | Mifflintown, Pa. |
| Rogers MacGarry. | do. | Albert Shank. | Plymouth, Pa. |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Its officers and directors.

General offices of the company at Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

See reports for previous years.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning on east side public square, and thence on North Main street to Hollenback avenue, to River, to Chestnut street, to Washington street, to city line, to Miner's Mills road in Plains township, to Miner's Mills; thence their own right of way to main road in Plains, to point in front of O. B. MacKnight's brick store. Also from public square to East Market, to Canal, to Chestnut, to Washington, near city line, completing circuit. Also on Scott street from Canal to point at Mackin's store. Also from main line in Plains township via George avenue in Plains township and borough of Parsons to crossing of Central Railroad Company of New Jersey.

RATE OF FARE FOR PASSENGERS.

| | |
|---|---------------|
| Single fare, | 5 & 10 cts. |
| Tickets in packages of fifty sold for | <u>\$1 50</u> |

SUMMARY OF PAYMENTS.

| | |
|---|--------------------|
| For construction, | \$5,244 69 |
| For equipment, | 7,101 75 |
| For maintaining the road or real estate of the corporation, and operating the road, | 29,619 79 |
| For interest on bonds, | 1,750 00 |
| For dividends, | 2,000 00 |
| For miscellaneous, | 1,418 19 |
| For municipal taxes, | 62 30 |
| For state taxes, | 98 63 |
| Total, | <u>\$47,295 35</u> |

GENERAL BALANCE SHEET.

| DR. | | CR | |
|--|--------------|--------------------------------------|--------------|
| Construction and equipment, | \$120,109 38 | Capital stock, | \$100,000 00 |
| Constructing Parson's extension, | 5,244 69 | Bonded deposit, | 35,000 00 |
| Real estate and buildings, | 9,833 48 | Vouchers, | 2,735 95 |
| Improvements, | 5,967 05 | Pay rolls, | 2,040 28 |
| Machine shop and tools, | 1,147 05 | Edison Company, | 1,630 00 |
| Supplies, | 553 99 | Operating expenses, | 3,765 28 |
| Park, | 1,706 50 | Rents, | 44 00 |
| North Main street, | 1,418 19 | Mail service, | 125 00 |
| Cash, | 437 30 | Park rentals, | 115 00 |
| Office expenses, | 272 65 | Profit and loss from 1891, | 2,702 13 |
| Interest, | 575 00 | | |
| Damages, | 153 45 | | |
| Legal, | 237 00 | | |
| Surplus, | 42 86 | | |
| Total, | \$148,047 62 | Total, | \$148,047 62 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 30, dividend of 2 per cent. on \$100,000 capital stock. Paid in dividends, cash, \$2,000 00

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|--------------------------|-------------------|
| President, | H. R. Rhoads, | Williamsport, Pa. |
| Vice President, | H. C. Parsons, | do. |
| Secretary, | J. F. Starr, | do. |
| Treasurer, | John Lawshe, | do. |
| Superintendent, | H. C. Young, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------|-------------------|------------------------|-------------------|
| H. C. Parsons. | Williamsport, Pa. | William Emery. | Williamsport, Pa. |
| Henry W. White. | do. | J. R. T. Ryan. | do. |
| C. LaRue Munson. | do. | | |

Date of annual meeting for election of directors: In December of each year previous to 31st, at the call of the president with notice to all of the stockholders.

By whom is the road operated? By the owners.

General offices of the company at 760 West Fourth street, Williamsport, Pa.

For information relating to this report, address John Lawshe, treasurer, or J. F. Starr, secretary.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Williamsport Passenger Railway Company was incorporated under special act of assembly approved 15th April, 1863 (P. L. 1864, page 1080, etc.). The corporation was duly organized in accordance with the provisions of this act, and a railway constructed in the city of Williamsport from the Philadelphia and Erie railroad crossing on West Fourth street, eastwardly along said West Fourth street to Pine street; thence southerly on Pine to West Third street; thence easterly on Third street to a point near the intersection of the Philadelphia and Erie railroad. The original rails laid were the small T rail. The road was operated with limited success until 1879, when the stock changed hands and a new management took possession of the road, and renewed the track with thirty-eight-pound center-bearing steel rails and paving with stone the entire length of the road between the rails. In February, 1887, the company resolved to extend its tracks on West Third street westerly, from Pine to Grier street, and also on East Fourth street from Pine to Basin, with connecting tracks on Basin, Grier and Campbell street. Materials were placed on the ground for these extensions; but before the tracks were laid the city of Williamsport interposed by injunction restraining the company from laying the tracks without first having obtained permission from the city authorities. This was resisted by the railway company and resulted in a decision by the supreme court of the state affirming the right of the railway company to lay its tracks and operate its road on any of the streets, lanes or alleys of the city of Williamsport without municipal interference (see case Williamsport Passenger Railway Company's Appeal, 120 Pennsylvania State Report, page 1, etc.). The company proceeded after this decision in its favor, to lay its tracks on the streets above designated, and also on West Fourth street from the Philadelphia and Erie railroad crossing westerly to Lycoming creek. The rails used were forty-two-pound steel center-bearing rail and stone paving between the rails the entire length of the road. The extensions were completed by September 1, 1888, and two lines of cars have since been running as designated elsewhere in this report. The total length of the tracks, including sidings, now being five miles and 2,765 feet.

October 1, 1890, the stock of the company changed hands and came under new management; steps were taken to improve the entire road. During the summer of 1891, the old track was taken up and relaid with sixty-pound Wharton side-bearing wide-tread steel rail and repaved between rails with stone, viz: From East Third street at Philadelphia and Erie railroad crossing west to Basin street, single track; from Basin on Third, west to Pine street, double track; from Third and Pine street, on Pine to Fourth street, single track; from Pine on Fourth, west to Park street, double track; from Park, west to car house on Philadelphia and Erie railroad crossing, single track. The trolley electric system was adopted as the motor power. Cars

electrically equipped were put upon the road and the entire service has been electrical since September, 1891. During the present summer the company have been extending their road and building branches, now reaching the old town of Newberry or Seventh ward, city of Williamsport.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections:

Fourth street line.—Beginning at car house, West Fourth and Grier streets, east on Fourth street to Basin, south on Basin to Third, west on Third to Pine, north on Pine to Fourth; returning west on Fourth street, double track to 300 feet west of Park street, and from there to car house on single track.

Third street line.—Beginning at car house, Fourth and Grier streets, south on Grier to Third, east on Third to Laurel, on single track; continuing east on Third to Basin, on double track, and from Basin to Philadelphia and Erie railroad on Third street, single track; returning by same route to car house; thence west on Fourth street to Lycoming creek bridge, and return on same track to car house; Campbell street, from Third street to Fourth street.

RATE OF FARE FOR PASSENGERS.

| | |
|---|--------|
| Single fare, | \$0 05 |
| Tickets in packages of twenty-five sold for | 1 00 |
| | 1 05 |

SUMMARY OF PAYMENTS.

| | |
|---|--------------|
| For construction, } Under contract, not completed, | \$252,804 64 |
| For equipment, } | |
| For maintaining the road or real estate of the corporation, and operating the road, | 33,232 95 |
| For interest, | 4,235 64 |
| For dividends, | 5,000 00 |
| For real estate, | 2,572 01 |
| For miscellaneous, | 741 09 |
| For municipal taxes, | 400 00 |
| For state taxes, | 902 58 |
| Total, | \$299,888 91 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|--------------|--|--------------|
| New construction and equipment, | \$252,804 64 | Capital stock, | \$250,000 00 |
| Old construction, | 100,015 54 | Bonds payable, | 118,000 00 |
| Old equipment, | 1,300 94 | Accounts due sundry persons, | 2,274 42 |
| Real estate, | 7,350 48 | Profit and loss, | 2,551 89 |
| Office fixtures and tools, | 658 18 | | |
| Cash, | 3,899 18 | | |
| Bills receivable, | 240 00 | | |
| Accounts due from sundry persons, | 1,657 50 | | |
| Total, | \$667,826 31 | Total, | \$667,826 31 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 13, 1892, 2 per cent on \$250,000, \$5,000.

| | |
|--|------------|
| Paid in dividends, cash, | \$5,000 00 |
| Balance for the year, or surplus, | 2,551 89 |
| Surplus at commencement of the year, | 2,823 29 |
| Total surplus, | 2,551 89 |
| Surplus invested as follows: | |
| Cash and loans, | 2,551 89 |

IMPORTANT CHANGES DURING THE YEAR.

Two and three-fourths miles of the old track relaid and one mile of new track laid with sixty-pound Wharton girder rail.

The first partial change from horse to electric power was made August 7, 1891, and about the middle of November, 1891, the use of horses was abandoned entirely.

YORK STREET RAILWAY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------------|---------------|-------------|
| President | W. H. Lanus, | York, Pa. |
| Secretary | John F. Kell. | do. |
| Treasurer | Grier Hersh. | do. |
| General Manager | W. H. Lanus, | do. |
| General Superintendent | R. V. Thomas, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|-------------|-----------------------------|-------------|
| W. H. Lanus | York, Pa. | John Fahs. | York, Pa. |
| Chas. S. Welser | do. | George S. Schmidt | do. |
| Frank Gelse | do. | Grier Hersh | do. |
| Daniel K. Trimmer | do. | | |

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The York Street Railway Company.

General offices of the company at 27 East Market street, York, Pa.

For information relating to this report, address John F. Kell, secretary, York, Pa.

What kind of power is used for propelling the cars on your road? Horse, but being changed to electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, February 8, 1886.

During the summer of 1886, one and one-half miles of road were constructed in the western part of the city of York, and put in operation September 30, 1886. In 1887, one mile of track was constructed in the western part of the city, making a loop of the ends built in 1886. There was also one-half mile constructed in the eastern part of the city, and operated commencing August 11, 1887. In 1888 one mile of track was constructed in the southern part of the city, and operated from July 4, 1888. In 1890, one mile of track was constructed from West Market street over Richland avenue to Highland Park. In the fall of 1890, about one-half mile of track was constructed on North George street, from Centre Square to the city limits on the north, and on North street, from North George street to Duke street in order to reach the passenger station of the Northern Central and Pennsylvania railroads, and operated commencing October 20, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On Market street from Broad street on the east to Richland avenue on the west; continuing north on Richland avenue to Linden avenue, on Linden avenue northeast to West York street, on West York street, southeast to junction of Philadelphia street and Penn. street, across Philadelphia street, and south on Penn street to Market street, on George street from the bridge across the Codorus on the north to the residence of Grier Hersh, Esq., "Spring Dale," on the south, crossing the Market street line at Centre Square, on North street from George street east to the Northern Central railroad and Pennsylvania railroad passenger stations, on Richland avenue from Market street south to Highland Park.

RATE OF FARE FOR PASSENGERS.

| | |
|---|-------------|
| Single fare, | \$0 05 |
| Tickets in packages of twenty-five sold for | 1 00 |
| | <u>1 05</u> |

SUMMARY OF PAYMENTS.

| | |
|---|--------------------|
| For construction, | \$321 73 |
| For equipment, exclusive of new cars and horses, | 10 00 |
| For maintaining the road or real estate of the corporation, and operating the road, | 17,709 80 |
| For interest, | 231 19 |
| For dividends, | 2,496 00 |
| For new passenger cars and horses, | 1,476 80 |
| For payments to loan account, | 5,500 00 |
| For miscellaneous, | 3,410 53 |
| For state taxes, | 759 16 |
| | <u>31,915 21</u> |
| Total, | <u>\$31,915 21</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|--------------------|---------------------------------------|--------------------|
| Construction, | \$63,797 31 | Capital stock paid in full, | \$85,700 00 |
| Equipment, | 22,854 32 | Unfunded debt, | 8,800 00 |
| Real estate, | 16,968 63 | Outstanding orders, | 70 40 |
| Tools, etc., | 248 86 | Profit and loss, | 3,242 57 |
| Office and stable supplies, | 46 58 | | |
| Hay, straw and oats, | 125 00 | | |
| Manure, | 25 00 | | |
| Cash, | 3,753 07 | | |
| Total, | <u>\$97,312 97</u> | Total, | <u>\$97,312 97</u> |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: February 8, 1892. Three (3) per cent on \$83,200.

| | |
|---|-----------------|
| Paid in dividends, cash, | \$2,496 00 |
| Paid for real estate, | 3,247 53 |
| Balance for the year, or surplus, exclusive of amount paid for real estate, | 2,821 89 |
| Surplus at commencement of the year, | 2,839 50 |
| Total surplus, | <u>5,661 39</u> |

IMPORTANT CHANGES DURING THE YEAR.

This company having decided to change the motive power of its road from horse to electricity, contracts for supplying current for rails, ties, motors, cars, etc., to effect the change were made in June, 1892, and the work of making the change was in progress at the date of closing this report.



REPORTS OF
CANAL AND NAVIGATION COMPANIES.



DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------|---------------------------|---------------|
| President. | Joseph S. Harris. | Philadelphia. |
| Secretary. | W. A. Buchanan. | do. |
| Treasurer. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|---------------|-----------------------|---------------|
| Joseph S. Harris. | Philadelphia. | T. McKean. | Philadelphia. |
| J. W. Woolston. | do. | S. Shephard. | do. |
| E. W. Clark. | do. | C. F. Howell. | do. |
| F. E. Cope. | do. | Edward Lewis. | do. |
| E. Roberts, Jr. | do. | | |

Date of annual meeting for election of directors : First Tuesday in February.

General offices at 226 South Third street, Philadelphia.

NOTE.—The Delaware Division Canal is leased to the Lehigh Coal and Navigation Company for ninety-nine years, from April 1, 1866, at a stipulated rental per annum; all returns not answered in this report are included in the report of the Lehigh Coal and Navigation Company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,633,350 00

Rate and date of all cash dividends on stock of original and consolidated companies : Four per cent. per annum paid on August 15, 1891, on 2,158 shares; no dividend at this date paid on 30,059 shares (same not being entitled to dividend); paid on February 15, 1892, on 2,158 shares; no dividend at this date paid on 30,509 shares (same not being entitled to dividend).

DELAWARE AND HUDSON CANAL COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|--------------------------|----------------|
| President. | R. M. Olyphant. | New York city. |
| Vice President. | Le G. B. Cannon. | New York city. |
| Second Vice President | H. G. Young. | Albany, Y. Y. |
| Secretary. | F. M. Olyphant. | New York city. |
| Treasurer. | C. A. Walker. | New York city. |
| General Superintendent. | S. O. Rose. | Honesdale, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------------|------------------|--------------------------------|----------------|
| Le Grand B. Cannon. | New York city. | James A. Roosevelt. | New York city. |
| James Roosevelt. | Hyde Park, N. Y. | Alexander E. Orr. | do. |
| Robert M. Olyphant | New York city. | Oliver P. C. Billings. | do. |
| Benjamin H. Bristow. | New York city. | Samuel Spencer. | do. |
| R. Snyder Grant. | New York city. | Cornelius Vanderbilt. | do. |
| William H. Tillinghast. | New York city. | Chauncey M. Depew. | do. |
| Alfred Van Santvoord. | New York city. | | |

General offices at 21 Cortlandt street, New York city.

Date of annual meeting for election of directors: Second Tuesday in May.

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: September 15, 1891, dividend 1½ per cent.; December 15, 1891, 1½ per cent.; March 15, 1892, 1½ per cent.; June 15, 1892, 1½ per cent. Total, 7 per cent.

LEHIGH COAL AND NAVIGATION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------|-----------------------|---------------|
| President. | J. S. Harris. | Philadelphia. |
| Secretary. | S. Shepherd. | do. |
| Treasurer. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|---------------|--------------------------------|---------------|
| E. W. Clark. | Philadelphia. | E. B. Lelsnering. | Mauch Chunk. |
| F. R. Cope. | Philadelphia. | Abram S. Hewitt. | New York. |
| Charles Parrish. | Wilkesbarre. | Thomas McKean. | Philadelphia. |
| James M. Willcox. | Philadelphia. | Edward S. Buckley. | Philadelphia. |
| Edward Lewis. | Philadelphia. | Charlemagne Tower, Jr. | Philadelphia. |
| Samuel Dickson. | Philadelphia. | | |

General offices at 226 South Third street, Philadelphia.

Date of annual meeting for election of directors: Fourth Tuesday in February.

SUMMARY OF EXPENSES.

| | |
|---|----------------|
| Maintaining the canal or real estate of the corporation, and operating the canal, | \$133,811 90 |
| For dividends, | 716,420 00 |
| For interest, | 815,326 39 |
| For surplus fund, municipal taxes and state taxes, | 96,400 34 |
| For other payments, | 396,449 08 |
| Total, | \$2,160,407 75 |
| Surplus, | \$50,196 68 |

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$14,366,650.00; 287,833 shares.

Rate and date of all cash dividends on stock of original and consolidated companies: November 3, 1891, \$357,753.75, 2½ per cent.; May 2, 1892, \$358,666.25, 2½ per cent.

MONONGAHELA NAVIGATION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------------------|------------------------------|------------------------------------|
| President, | Max K. Moorhead, | Pittsburg. |
| Secretary, | William Bakewell, | Westmoreland county, Pa. |
| Treasurer, | Thomas P. Roberts, | Pittsburg. |
| Chief Engineer, | William P. Wood, | Pittsburg. |
| Cargo Inspector, | Thomas McGowan, | Lock No. 4, Washington county, Pa. |
| Superintendent of Repairs, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|-----------------|---------------------------------|----------------|
| Joseph Albree, | Allegheny, Pa. | George B. Logan, | Allegheny, Pa. |
| Alexander Bradley, | Pittsburg. | J. B. Murdock, M. D., | Pittsburg. |
| Felix R. Brunot, | Allegheny, Pa. | A. E. W. Painter, | Allegheny, Pa. |
| Allan C. Bakewell, | New York, N. Y. | John H. Ricketson, | — |
| James J. Donnell, | Allegheny, Pa. | George Shiras, Jr., | — |

Date of annual meeting for election of directors: Second Thursday of January in each year.

RECEIPTS AND DISBURSEMENTS.

Receipts.

| | | |
|---|--------------|--------------|
| Tolls on coal and slack, | \$232,518 92 | |
| coke, | 679 50 | |
| timber, steamers, etc., | 90,144 60 | |
| passengers, | 7,733 85 | |
| Total, | \$331,071 87 | |
| Less uncollected tolls, | 24,736 85 | |
| | | \$306,335 02 |
| Toll bills collected, | | 21,937 24 |
| Received on mortgage, | | 1,666 67 |
| Interest, | | 300 00 |
| For use of flat boats, | | 162 67 |
| | | \$330,401 60 |
| <i>Disbursements.</i> | | |
| Paid on dividends, | \$131,970 00 | |
| Maintenance and operation, | 86,529 53 | |
| Paid interest on bonds (coupons), | 22,675 00 | |
| Paid state taxes, | 18,894 38 | |
| Other payments, | 305 00 | |
| | | 260,373 91 |
| Surplus, | | \$70,027 69 |

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: June 30, 1892, 32,961 shares at par value, \$50 per share, amounting to \$1,648,060.00.

Rate and date of all cash dividends on stock of original and consolidated companies: July 9, 1891, dividend of four per cent. on \$1,647,650.00 stock, \$65,906.00; January 14, 1892, dividend of four per cent. on \$1,648,000.00 stock, \$65,920.00.

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------------------|------------------------|------------------|
| President. | I. J. Wistar. | Philadelphia. |
| Secretary. | N. Whiteman. | Philadelphia. |
| Treasurer. | A. Haviland. | Philadelphia. |
| Chief Engineer. | T. T. Wierman. | Harrisburg, Pa. |
| Superintendent of Equipment. | F. J. Deemer. | Wilkesbarre, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|---------------|-------------------------------|---------------|
| Isaac J. Wister. | Philadelphia. | Simon Gratz. | Philadelphia. |
| George B. Roberts. | do. | John P. Green. | do. |
| A. J. Cassatt. | do. | Clement A. Grisoom. | do. |
| Wm. J. Howard. | do. | Amos R. Little. | do. |
| Jos. N. DuBarry. | do. | N. Parker Shortridge. | do. |
| Alexander Biddle. | do. | Henry D. Welsh. | do. |

Date of annual meeting for election of directors: Second Tuesday in February.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal. \$102,371 87

SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------|---------------------------|---------------|
| President. | Howard Hancock. | Philadelphia. |
| Secretary. | Howard T. Nalsby. | do. |
| Treasurer. | Richard Tull. | do. |

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

MANAGERS.

| NAMES OF MANAGERS. | RESIDENCES. | NAMES OF MANAGERS. | RESIDENCES. |
|-------------------------|---------------|------------------------|---------------|
| Jas. M. Landis. | Philadelphia. | Wm. J. Hurst. | Philadelphia. |
| C. K. Klunk. | do. | Fred'k Reel. | do. |
| Roswell Weston. | do. | John McLannan. | do. |

Date of annual meeting for election of directors : Second Tuesday in February.

SCHUYLKILL NAVIGATION COMPANY, PHILADELPHIA
AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------------------|-------------------------|---------------|
| President. | A. A. McLeod. | Philadelphia. |
| Secretary. | W. B. Taylor. | do. |
| Treasurer. | W. A. Church. | do. |
| General Superintendent. | J. A. Swelgard. | do. |
| Superintendent and Engineer. | E. T. Smith. | do. |

General office at 227 South Fourth street, Philadelphia.

SUMMARY OF EXPENSES.

| | |
|---|-------------|
| Maintaining the canal or real estate of the corporation, and operating the canal, | \$40,279 39 |
| Total, | \$40,279 39 |
| Surplus, | \$26,591 13 |

SUSQUEHANNA CANAL COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------|---------------------------|----------------|
| President. | Charles F. Mayer. | Baltimore, Md. |
| Treasurer. | Robert D. Brown. | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|----------------|-----------------------------|---------------|
| Enoch Pratt. | Baltimore, Md. | A. J. Antelo. | Philadelphia. |
| Osman Latrobe. | do. | Peter C. Hollis. | do. |
| Gilmer Meredith. | do. | Richard L. Ashurst. | do. |
| James Sloan, Jr. | do. | A. A. McLeod. | do. |
| C. Ridgely Goodwin. | do. | James Boyd. | do. |
| Charles J. M. Gwinn. | do. | George deB. Keim. | do. |

General office at Baltimore, Md.

Date of annual meeting for election of directors: Second Monday in May.

The Susquehanna Canal is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety-nine years, from January 2, 1872, at a rental as was agreed upon on January 30, 1889, of \$20,000.00 per annum.

SUMMARY OF EXPENSES.

| | |
|---|-------------------|
| For interest, paid State of Maryland, | \$10,000 00 |
| State taxes, | 36 01 |
| For other payments, | 669 56 |
| | <u> </u> |

STOCK AND DIVIDENDS.

| | |
|---|-----------------------|
| Amount of common stock now outstanding, | <u>\$2,002,746 00</u> |
|---|-----------------------|

SUSQUEHANNA AND TIDE-WATER CANAL COMPANY, THE
PHILADELPHIA AND READING RAILROAD COMPANY,
LESSEE.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------------------|-------------------------|---------------|
| President. | A. A. McLeod. | Philadelphia. |
| Secretary. | W. R. Taylor. | do. |
| Treasurer. | W. A. Church. | do. |
| General Superintendent. | I. A. Swelgard. | do. |
| Superintendent and Engineer. | E. T. Smith. | do. |

General offices at 227 South Fourth street, Philadelphia.

SUMMARY OF EXPENSES.

| | |
|---|-------------------|
| Maintaining the canal or real estate of the corporation, and operating the canal, | \$16,097 77 |
| Loss, | <u>\$7,067 63</u> |

REPORT OF
TELEGRAPH AND TELEPHONE COMPANIES.



AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------|-------------------------------|---------------|
| President | A. B. Candler, | New York. |
| Vice President, | Theo. M. Etting, | Philadelphia. |
| Secretary, | M. Richards Muckle, | Philadelphia. |
| Treasurer, | George J. Jewell, | Philadelphia. |
| General Manager, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------------|---------------|-----------------------------|---------------|
| A. B. Chandler, | New York. | T. Morris Knight, | Philadelphia. |
| Theo. M. Etting, | Philadelphia. | Benoni Frishmuth, | do. |
| M. Richards Muckle, | Philadelphia. | Henry Nuss, Jr., | do. |
| Edward J. Mathews, | Philadelphia. | E. C. Platt, | do. |
| John Rommell, Jr., | Philadelphia. | | |

Date of annual meeting for election of directors: Third Monday in May of each year.

By whom owned: Stockholders.

By whom operated: Stockholders.

The general offices of the company are located at No. 113 South Broad street, Philadelphia.

Address correspondence relating to this report to No. 113 South Broad street, Philadelphia.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates as published by these lines. Our traffic for messenger service is based on time—thirty cents per hour.

SUMMARY OF PAYMENTS.

| | |
|--|---------------------|
| For construction of new lines, | \$1,742 60 |
| For dividends, | 20,000 00 |
| For miscellaneous (including payment to the corporations and individuals), | 110,780 98 |
| For taxes, | 1,826 71 |
| For surplus fund, | 4,177 60 |
| Total, | <u>\$138,527 89</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|---|---------------------|
| License and patent right account. | \$316.612 00 | Capital stock. | \$400,000 00 |
| Watch clock patent right account. | 1,751 25 | Balances due corporations and in- dividuals. | 7,541 96 |
| Charter and incorporating account. | 250 00 | Loss and gain. | 10,478 05 |
| General construction. | 53,490 72 | | |
| Equipment. | 14,949 25 | | |
| Supplies. | 2,974 14 | | |
| Trustee stock, A. D. T. Co. | 4,650 00 | | |
| Accounts receivable. | 10,658 00 | | |
| Cash. | 12,684 65 | | |
| Total. | \$418,020 01 | Total. | \$418,020 01 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 4, 1891, fifty cents per share; May 4, 1892, fifty cents per share and an extra dividend of twenty-five cents per share.

Amount paid in dividends, cash, \$20,000 00

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------------|-----------------------------|---------------------------|
| President. | Edward J. Hall, Jr. | Township of Morris, N. J. |
| Secretary. | Melville Egleston. | Elizabeth, N. J. |
| Treasurer. | Samuel B. Huey. | Philadelphia. |
| District Superintendent. | F. W. Griffin. | Philadelphia. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|---------------------------|--------------------------|---------------|
| Edward J. Hall, Jr. | Township of Morris, N. J. | Josiah R. Adams. | Philadelphia. |
| Melville Egleston. | Elizabeth, N. J. | F. W. Griffin. | Philadelphia. |
| Samuel B. Huey. | Philadelphia. | | |

Date of annual meeting for election of directors: First Friday of February.

By whom owned: American Telegraph and Telephone Company of Pennsylvania.

By whom operated: American Telephone and Telegraph Company.

The general offices of the company are located at No. 134 South Fourth street, Philadelphia.

Address correspondence relating to this report to Samuel B. Huey, treasurer, southeast corner Fifth and Chestnut streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The certificate of incorporation of the American Telegraph and Telephone Company of Pennsylvania, was approved by the Governor of Pennsylvania, January 13, 1885.

The company was organized thereunder in Philadelphia, February 19, 1885, and J. R. Adams was elected president, S. B. Huey, secretary and J. E. Kingsley, treasurer.

It has constructed the following lines, viz: one from Philadelphia to West Nottingham (state line); one from Newtown Square to Easton; one from Monterey to Choconut; one from Temple to Harrisburg; one from North East to Erie: one from Erie to Newcastle; one from Newcastle to Ohio state line; from Altoona to Hazleton; from Pittsburg to Marshall, and from Harrisburg to Pittsburg.

SUMMARY OF PAYMENTS.

For construction of new lines, \$435,274 01

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|-----------------------|--------------------------|-----------------------|
| Construction, | \$1,366,706 80 | Capital, | \$10,000 00 |
| Equipment, | 20,712 72 | Unfunded debt, | 1,377,421 52 |
| Total, | \$1,387,421 52 | Total, | \$1,387,421 52 |

IMPORTANT CHANGES DURING THE YEAR.

Lines have been built from Altoona to Hazleton; from Pittsburg to Marshall; from Harrisburg to Pittsburg, and from Newcastle to Ohio state line.

ATLANTIC AND OHIO TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|-----------------------------|------------------|
| President, | Norvin Green, | New York city. |
| Vice President, | Thomas T. Eckert, | New York city. |
| Secretary, | R. H. Rochester, | Englewood, N. J. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|------------------|----------------------------|-------------------|
| Norvin Green, | New York city. | James Merrihew, | Glen Ridge, N. J. |
| Thomas T. Eckert, | New York city. | William B. Gill, | Philadelphia. |
| Charles A. Tinker, | Brooklyn, N. Y. | Hy. Bentley, | Philadelphia. |
| J. E. Van Every, | Brooklyn, N. Y. | George Merrihew, | Philadelphia. |
| R. H. Rochester, | Englewood, N. J. | | |

Date of annual meeting for election of directors: Third Thursday of July.

By whom owned: Atlantic and Ohio Telegraph Company.

By whom operated: Western Union Telegraph Company, lessee.

With what other companies consolidated: Pennsylvania Telegraph Company.

Date of consolidation: July, 1862.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Atlantic and Ohio Telegraph Company was formed to operate a line of telegraph erected by Henry O'Reilly from Philadelphia to Pittsburg. The company

was organized in Philadelphia on July 3 and 4, 1848, and was incorporated under the laws of the State of Pennsylvania on March 24, 1849. All its property was leased April 15, 1864, to the Western Union Telegraph Company for a term of ten years, and thereafter until six months notice shall have been given by either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None since the lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto is not known to the present officers.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Since April 15, 1864, ten per cent. per annum, quarterly, upon outstanding stock (not belonging to the Western Union Telegraph Company) amounting now to \$6,435.00.

BALTIMORE AND OHIO TELEGRAPH COMPANY OF PENNSYLVANIA.

OFFICERS.

| TITLE. | NAMES. | RESIDENCE. |
|-----------------------------------|------------------------------|----------------|
| President, | A. Lowden Snowden, | — |
| Secretary, | W. T. Westbrooke, | Philadelphia. |
| Treasurer, | Charles Selden, | Baltimore, Md. |
| General Manager, | | |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCE. |
|-----------------------------|----------------|------------------------------|------------|
| John K. Cowen, | Baltimore, Md. | Charles A. Porter, | — |
| W. T. Westbrooke, | Philadelphia. | A. Loudon Snowden, | — |
| L. S. Filbert, | New York city. | | |

Date of annual meeting for election of directors: Second Wednesday in May.
 By whom owned: Baltimore and Ohio Telegraph Company of Pennsylvania.
 By whom operated: Baltimore and Ohio Telegraph Company of Pennsylvania.
 General offices of the company are located at corner of Third and Chestnut streets, Philadelphia.
 Address correspondence relating to this report to Charles Selden, general manager, Baltimore, Md.

TARIFF RATES FOR TRANSMISSION OF MESSAGES.

| NUMBER OF MILES. | Rates for ten words. | Each additional word. |
|--|----------------------|-----------------------|
| For one hundred miles and under two hundred miles, | \$0 25 | \$0 02 |

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and date of issue : \$20,000.00.

IMPORTANT CHANGES DURING THE YEAR.

Balance of wire removed on account of not paying expenses.

BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------|--------------------------|-------------------|
| President. | James Marrihew. | Glen Ridge, N. J. |
| Vice President. | Wm. B. Gill. | Cheltenham, Pa. |
| Secretary. | Samuel B. Huey. | Philadelphia. |
| Treasurer. | A. A. Ziegler. | Philadelphia. |
| General Manager. | Samuel M. Plush. | Philadelphia. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|-------------------|----------------------------|---------------|
| James Marrihew. | Glen Ridge, N. J. | Thomas T. Eckert. | New York. |
| Wm. B. Gill. | Cheltenham, Pa. | Charles A. Tinker. | New York. |
| Henry Bentley. | Philadelphia. | James E. Mitchell. | Philadelphia. |
| Thomas E. Cornish. | Philadelphia. | Samuel M. Plush. | Philadelphia. |
| H. S. Huldekoper. | Philadelphia. | John E. Hudson. | Boston, Mass. |
| Joel J. Baily. | Philadelphia. | Wm. T. Westbrook. | Media, Pa. |

Date of annual meeting for election of directors : Third Tuesday of February.

SUMMARY OF PAYMENTS.

| | |
|---|---------------------|
| For purchase of real estate, | \$6,104 12 |
| For interest, | 2,285 51 |
| For dividends, | 67,200 00 |
| For miscellaneous, | 449,145 72 |
| For taxes, | 6,174 01 |
| Total, | <u>\$530,909 36</u> |
| Total amount of surplus fund, | <u>\$233,363 65</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|------------------------------|---------------------|---------------------------------------|---------------------|
| Construction. | \$560,000 00 | Capital stock. | \$560,000 00 |
| Real estate. | 168,365 62 | Real estate mortgage note. | 25,000 00 |
| Investments. | 65,270 08 | Reserve for unearned rentals. | 20,766 45 |
| Material. | 30,273 62 | Bills and accounts payable. | 21,878 04 |
| Accounts receivable. | 33,702 61 | Surplus. | 233,363 65 |
| Cash. | 3,396 21 | | |
| Total. | <u>\$861,008 14</u> | Total. | <u>\$861,008 14</u> |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: September 15, 1891, 3 per cent.; December 15, 1891, 3 per cent.; March 15, 1892, 3 per cent.; June 21, 1892, 3 per cent.

| | |
|--|--------------|
| Amount paid in dividends, cash, | \$67,200 00 |
| Surplus at commencement of the year, | \$236,443 07 |
| Total surplus, | 233,363 65 |
| Surplus invested as follows: | |
| Cash, | \$3,396 21 |
| Balance of accounts due company, | 33,702 61 |
| Material, fuel and stores, | 30,273 62 |
| Other items, | 165,991 21 |

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------------|--------------------------|-------------|
| President. | D. Leet Wilson. | Pittsburg. |
| Vice President. | Charles O. Rowe. | do. |
| Secretary. | John G. Stoakes. | do. |
| Treasurer. | Henry Metzger. | do. |
| General Manager. | W. D. Paynter. | do. |
| General Superintendent. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|--------------------------|-----------------|----------------------------|---------------|
| D. Leet Wilson. | Pittsburg. | H. S. Huldekoper. | Philadelphia. |
| John E. Hudson. | Boston, Mass. | George G. Hall. | Cincinnati. |
| C. Jay French. | Boston, Mass. | John L. George. | Pittsburg. |
| James Merrihue. | New York, N. Y. | George I. Whitney. | Pittsburg. |
| Charles O. Rowe. | Pittsburg. | | |

Date of annual meeting for election of directors: Second Thursday in February of each year.

By whom owned: Central District and Printing Telegraph Company.

By whom operated: Central District and Printing Telegraph Company.

The general offices of the company are located at Pittsburg, corner of Seventh avenue and Montour Way.

Address correspondence relating to this report to the Central District and Printing Telegraph Company, corner Seventh avenue and Montour Way.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Central District and Printing Telegraph Company was originally incorporated in the State of New York, on April 14, 1874, under the provisions of an act, entitled "An act to provide for the incorporation and regulation of telegraph companies," passed

April 12, 1848, and of the acts additional thereto and amendatory thereof—for the purpose of owning, constructing, using and maintaining a line or lines of electric telegraph, etc. The route of line as defined in its articles of incorporation was as follows, viz: From Jamestown, Chautauqua county, New York, to Mansfield, Ohio; thence to Wheeling, West Virginia; thence to Pittsburg, Pennsylvania. The company was engaged for a time in the business of building electric telegraph lines in the city of Pittsburg and vicinity and leasing them to private firms and individuals at an annual rental, this company in most cases owning and maintaining the lines and the firms or individuals leasing them operating them. The "Morse" telegraph instruments on these lines were in a majority of cases superseded by "Gray's automatic printing telegraph instruments," and these in turn were superseded by telephones.

On August 10, 1881, the Central District and Printing Telegraph Company became a corporation under the laws of the State of Pennsylvania by accepting the provisions of the law enacted on June 9, 1881, authorizing foreign corporations to become corporations in the State of Pennsylvania, and prescribing the method of their doing so, for the purpose of carrying on the business of constructing, owning, leasing and operating telegraph and telephone lines, buying, selling and dealing in electrical apparatus and supplies, etc., with the principal office located in Pittsburg. The corporation under the laws of the State of New York was then dissolved and its charter renounced and annulled.

The principle business of the company since its incorporation in the State of Pennsylvania has been, and is at present, that of furnishing telephone service to its subscribers and leasing telephones and telegraph lines to private parties. It is also engaged in the district messenger business in the cities of Pittsburg and Allegheny-

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------------------|-----------------------|---|-----------------------|
| Franchises | \$250,000 00 | Capital stock | \$825,000 00 |
| Construction and equipment | 710,702 46 | Scrip | 65,810 00 |
| Real estate | 324,442 46 | Mortgage (payment assumed by the company) | 80,000 00 |
| Supplies in stock | 29,071 84 | Accounts payable | 20,135 22 |
| Accounts receivable | 135,266 85 | Surplus | 459,194 16 |
| Cash | 6,654 43 | Reserve for unearned rentals | 51,004 35 |
| | | Reserve for taxes | 3,101 43 |
| | | Reserve for accrued interest | 1,437 08 |
| | | Reserve for sundry accounts | 455 80 |
| Total | \$1,456,138 04 | Total | \$1,456,138 04 |

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: A stock dividend of seventy-five thousand dollars (\$75,000) was declared on October 8, 1891.

| | |
|--|-------------------|
| Amount paid in dividends, stock, | \$75,000 00 |
| Balance for the year, or surplus, | 67,770 76 |
| Surplus at commencement of the year, | 391,423 40 |
| Total surplus, | 459,194 16 |

Surplus invested as follows:

| | |
|---|------------|
| Cash and loans, | \$6,654 43 |
| Balance of accounts due company, | 135,266 85 |
| Material, fuel and stores, | 29,071 84 |
| Other items, construction, equipment and real estate, | 288,201 04 |

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------|--------------------------|-------------------|
| President. | H. R. Rhoads. | Williamsport, Pa. |
| Vice President. | Richard O'Brien. | Scranton, Pa. |
| Secretary. | J. E. Wilkinson. | Williamsport, Pa. |
| Treasurer. | R. M. Bailey. | Williamsport, Pa. |
| General Manager. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|-------------------|---------------------------|-------------------|
| R. M. Bailey. | Williamsport, Pa. | A. D. Hermance. | Williamsport, Pa. |
| S. S. Blair. | Tyrone, Pa. | H. S. Huidekoper. | Philadelphia. |
| J. H. Boyer. | Williamsport, Pa. | C. L. Rue Munson. | Williamsport, Pa. |
| Adison Candor. | Williamsport, Pa. | Richard O'Brien. | Scranton, Pa. |
| Charles H. Dougal. | Washington, D. C. | Henry W. White. | Williamsport, Pa. |
| William Emery. | Williamsport, Pa. | H. R. Rhoads. | Williamsport, Pa. |
| C. Jay French. | Boston, Mass. | J. E. Wilkinson. | Williamsport, Pa. |
| John A. Gamble. | Williamsport, Pa. | | |

Date of annual meeting for election of directors : Fourth Thursday of January.

The general offices of the company are located at 760 West Fourth street, Williamsport, Pa.

Address correspondence relating to this report to company at their general offices, as above.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the company was effected on the 24th of September, 1880. Telephone lines had been previously established by private parties in Williamsport, Philipsburg, Bellefonte, Altoona, Milton and Shamokin. The chartered limits of the company include the counties of Centre, Clinton, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming, and such other territory as might be thereafter acquired. In January, 1884, the company acquired the property and rights of the North Pennsylvania Telephone Company, comprising the counties of Luzerne, Lackawanna and Wyoming. In January, 1888, the county of Elk was acquired from the Central District and Printing Telegraph Company of Pittsburg. The company now has telephone exchanges established and in operation in all the principle cities and towns in the territory covered by its charter and the district has been fully occupied and ample telephone communication furnished to the public. The entire district, with the exception of Elk county, has its various centers or telephone exchanges connected with each other by wire as well as lines connecting the territory of the Pennsylvania Telephone Company via Mt. Carmel and via Hazleton.

In May, 1890, the company began the erection of long distance metallic circuit lines eastward from Williamsport to connect with the circuits of the American Telephone and Telegraph Company at Hazleton, Wilkes-Barre and Scranton, with intermediate stations en-route connected, which lines were completed and put in operation August 1, 1890.

Long distance metallic circuit lines of this company from Williamsport westward to Altoona with intermediate stations connected, were completed and put in operation June 1, 1892.

Long distance metallic circuit lines from Tyrone northward to Philipsburg coal regions are in process of construction.

The territory of DuBois with a radius of five miles in Clearfield county, was transferred to the Central District and Printing Telegraph Company of Pittsburg as of January 1, 1892.

For the capital stock, general business, receipts and expenditures of the company, reference is made to the other parts of this report.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

EX-TERRITORIAL PER CONVERSATION OF FIVE MINUTES.

Metallic circuits:

| | |
|--|---------------|
| Ten to twenty miles, | \$0 30 |
| Twenty to thirty miles, | 40 |
| Forty to fifty miles, | 50 |
| Fifty to sixty miles, | 60 |
| Grounded circuits all distances, | <u>\$0 25</u> |

SUMMARY OF PAYMENTS.

| | |
|--|---------------------|
| For construction of new lines, | \$14,328 36 |
| For interest, | 1,554 98 |
| For dividends, | 36,000 00 |
| For miscellaneous, | 151,309 29 |
| For taxes, | 4,061 54 |
| Total, | <u>\$207,272 17</u> |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---------------------------------------|---------------------|----------------------------------|---------------------|
| Construction and equipment, | \$559,273 06 | Capital stock, | \$800,000 00 |
| License, | 275,100 00 | Bills payable, | 47,000 00 |
| Furniture, | 1,980 93 | Due to sundry persons, | 6,966 92 |
| Supplies, | 5,406 93 | Reserve, | 4,785 45 |
| Cash, | 9,577 23 | Surplus, | 5,501 41 |
| Due from exchange managers, | 2,676 42 | Undivided profits, | 25,037 91 |
| Due from sundry persons, | 35,855 12 | | |
| Total, | <u>\$889,929 69</u> | Total, | <u>\$889,929 69</u> |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

| | |
|---|-------------|
| July 25, 1891, cash dividends of 1½ per cent. on 8,000 shares, | \$12,000 00 |
| October 24, 1891, cash dividends of 1½ per cent. on 8,000 shares, | 12,000 00 |
| January 30, 1892, cash dividends of 1½ per cent. on 8,000 shares, | 12,000 00 |

Amount paid in dividends, cash, \$36,000 00

Balance for the year, or surplus, \$5,500 41

Surplus at commencement of the year, 2,677 84

Total surplus, 5,500 41

Surplus invested as follows:

Balance of accounts due company, \$33 48

Material, fuel and stores, 5,466 93

IMPORTANT CHANGES DURING THE YEAR.

The completion of long distance metallic circuits to points connecting beyond the license territory of the company in the west.

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|-------------------|----------------|
| President. | J. Merrihew. | New York city. |
| Vice President. | C. A. Tinker. | New York city. |
| Secretary. | W. J. McLaughlin. | Philadelphia. |
| Treasurer. | W. B. Gill. | Philadelphia. |
| General Superintendent. | W. T. Westbrooke. | Philadelphia. |
| Superintendent. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------|----------------|-------------------|---------------|
| J. Merrihew. | New York city. | W. B. Gill. | Philadelphia. |
| C. A. Tinker. | New York city. | George Merrihew. | do. |
| Henry Bentley. | Philadelphia. | W. T. Westbrooke. | do. |
| S. M. Plush. | Philadelphia. | | |

Date of annual meeting for election of directors : Third Tuesday in September.

By whom owned : Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

By whom operated : Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 406 Market street, Philadelphia.

Address correspondence relating to this report to W. J. McLaughlin, treasurer, 406 Market street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania was chartered May 23, 1883, being enrolled in charter book, No. 17, page 11, application having been made by the following named gentlemen : John E. Zebelin, S. M. Plush, James Merrihew, S. S. Garwood and William B. Gill.

The company carries on business in the following counties of the commonwealth of Pennsylvania, viz : Chester, Bucks, Montgomery and Delaware.

The general route and points connected are as follows: Philadelphia to Chester, Media and state line, via Darby; Philadelphia to Coatesville with lateral lines to West Chester, Norristown, Phoenixville and other points within the counties named.

TARIFF RATES FOR TRANSMISSION OF MESSAGES—TOLL RATES.

| NUMBER OF MILES. | Rates for five minutes to subscribers. | |
|--|--|-------|
| | Free. | Rate. |
| For ten miles and under. | Free. | 30 25 |
| For fifteen miles and under twenty miles. | 30 15 | 30 |
| For twenty miles and under twenty-five. | 20 | 35 |
| For twenty-five miles and over. | 25 | 35 |
| Amount of charge per month for use of telephone. | 4 17 | |

SUMMARY OF PAYMENTS.

| | |
|--|--------------------|
| For construction of new lines, | \$1,812 35 |
| For miscellaneous, | 68,066 87 |
| For taxes, | 3,016 09 |
| For surplus fund, | 3,817 87 |
| Total, | \$71,712 68 |
| Total amount of surplus fund, | \$68,614 28 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|--------------------|----------------------------|--------------------|
| Construction, | \$86,701 12 | Capital, | \$10,000 00 |
| | | Due corporation, | 8,086 84 |
| | | Profit and loss, | 68,614 28 |
| Total, | \$86,701 12 | Total, | \$86,701 12 |

STOCK AND DIVIDENDS.

| | |
|--|------------------|
| Balance for the year or surplus, | \$3,817 87 |
| Surplus at commencement of the year, | 64,796 41 |
| Total surplus, | 68,614 28 |
| Surplus invested as follows: | |
| Construction, | 68,614 28 |

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------|-----------------------------|---------------------|
| President, | J. T. Robinson, | Berrysburg, Pa. |
| Vice President, | P. B. Lyter, | Elizabethville, Pa. |
| Secretary, | I. T. Buffington, | Elizabethville, Pa. |
| Treasurer, | Cyrus Romberger, | Elizabethville, Pa. |
| General Manager, | H. H. Weaver, | Elizabethville, Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|---------------------|----------------------------|-----------------|
| I. T. Buffington, | Elizabethville, Pa. | J. T. Robinson, | Berrysburg, Pa. |
| H. H. Weaver, | do. | John W. Delbier, | do. |
| P. B. Lyter, | do. | | |

Date of annual meeting for election of directors: December of each year.

The general offices of the company are located at Elizabethville, Pa.

Address correspondence relating to this report to H. H. Weaver, general manager, Elizabethville, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

| NUMBER OF MILES. | Rates for ten words. | Each additional word. |
|---|----------------------|-----------------------|
| For one-hundred miles or under, | \$0 20 | \$0 01 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-----------------------------|-----------------|------------------------------|-----------------|
| Line complete, | \$309 92 | Capital stock, | \$300 00 |
| Due us in ledger, | 15 00 | Undivided profits, | 41 93 |
| Cash in treasury, | 17 01 | | |
| Total, | \$341 93 | Total, | \$341 93 |

STOCK AND DIVIDENDS.

| | |
|--|---------|
| Surplus at commencement of the year, | \$41 98 |
| Total surplus, | \$41 98 |
| Surplus invested as follows : | |
| Cash and loans, | \$26 98 |
| Balance of accounts due company, | 15 00 |

NATIONAL TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|-----------------------------|-------------|
| President, | Thomas T. Eckert, | New York. |
| Vice President, | John Van Horne, | do. |
| Secretary, | Thos. F. Clark, | do. |
| Treasurer, | R. H. Rochester, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------------|---------------|----------------------------|-------------|
| Thomas T. Eckert, | New York. | Chas. A. Tinker, | New York. |
| John Van Horne, | New York. | Thos. F. Clark, | do. |
| Robert C. Cloury, | Chicago, Ill. | | |

Date of annual meeting for election of directors : Second Wednesday of December.

By whom owned ? National Telegraph Company.

By whom operated in Pennsylvania ? National Telegraph Company.

The general offices of the company are located at New York.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated August 17, 1883, under the laws of the State of New York. The present officers know nothing of the early history of the company.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

For one hundred miles or under : Rates for ten words, twenty-five cents ; each additional word, two cents.

NEW YORK AND PENNSYLVANIA TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------|------------------------------|-------------------------|
| President, | Charles F. Cutler, | New York. |
| Vice President, | Wm. N. Eastabrook, | Elmira, N. Y. |
| Secretary, | Hiram F. Stevens, | Brooklyn, N. Y. |
| Treasurer, | Joel C. Clark, | South Flamingham, Mass. |
| General Manager, | Wm. N. Eastabrook, | Elmira, N. Y. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|-------------------------|----------------------------|---------------|
| Charles F. Cutler, | New York. | John E. Hudson, | Boston, Mass. |
| Wm. N. Eastabrook, | Elmira, N. Y. | David B. Parker, | New York. |
| Joel C. Clark, | South Flamington, Mass. | Henry L. Storke, | Auburn, N. Y. |
| Horace C. French, | Elmira, N. Y. | | |

Date of annual meeting for election of directors: First Wednesday in March.

The general offices of the company are located at Elmira, N. Y.

Address correspondence relating to this report to H. F. Stevens, secretary, Elmira, N. Y.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized December, 1882.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rate based on one cent per mile; five minutes conversation.

SUMMARY OF PAYMENTS.

| | |
|--|--------------------|
| For construction of new lines, | \$22,553 62 |
| For dividends, | 34,650 00 |
| For taxes, | 2,839 51 |
| For surplus fund, | 468 25 |
| Total, | \$60,511 38 |
| Total amount of surplus fund, | \$39,669 89 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--------------------------------|-----------------------|-----------------------------|-----------------------|
| Franchise, | \$175,000 00 | Capital stock, | \$1,000,000 00 |
| Construction, | 825,084 54 | Surplus, | 89,301 64 |
| Supplies, | 10,278 25 | Sinking fund, | 325,000 00 |
| Trustee's stock, | 430,000 00 | Reserve, | 7,469 49 |
| Accounts receivable, | 13,115 97 | Accounts payable, | 32,478 08 |
| Cash, | 1,143 70 | Profit and Loss, | 498 25 |
| Total, | \$1,454,617 46 | Total, | \$1,454,617 46 |

STOCK AND DIVIDENDS.

| | |
|--|-------------|
| Amount paid in dividends, cash, | \$34,875 00 |
| Balance for the year, or surplus, | \$468 25 |
| Surplus at commencement of the year, | 40,146 01 |
| Total surplus, | \$39,669 26 |

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|------------------------------|------------------|
| President, | Norvin Green, | New York city. |
| Vice President, | Charles A. Tinker, | Brooklyn, N. Y. |
| Secretary, | R. H. Rochester, | Englewood, N. J. |
| Treasurer, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|-----------------|-----------------------------|-------------------|
| Norvin Green, | New York city. | R. H. Rochester, | Englewood, N. J. |
| Charles A. Tinker, | Brooklyn, N. Y. | James Merrihew, | Glen Ridge, N. J. |
| William B. Gill, | Philadelphia. | Thomas T. Eckert, | New York city. |
| Henry Bentley, | Philadelphia. | | |

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned: Pacific and Atlantic Telegraph Company.

By whom operated: Western Union Telegraph Company, lessee.

With what other companies consolidated: (1) Keystone Telegraph Company; (2) Southern Telegraph Company; (3) Eastern Telegraph Company; (4) Mississippi Valley National Telegraph Company by purchase of its personal property and lease of its lines for nine hundred and ninety-nine years.

Date of consolidation: (1) September, 1867; (2) March, 1868; (3) October, 1869; (4) September, 1869.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Monongahela Valley Telegraph Company, chartered March 14, 1865, with authority to extend its operations, make consolidation with other companies and adopt any other name or style. The name of the Pacific and Atlantic Telegraph Company of the United States adopted under above authority August 1, 1866. All the lines of this company were leased to the Western Union Telegraph Company for a period of nine hundred and ninety-nine years.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

SUMMARY OF PAYMENTS.

Its expenses, receipts and payments accrue to and are paid by the Western Union Telegraph Company and appear in the report of that company.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stocks of original and consolidated companies during the year: No dividend was formally declared, but the rental provided for under the lease to the Western Union Telegraph Company, being four per cent. per annum on the par value of the capital stock, was paid ratably to the stockholders of the Pacific and Atlantic Telegraph Company in the proportion of their respective holdings.

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--------------------------|--------------------------------|-----------------|
| President. | Francis Jordan. | Harrisburg, Pa. |
| Vice President. | A. R. Shellenberger, | do. |
| Secretary. | M. H. Buehler. | do. |
| Treasurer. | W. Bampfeld. | do. |
| General Manager. | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|------------------------------|-------------------|----------------------------|-------------------|
| Francis Jordan. | Harrisburg, Pa. | Wm. H. Beck. | Washington, D. C. |
| A. R. Shellenberger. | Harrisburg, Pa. | H. S. Hudekoper, | Philadelphia. |
| H. A. Kelker. | Harrisburg, Pa. | C. Jay French. | Boston, Mass. |
| Chas. Jas. Bell. | Washington, D. C. | | |

Date of annual meeting for election of directors: Third Wednesday of January.
 By whom owned: The Pennsylvania Telephone Company.
 By whom operated: The Pennsylvania Telephone Company.
 With what other companies consolidated: The Pennsylvania and New Jersey Telephone Company.
 Date of consolidation: January 23, 1886.
 The general offices of the company are located at 222 Market street, Harrisburg, Pa.
 Address all correspondence relating to this report to M. H. Buehler, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On June 10, 1882, the Southern Pennsylvania Telephone Company was incorporated for general telephone purposes, in the counties of Lancaster, York, Adams, Dauphin, Cumberland, Franklin, Fulton and Perry, under act of April 29, 1874, and supplements.
 On December 6, 1882, the court of common pleas of Dauphin county, on application of the above named company, by formal decree for that purpose, changed its name to that of the Pennsylvania Telephone Company.
 On November 23, 1885, the Pennsylvania and New Jersey Telephone Company was incorporated, authorizing a general telephone business in the counties of Lebanon, Berks, Schuylkill, Lehigh, Carbon, Monroe and Northampton in the State of Pennsylvania and in the State of New Jersey.

On January 23, 1886, said Pennsylvania and New Jersey Telephone Company, by deed made under statutory authority, granted and conveyed all its property, corporate rights, powers and privileges held under its said charter, to the Pennsylvania Telephone Company, as per deed duly recorded in said county of Dauphin, in Deed Book T, Vol. 6, page 329, etc.

SUMMARY OF PAYMENTS.

| | |
|--|---------------------|
| For construction of new lines, | \$20,943 02 |
| For interest, | 373 45 |
| For dividends, | 14,984 00 |
| For miscellaneous, | 149,674 60 |
| For taxes, | 3,765 67 |
| Total, | \$189,740 74 |
| Total amount of surplus fund, | \$25,143 35 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|---------------------|------------------------------|---------------------|
| Plant, | \$522,983 97 | Capital stock, | \$749,300 00 |
| Perpetual franchise from American Bell Telephone Company, | 262,200 00 | Debt, | 35,434 05 |
| Material on hand at head office and branches, | 18,434 03 | Reserve, | 6,256 53 |
| Accounts receivable, | 6,179 15 | Undivided profits, | 25,143 35 |
| Cash on hand and in bank, | 6,226 79 | | |
| Total, | \$816,023 94 | Total, | \$816,023 94 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1891, quarterly, one per cent.; October 15, 1891, quarterly, one per cent.

| | |
|---|-------------|
| Amount paid in dividends, cash, | \$14,984 00 |
|---|-------------|

IMPORTANT CHANGES DURING THE YEAR.

New Western Electric Multiple switch boards were placed in the Lancaster and Reading exchanges.

New Western Electric Standard switch boards were placed in the Middletown, Lititz, Columbia, York, Lebanon, Pottsville, Easton and Bethlehem exchanges.

The Reading and Lebanon exchange plants were partially rebuilt. The iron grounded circuits between Harrisburg and Reading, via York, Columbia, Lancaster and Lititz were replaced by copper metallic circuits.

PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|--|----------------------------|---------------|
| President, | Henry Bentley, | Philadelphia. |
| Vice President and General Manager, | W. B. Gill, | do. |
| Secretary, Treasurer and General Superintendent, | W. P. Wheatland, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|----------------------------|---------------|--------------------------|-------------|
| Henry Bentley. | Philadelphia. | Chas. A. Tinker. | New York. |
| W. P. Wheatland, | Philadelphia. | Thos. T. Eckert. | do. |
| W. B. Gill, | Philadelphia. | Jno. Van Horne. | do. |
| Jas. Merrihew. | New York. | | |

Date of annual meeting for election of directors : Third Tuesday in May.

By whom owned? The Philadelphia Local Telegraph Company.

By whom operated? The Philadelphia Local Telegraph Company.

The general offices of the company are located at 107 South Third street, Philadelphia.

Address correspondence relating to this report to W. P. Wheatland, secretary, 107 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by act of the Legislature of Pennsylvania approved May 10, A. D. 1871, under the title of the Printing Machine Telegraph Company.

The first section of said act of incorporation set forth and recites (among other things) as follows : That the corporation upon the filing of a certificate in the office of the Secretary of the Commonwealth may change name of said corporation.

At a meeting of the board of directors of the Printing Machine Telegraph Company, held in the city of Philadelphia, on April 28, 1872, a resolution was offered and unanimously adopted by the board, changing the name of said corporation to that of the Philadelphia Local Telegraph Company, and authorizing a certificate to that effect, to be deposited and filed in the office of the Secretary of the Commonwealth, which was done April 30, 1872.

Branch offices are established throughout the city of Philadelphia and wire was connected with the main office by the construction of telegraph lines, at this time, which wires with trifling extensions have been maintained up to the present time.

The company furnishes quotation and time service to brokers and others, and maintains private lines to manufacturing firms.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under : Rates for ten words, twenty cents ; each additional word, two cents. No wire of greater length than eight miles.

SUMMARY OF PAYMENTS.

| | |
|--|--------------------|
| For dividends, | \$23,000 00 |
| For miscellaneous, | 36,228 49 |
| For taxes, | 1,854 91 |
| For surplus fund, | 1,866 38 |
| Total, | \$62,947 78 |
| Total amount of surplus fund, | \$1,866 38 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|--|---------------------|-------------------------|---------------------|
| Construction, equipment, plant, etc. | \$225,000 00 | Capital stock. | \$400,000 00 |
| Amount invested in stock of other companies, | 178,820 00 | Surplus, | 5,686 38 |
| Cash, | 1,866 38 | | |
| Total, | \$405,686 38 | Total, | \$405,686 38 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1891, 1½ per cent.; October 15, 1891, 1½ per cent.; January 15, 1892, 1½ per cent.; April 15, 1892, 1½ per cent.

| | |
|--|-------------|
| Amount paid in dividends, cash, | \$23,000 00 |
| Balance for the year, or surplus, | \$1,866 38 |
| Surplus at commencement of the year, | 167 57 |
| Total surplus, | \$2,033 96 |
| Surplus invested as follows: | |
| Cash, | \$1,866 38 |
| Balance of accounts due company, | 167 57 |

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|-------------------------|-------------------|
| President. | A. A. McLeod. | Philadelphia. Pa. |
| Secretary. | Howard Hancock. | Philadelphia. Pa. |
| Treasurer. | John Welch. | Philadelphia. Pa. |
| Superintendent. | E. R. Adams. | Reading. Pa. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------|---------------|----------------------------|-----------------|
| Geo. deB. Keim. | Philadelphia. | Samuel R. Shibley. | Philadelphia. |
| A. J. Antelo. | do. | James Boyd. | Norristown. Pa. |

Date of annual meeting for election of directors: Last Tuesday in June.

By whom owned: Company.

By whom operated: Company.

The general offices of the company are located at No. 227 South Fourth street, Philadelphia.

Address correspondence relating to this report to D. Jones, comptroller, No. 227 South Fourth street, Philadelphia.

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 cts. | 1 and ½ cts. |
| For one hundred miles and under two hundred miles. | 25 cts. | 2 cts. |
| For two hundred miles and under three hundred miles. | 25 cts. | 2 cts. |

SUMMARY OF PAYMENTS.

| | |
|--|--------------------|
| For construction of new lines, | \$5,885 58 |
| For maintenance and repair, | 30,208 40 |
| For salaries, | 85,924 09 |
| For interest, | 12,000 00 |
| For dividends, | 3,000 00 |
| For miscellaneous, | 6,227 49 |
| For taxes, | 1,291 71 |
| Total, | \$94,087 27 |

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|-------------------------|---------------------|---|---------------------|
| Construction, | \$212,188 85 | Capital stock, | \$20,000 00 |
| Equipment, | 87,792 85 | Debenture bonds, | 200,000 00 |
| Material, | 5,569 04 | Coupons due, | 7,000 00 |
| Cash, | 2,806 45 | Sundry dividends uncollected, | 225 00 |
| Sundry debts, | 54,549 33 | Sundry credits, | 69,739 10 |
| | | Profit and loss, | 35,940 92 |
| Total, | \$332,896 02 | Total, | \$332,896 02 |

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : November 30, 1891, 15 per cent.

Amount paid in dividends, cash, \$3,000 00

POSTAL TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|-------------------------------|----------------|
| President, | A. B. Chandler, | New York city. |
| Vice President, | E. C. Platt, | New York city. |
| Secretary, | C. C. Adams, | Philadelphia. |
| Treasurer, | Geo. R. Williamson, | New York city. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|----------------|------------------------------|---------------|
| A. B. Chandler, | New York city. | Geo. W. Dunn, | Philadelphia. |
| E. C. Platt, | New York city. | Wilbur L. Stanger, | do. |
| C. C. Adams, | Philadelphia. | | |

Date of annual meeting for election of directors : Third Monday in February.

By whom owned : The stockholders.

By whom operated : Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.
Address correspondence relating to this report to Geo. R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 6, 1882.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

POSTAL TELEGRAPH CABLE COMPANY OF NEW YORK.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|------------------------|------------------|----------------|
| President. | A. B. Chandler. | New York city. |
| First Vice President. | Geo. S. Coe. | do. |
| Second Vice President. | Wm. H. Baker. | do. |
| Secretary. | John O. Stevens. | do. |
| Treasurer. | E. C. Platt. | do. |
| Assistant Treasurer. | Theo. L. Cuyler. | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------|----------------|--------------------|---------------------|
| A. B. Chandler. | New York city. | J. W. Mackay. | Virginia City, Nev. |
| Geo. S. Coe. | New York city. | Jas. W. Ellsworth. | Chicago, Ill. |
| Wm. H. Baker. | New York city. | Wm. C. Van Horne. | Montreal, Canada. |
| E. C. Platt. | New York city. | Chas. R. Hoamer. | Montreal, Canada. |
| J. W. Mackay, Jr. | New York city. | John O. Stevens. | New York city. |
| Geo. G. Ward. | New York city. | | |

Date of annual meeting for election of directors: First Tuesday of February.

By whom owned: Stockholders.

By whom operated: By the company.

The general offices of the company are located at No. 1 Broadway, New York city.

Address correspondence relating to this report to John O. Stevens, secretary, No. 1 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized January 22, 1886, under the laws of the State of New York—capital \$5,000—which has been increased from time to time, and the stock used for the purchase or exchange of personal property and lines for the said company. All the stock issued was issued as full paid up stock, and is not liable to assessments from the owners or holders thereof. That the amount of property purchased by said stock is not now known. That the nominal capital is now \$10,000,000; amount of stock issued, \$8,600,000. This company now owns and leases and controls many other lines of telegraph in many of the states. Nearly all the lines were acquired by the transfer of stock, and were already completed before this company took possession of them.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

| NUMBER OF MILES. | Rate for ten words. | Each additional word. |
|---|---------------------|-----------------------|
| For one hundred miles or under. | 25 cts. | 2 cts. |
| For one hundred miles and under two hundred miles. | 25 cts. | 2 cts. |
| For two hundred miles and under three hundred miles. | 25-40 cts. | 2-3 cts. |
| For three hundred miles and under four hundred miles. | 25-40 cts. | 2-3 cts. |
| For four hundred miles and under five hundred miles. | 25-50 cts. | 2-3 cts. |

POSTAL TELEGRAPH AND CABLE COMPANY No. 1.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-----------------|-------------------------------|----------------|
| President. | A. B. Chandler, | New York city. |
| Vice President. | E. C. Platt, | New York city. |
| Secretary. | C. C. Adams, | Philadelphia. |
| Treasurer. | Geo. R. Williamson, | New York city. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|----------------|------------------------------|---------------|
| A. B. Chandler, | New York city. | Geo. W. Dunn, | Philadelphia. |
| E. C. Platt, | New York city. | Wilbur L. Stanger, | do. |
| C. C. Adams, | Philadelphia. | | |

Date of annual meeting for election of directors: Third Monday in February.

By whom owned: The stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Geo. R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 14, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

POSTAL TELEGRAPH AND CABLE COMPANY, No. 2.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|-------------------------------|----------------|
| President. | A. B. Chandler. | New York city. |
| Vice President. | E. C. Platt. | New York city. |
| Secretary. | C. C. Adams. | Philadelphia. |
| Treasurer. | George R. Williamson. | New York city. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-------------------------|----------------|----------------------------|---------------|
| A. B. Chandler. | New York city. | George W. Dunn. | Philadelphia. |
| E. C. Platt. | New York city. | Wilbur L. Stanger. | do. |
| C. C. Adams. | Philadelphia. | | |

Date of annual meeting for election of directors : Third Monday in February.

By whom owned : The stockholders.

By whom operated : Postal Telegraph and Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to George R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 14, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES—GENERAL.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

POSTAL TELEGRAPH AND CABLE COMPANY No. 3.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------|-----------------------------|----------------|
| President. | A. B. Chandler. | New York city. |
| Vice President. | E. C. Platt. | New York city. |
| Secretary. | C. C. Adams. | Philadelphia. |
| Treasurer. | Geo. R. Williamson. | New York city. |

DIRECTORS.

| NAMES. | | RESIDENCES. | |
|---------------------------|----------------|-------------------------|---------------|
| A. B. Chandler, | New York city. | Geo. W. Dunn, | Philadelphia. |
| E. C. Platt, | New York city. | Wilbur L. Stanger, | do. |
| C. C. Adams, | Philadelphia. | | |

Date of annual meeting for election of directors : Third Monday in February.
 By whom owned : The stockholders.
 By whom operated : Postal Telegraph and Cable Company of New York.
 The general offices of the company are located at Philadelphia.
 Address correspondence relating to this report to Geo. R. Williamson.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 1, 1885.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES—GENERAL.

Rates for ten words, twenty-five cents within the state ; each additional word, two cents.

ROCKHILL TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|----------------------------|-----------------------------|-----------------------|
| President, | Wm. A. Ingham, | Philadelphia. |
| Secretary, | J. E. Haverstick, | Philadelphia. |
| Treasurer, | A. W. Sims, | Rockhill Furnace, Pa. |
| General Manager, | | |

DIRECTORS.*

| NAMES. | | RESIDENCES. | |
|--------------------------------|---------------|------------------------|----------------------------|
| Wm. A. Ingham, | Philadelphia. | George Wood, | Philadelphia. |
| Edward Roberts, Jr., | Philadelphia. | John Markie, | Jeddo, Luzerne county, Pa. |
| Percival Roberts, | Philadelphia. | | |

By whom operated ? East Broad Top Railroad and Coal Company.
 The general offices of the company are located at 320 Walnut street, Philadelphia.
 Address correspondence relating to this report to J. E. Haverstick, secretary and treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION

Organized under charter dated November 2, 1874.
 Constructed by East Broad Top Railroad and Coal Company, who lease and operate the line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under : Rates for ten words, twenty-five cents ; each additional word, two cents.

* One vacancy.

GENERAL BALANCE SHEET.

| DR. | | | CR. | |
|--------------|--|----------|-----------------|----------|
| Cash, | | \$401 66 | Capital, | \$300 00 |
| | | | Interest, | 101 66 |
| Total, | | \$401 66 | Total, | \$401 66 |

ROYAL TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|-------------------------------|---------------------------|------------------------------------|
| President, | W. P. Logan, | 826 Drexel Building, Philadelphia. |
| Secretary, | William McLaughlin, | 304 Walnut street, Philadelphia. |
| Treasurer, | | |
| General Manager, | John F. Moyer, | Steubenville, Ohio. |
| General Superintendent, | | |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|-----------------------|------------------------------------|----------------------------|---------------------|
| W. P. Logan, | 826 Drexel Building, Philadelphia. | Alvan Donnan, | Washington, Pa. |
| John W. Donnan, | Washington, Pa. | Charles W. Campbell, | Washington, Pa. |
| | | John F. Moyer, | Steubenville, Ohio. |

By whom owned: Royal Gas Company.

By whom operated: Royal Gas Company.

The general offices of the company are located at 826 Drexel Building, Philadelphia.
Address correspondence relating to this report to W. P. Logan, 826 Drexel Building, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized for the purpose of maintaining a single line for the sole use of the Royal Gas Company in its operations and has been limited to that use ever since its organization. An appropriation of \$1,000 was made for its construction, which forms the liability to the Royal Gas Company. The cost of maintenance is borne by the Royal Gas Company, it being the only beneficiary.

GENERAL BALANCE SHEET.

| DR. | | | CR. | |
|------------------------------|--|------------|--|------------|
| Organization expenses, | | \$177 75 | Ten per cent. of authorized capital, | \$1,000 00 |
| Cash, | | 822 25 | | |
| Total, | | \$1,000 00 | Total, | \$1,000 00 |

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|------------------------|-------------------|----------------|
| President. | Norvin Green. | New York city. |
| Vice President. | Thomas T. Eckert. | New York city. |
| Vice President. | John Van Horne. | New York city. |
| Vice President. | George J. Gould. | New York city. |
| Vice President. | R. C. Clowry. | Chicago, Ill. |
| Acting Vice President. | J. E. Van Every. | New York city. |
| Secretary. | A. E. Brewer. | New York city. |
| Treasurer. | R. H. Rochester. | New York city. |
| Assistant Treasurer. | Myron T. Wilbur. | New York city. |
| Auditor. | J. E. Van Every. | New York city. |
| General Attorney. | G. H. Fearons. | New York city. |
| General Manager. | Thomas T. Eckert. | New York city. |

DIRECTORS.*

| | | |
|--------------------|---------------------|---------------------|
| Norvin Green. | Edwin Gould. | C. P. Huntington. |
| Thomas T. Eckert. | Henry Weaver. | George B. Roberts |
| John T. Terry. | Percy R. Pyne. | Sidney Shepard. |
| John Van Horne. | Henry M. Flagler. | Erastus Wiman. |
| Jay Gould. | Charles Lanier. | Charles F. Mayer. |
| Russell Sage. | Austin Corbin. | Chauncey M. Depew. |
| Alonso B. Cornell. | J. Pierpont Morgan. | James W. Clendenin. |
| George J. Gould. | Frederick L. Ames. | John G. Moore. |
| Samuel Sloan. | John Hay. | |
| Robert C. Clowry. | William D. Bishop. | |

Date of annual meeting for election of directors: Second Wednesday in October.

By whom owned: Western Union Telegraph Company.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: American Union Telegraph Company, Atlantic and Pacific Telegraph Company.

Date of consolidation: January 19, 1881.

The general offices of the company are located at 185 Broadway, New York city.

Address correspondence relating to this report to Brown & Wells, attorneys-at-law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of the original charter was April 1, 1851, under title of the New York and Mississippi Valley Printing Telegraph Company. The name was changed to the Western Union Telegraph Company by act of legislature passed April 4, 1856.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

Rate for ten words, twenty-five cents; each additional word, one cent night, two cents day.

SUMMARY OF PAYMENTS.

| | |
|--|-----------------------|
| For interest, | \$890,532 10 |
| For dividends, | 4,309,638 58 |
| For sinking funds, | 39,991 00 |
| For taxes, \$405,312.82, included in expenses. | |
| For surplus fund, | 2,158,385 94 |
| Total amount of surplus fund, | <u>\$7,398,547 62</u> |

* The postoffice address of the majority of the directors is New York city.

GENERAL BALANCE SHEET.

| DR. | | CR. | |
|---|-------------------------|---|-------------------------|
| Telegraph lines, stocks owned of leased telegraph companies that are merged in Western Union Telegraph Company's system, franchises, patents, etc., | \$97,653,202 58 | Capital stock, | \$86,139,852 06 |
| Stocks in telegraph and telephone companies and other securities, | 15,862,059 59 | Funded debt, | 15,196,000 00 |
| Real estate, | 3,313,918 30 | Gold and Stock Telegraph Company for stocks of other companies held through lease of that company until 1891, | 2,364,200 00 |
| Supplies and material in supply department, | 252,721 68 | Sundry accounts payable, etc. (including dividend payable July 15, 1892), | 2,324,383 73 |
| Sundry accounts receivable, etc., | 2,088,689 86 | Surplus of income, | 15,174,311 19 |
| Cash in treasury and in hands of agents since remitted to treasury, | 2,202,275 30 | | |
| Sinking fund for redemption of bonds, | 388,030 17 | | |
| Total, | \$121,780,806 96 | Total, | \$121,780,806 96 |

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, 1886, the date of the completion of what was at that time the most important consolidations. Since that time, its capital stock has been increased to \$86,200,000 for acquisition of stocks of other telegraph companies and of other properties.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 15, 1891, 1½ per cent.; January 15, 1892, 1½ per cent.; April 15, 1892, 1½ per cent.; July 15, 1892, 1½ per cent.

| | |
|--|----------------------|
| Amount paid in dividends, cash, | \$4,309,638 58 |
| Paid to sinking fund, | \$39,991 00 |
| Balance for the year, or surplus, | 2,158,365 94 |
| Surplus at commencement of the year, | 13,015,925 25 |
| Total surplus, | 15,174,311 19 |

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

OFFICERS.

| TITLE. | NAMES. | RESIDENCES. |
|---------------------------|--------------------------|------------------|
| President, | Wm. Frontz, | Hughesville, Pa. |
| Vice President, | Samuel Bryan, | do. |
| Secretary, | C. W. Woddrop, | do. |
| Treasurer, | Peter Reeder, | do. |

DIRECTORS.

| NAMES. | RESIDENCES. | NAMES. | RESIDENCES. |
|---------------------------|------------------|---------------------------|------------------|
| Jeremiah Kelly, | Hughesville, Pa. | DeWitt Bodine, | Hughesville, Pa. |
| B. G. Welch, | do. | S. D. Townsend, | do. |
| J. K. Rishel, | do. | J. S. Batley, | do. |

Date of annual meeting for election of directors : Third Wednesday of May of each year.

By whom owned : Williamsport and North Branch Telephone Company.

By whom operated : Williamsport and North Branch Railroad Company.

The general offices of the company are located at Hughesville, Lycoming county, Pa.

Address correspondence relating to this report to Benj. G. Welch, director, Hughesville, Pa.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : The lines of this company are leased by the Williamsport and North Branch Railroad Company, which company pays a dividend of eight per cent. per annum, as a rental. Dividends are paid May and November, each year.

Amount paid in dividends, cash, \$38 00

IMPORTANT CHANGES DURING THE YEAR.

The above amount of dividends \$38.00 paid to stockholders, other than the lessor, who owns balance of stock.



TABULATED RESULTS
Compiled from Reports of Railroad Companies.



TABULATED RESULTS
Compiled from Reports of Railroad Companies.

TABLE A—STOCK AND DIVIDENDS.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock outstanding. | Total cash realized on capital stock. | Number of shares issued. | Par value of each share. | Market price of shares on June 30, 1892. | DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892. | |
|-----------------------------------|-------------------------------------|------------------------------|---------------------------------------|--------------------------|--------------------------|--|--|------------|
| | | | | | | | Rate. | Amount. |
| Addison and Pennsylvania, | \$700,000 00 | \$530,500 00 | \$530,500 00 | 5,905 | \$100 | | | |
| Allegheny and Kinzua, | 500,000 00 | 500,000 00 | 500,000 00 | 5,000 | 100 | | | |
| Allegheny Valley, | 30,000,000 00 | 26,183,899 70 | 26,183,899 70 | 523,594 | 50 | \$13 00 | | |
| Allentown, | 2,000,000 00 | 1,268,884 47 | 1,268,884 47 | 22,917 | 50 | | | |
| Allentown Terminal, | 450,000 00 | 450,000 00 | 450,000 00 | 9,000 | 50 | | | 22,500 00 |
| Altoona, Clearfield and Northern, | 75,000 00 | 42,750 00 | 42,750 00 | 855 | 50 | | | |
| Arnot and Pine Creek, | 255,000 00 | 255,000 00 | 255,000 00 | 2,550 | 100 | | | 12,750 00 |
| Bald Eagle Valley, | 2,000,000 00 | 1,535,000 00 | 1,535,000 00 | 30,700 | 50 | | | 140,625 00 |
| Baltimore and Cumberland Valley, | 76,700 00 | 76,700 00 | 76,700 00 | 1,534 | 50 | | | |
| Extension, | 270,000 00 | 270,000 00 | 270,000 00 | 5,400 | 50 | | | 18,900 00 |
| Baltimore and Harrisburg, | 720,000 00 | 720,000 00 | 720,000 00 | 14,400 | 50 | 45 00 | | 1,455 00 |
| Baltimore and Harrisburg Western | | | | | | | | |
| Extension, | 250,000 00 | 240,000 00 | 240,000 00 | 4,800 | 50 | | | |
| Baltimore and Lehigh, | 3,375,000 00 | 3,375,000 00 | 3,375,000 00 | 3,375 | 100 | | | |
| Baltimore and Philadelphia, | 5,000,000 00 | 4,998,850 00 | 4,998,850 00 | 99,987 | 50 | | | |
| Bangor and Portland, | 325,100 00 | 121,100 00 | 121,100 00 | 1,211 | 100 | 100 00 | | 7,296 00 |
| Barclay Railroad, | 20,000 00 | 20,000 00 | 20,000 00 | 400 | 50 | 5 00 | | |
| Beaver and Elwood, | 50,000 00 | 50,000 00 | 50,000 00 | 500 | 100 | | | |
| Bedford and Bridgeport, | 600,000 00 | 600,000 00 | 600,000 00 | 12,000 | 50 | | | |
| Beech Creek, | 5,000,000 00 | 5,000,000 00 | 5,000,000 00 | 100,000 | 50 | | | 200,000 00 |
| Hellefonte Central, | 50,000 00 | 50,000 00 | 50,000 00 | 1,000 | 50 | | | |
| Berlin, | 75,000 00 | 43,115 19 | 43,115 19 | 1,863 | 50 | | | |
| Berlin Branch, | | | | | 50 | | | |

| | | | | | | | |
|--|---------------|---------------|-------------|-----|------------|--|--|
| Bloomsburg and Sullivan, | 600,000 00 | 597,650 00 | 11,988 50 | | | | |
| Bradford, | 100,000 00 | 84,000 00 | 840 100 | | | | |
| Bradford, Bordell and Kinzua, | 250,000 00 | 250,000 00 | 4,756 100 | | | | |
| Bradford, Bordell and Smethport, | 100,000 00 | 100,000 00 | 1,000 100 | | | | |
| Bradford, Eldred and Cuba, | 500,000 00 | 480,000 00 | 4,800 100 | | | | |
| Bradford, Richburg and Cuba, | 100,000 00 | 31,000 00 | 310 100 | | | | |
| Bradford and Western Pennsylvania, | 70,000 00 | 31,000 00 | 310 100 | | | | |
| Brockport and Shawmut, | 50,000 00 | 22,500 00 | 225 100 | | | | |
| Brownstone and Middletown, | 25,000 00 | 25,000 00 | 250 100 | | | | |
| Buffalo, Bradford and Pittsburg, | *2,286,400 00 | 2,286,400 00 | 22,864 100 | | | | |
| Buffalo, Rochester and Pittsburg, | 12,000,000 00 | 12,000,000 00 | 120,000 100 | ‡5 | 150,000 00 | | |
| Bustleton Railroad, | 300,000 00 | 100,000 00 | 2,000 50 | | | | |
| Cambria and Clearfield, | 2,150,000 00 | 750,000 00 | 15,000 50 | | | | |
| Catawissa and Fogelsville, | †426,900 00 | 426,900 00 | 17,076 25 | 10 | 42,690 00 | | |
| Catawissa, | *4,395,500 00 | 4,395,500 00 | 87,190 50 | ‡7 | 224,000 00 | | |
| Chambersburg and Gettysburg, | 200,000 00 | 200,000 00 | 2,000 100 | | | | |
| Chartiers, | 800,000 00 | 645,800 00 | 12,906 50 | 8 | 51,624 00 | | |
| Chester Creek, | 272,100 00 | 272,100 00 | 5,442 50 | 6 | 11,100 00 | | |
| Chester and Delaware River, | 40,000 00 | 40,000 00 | 800 50 | | | | |
| Chestnut Hill, | 120,650 00 | 120,650 00 | 2,413 50 | 128 | 14,478 00 | | |
| Clarion River, | 120,000 00 | 91,100 00 | 911 100 | 100 | | | |
| Cleveland and Pittsburg, | 11,247,314 38 | 11,247,314 38 | 224,946 50 | 155 | 786,924 50 | | |
| Colebrookdale, | 500,000 00 | 287,215 00 | 5,922 50 | | | | |
| Columbia and Port Deposit, | 1,800,000 00 | 600,000 00 | 12,000 50 | | | | |
| Connecting, | 1,900,000 00 | 1,278,300 00 | 25,566 50 | 6 | 76,698 00 | | |
| Corning, Cowanesque and Antrim, | 5,000,000 00 | 5,000,000 00 | 100,000 50 | | | | |
| Cornwall, | 400,000 00 | 400,000 00 | 4,000 100 | | | | |
| Cornwall and Lebanon, | 800,000 00 | 800,000 00 | 16,000 50 | | | | |
| Confluence and Oakland, | 200,000 00 | 200,000 00 | 4,000 50 | | | | |
| Coudersport and Pine Creek, | 200,000 00 | 51,500 00 | 515 100 | 100 | 4,120 00 | | |
| Coudersport and Port Allegheny, | 174,000 00 | 174,000 00 | 1,740 100 | 100 | 19,140 00 | | |
| Cresson, Clearfield County and New York Short Route, | 1,000,000 00 | 1,000,000 00 | 20,000 50 | | | | |
| Cumberland Valley, | 2,000,000 00 | 1,777,850 00 | 35,557 50 | 8 | 142,228 00 | | |
| Creston Connecting, | 20,000 00 | 10,000 00 | 50 50 | | | | |
| Danville and Shanokin, | 250,000 00 | 26,710 00 | 5,000 50 | | | | |
| Dauphin and Berks, | 100,000 00 | 100,000 00 | 2,000 50 | | | | |

* Not to exceed amount expended for construction, and amount "outstanding" is given, therefore, as amount "authorized."
 † Stock "authorized" being unlimited, the amount "outstanding" is inserted.
 ‡ On preferred stock.

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock outstanding. | Total cash realized on capital stock. | Number of shares issued. | Par value of each share. | Market price of shares on June 30, 1892. | DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892. | |
|---|-------------------------------------|------------------------------|---------------------------------------|--------------------------|--------------------------|--|--|----------------|
| | | | | | | | Rate. | Amount. |
| Delaware and Hudson Canal Company's Railroad, | \$30,000,000 00 | \$30,000,000 00 | \$30,000,000 00 | 300,000 | \$100 | \$138 38 | 7 | \$2,100,000 00 |
| Delaware, Lackawanna and Western, | 26,200,000 00 | 26,200,000 00 | 26,200,000 00 | 524,000 | 50 | 157 75 | 7 | 1,834,000 00 |
| Delaware River and Lancaster, | 1,600,000 00 | 244,450 00 | 244,450 00 | 4,881 | 50 | .. | .. | .. |
| Delaware, Susquehanna and Schuylkill, | 1,000,000 00 | 400,000 00 | 400,000 00 | 8,000 | 50 | .. | .. | .. |
| Dillsburg and Mechanicsburg, | 400,000 00 | 89,800 00 | 89,800 00 | 1,796 | 50 | .. | .. | .. |
| Downingtown and Lancaster, | 500,000 00 | 406,650 00 | 406,650 00 | 8,113 | 50 | .. | .. | .. |
| Dunkirk, Allegheny Valley and Pittsburg, | 1,300,000 00 | 1,300,000 00 | 1,300,000 00 | 13,000 | 100 | .. | .. | .. |
| East Broad Top, | 1,000,000 00 | 815,589 43 | 815,589 43 | 16,303 | 50 | .. | .. | .. |
| East Mahanoy, | 500,000 00 | 497,750 00 | 497,750 00 | 9,935 | 50 | .. | 140 & 150 | 28,960 50 |
| East Pennsylvania, | 1,730,450 00 | 1,730,450 00 | 1,730,450 00 | 34,609 | 50 | .. | 6 | 108,827 00 |
| Easton and Northern, | 200,000 00 | 200,000 00 | 200,000 00 | 4,000 | 50 | .. | .. | .. |
| Elmira and Williamsport, | 1,000,000 00 | 1,000,000 00 | \$1,000,000 00 | 20,000 | 50 | .. | 5 & 7 | 55,900 00 |
| Emporium and Rich Valley, | 100,000 00 | 100,000 00 | 85,000 00 | 1,000 | 100 | .. | .. | .. |
| Erie and Pittsburg, | 2,500,000 00 | 1,998,400 00 | \$1,998,400 00 | 39,968 | 50 | .. | 7 | 139,988 00 |
| Erie and Wyoming Valley, | 3,000,000 00 | 1,500,000 00 | 250,000 00 | 30,000 | 50 | .. | .. | .. |
| Falls Creek, | 30,000 00 | 30,000 00 | 30,000 00 | 300 | 100 | .. | .. | .. |
| Fayette County, | 1,500,000 00 | 107,400 00 | 35,800 00 | 2,143 | 50 | 90 00 | 8 | 8,592 00 |
| Ferry Mountain, | 20,000 00 | 20,000 00 | 20,000 00 | 400 | 50 | .. | .. | .. |
| Gettysburg and Harrisburg, | 600,000 00 | 600,000 00 | 600,000 00 | 12,000 | 50 | .. | .. | .. |
| Grassby Island, | 10,000 00 | 10,000 00 | 10,000 00 | 100 | 100 | .. | .. | .. |

| | | | | | | | | |
|---|---------------|---------------|-----------|-----------|--------------------|-----------|------------|-----------|
| Hanover and York, | 250,000 00 | 224,250 00 | 4,485 | 50 | | | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 2,500,000 00 | 1,182,550 00 | 23,651 | 50 | 80 00 | 7 | 82,778 50 | |
| Huntingdon and Broad Top Moun- tain, | 3,550,000 00 | 3,371,750 00 | 67,435 | 50 | 85 c. } 55 p. } | 4 & 7 | 204,161 25 | |
| Hunter's Run and State Belt, | 100,000 00 | 11,500 00 | 230 | 50 | | | | |
| Ironton, | 200,000 00 | 200,000 00 | 4,000 | 50 | | | | |
| Jamestown and Franklin, | 1,000,000 00 | 607,243 00 | 12,148 | 50 | | | | |
| Jefferson, | 2,086,050 00 | 2,086,050 00 | 41,821 | 50 | | | | |
| Johnsburg, | 200,000 00 | 200,000 00 | 4,000 | 50 | | | | |
| Jones Lake, | 20,000 00 | 20,000 00 | 200 | 100 | | | | |
| Junction, | 250,000 00 | 250,000 00 | 5,000 | 50 | | | | |
| Kendall and Eldred, | 150,000 00 | 90,000 00 | 900 | 100 | | | | |
| Kensington and Tacony, | 250,000 00 | 200,000 00 | 4,000 | 50 | | | | |
| Kinzua, | 100,000 00 | 84,000 00 | 840 | 100 | | | | |
| Kinzua Creek and Kane, | 120,000 00 | 65,600 00 | 656 | 100 | | | | |
| Kinzua Valley, | 140,000 00 | 62,000 00 | 620 | 100 | | | | |
| Lackawanna and Montrose, | 150,000 00 | 124,900 00 | 2,488 | 50 | | | | |
| Lake Shore and Michigan Southern, Lehigh and Lackawanna, | 50,000,000 00 | 50,000,000 00 | 500,000 | 100 | | | | |
| Lehigh and Susquehanna, | 1,000,000 00 | 370,500 00 | 7,410 | 50 | | | | |
| Lehigh Valley, | 15,045,697 42 | 15,045,697 42 | | | | | | |
| Lewisburg and Tyrone, | 1,200,000 00 | 1,200,000 00 | 24,000 | 50 | | | | |
| Ligonier Valley, | 160,000 00 | 160,000 00 | 3,200 | 50 | | | | |
| Little Saw Mill Run, | 250,000 00 | 144,375 00 | 1,775 | 25 | | | | |
| Little Schuylkill Navigation, | 12,487,850 50 | 2,487,850 50 | 2,000 | 50 | | | | |
| Littlestown, | 34,850 00 | 34,850 00 | 697 | 50 | | | | |
| Loyalsock, | 300,000 00 | 150,000 00 | 48,757 | 50 | | | | |
| Lytkens Valley, | 800,000 00 | 600,000 00 | 3,000 | 50 | | | | |
| McKean and Buffalo, | 400,000 00 | 400,000 00 | 8,000 | 50 | | | | |
| McKeesport and Bessemer, | 23,000 00 | 23,000 00 | 440 | 50 | | | | |
| McKeesport Connecting, | 40,000 00 | 31,900 00 | 40,000 | 100 | | | | |
| Mahoning Valley, | 450,000 00 | 45,000 00 | 450 | 100 | | | | |

* Not to exceed amount expended for construction, and amount "outstanding" is given therefore as amount authorized.
 † Stock "authorized" being unlimited, the amount "outstanding" is inserted.
 ‡ Realized through interchange of stock in reorganization. See report of company.
 § The report of this company shows that it has no capital stock, bonded or floating indebtedness, therefore the amount of cost of road and equipment is inserted as representing its capital stock. "authorized," "outstanding," and "paid in."
 NOTE.—The figures given in the Lehigh Valley Railroad Company's report represent operations for five (5) months, viz: July 1, to November 30, 1891, inclusive, when the road passed under the control of the Philadelphia and Reading railroad system, whose report includes the figures for the balance of the year, viz, December 1, 1891, to June 30, 1892.

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock outstanding. | Total cash realized on capital stock. | Number of shares issued. | Par value of each share. | Market price of shares on June 30, 1892. | DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892. | |
|--|-------------------------------------|------------------------------|---------------------------------------|--------------------------|--------------------------|--|--|-------------|
| | | | | | | | Rate. | Amount. |
| Martin's Creek, | \$40,000 00 | \$30,000 00 | \$30,000 00 | 300 | \$100 | .. | .. | .. |
| Meadville, Conneaut Lake and Linesville, | 200,000 00 | 200,000 00 | 200,000 00 | 4,000 | 50 | .. | .. | .. |
| Middletown and Hummelstown, | 175,000 00 | 175,000 00 | 175,000 00 | 3,500 | 50 | .. | .. | .. |
| Mifflin and Centre County, | 1,000,000 00 | 167,775 00 | 167,775 00 | 3,355½ | 50 | .. | .. | .. |
| Mill Creek and Mine Hill, Navigation and Railroad Company, | 323,375 00 | 323,375 00 | 323,375 00 | 12,985 | 25 | .. | 10 | \$32,337 50 |
| Mine Hill and Schuylkill Haven, | *4,210,200 00 | 4,210,200 00 | 4,210,200 00 | 84,204 | 50 | \$72 00 | 7½ | \$15,765 00 |
| Monongahela Connecting, | 500,000 00 | 450,000 00 | 450,000 00 | 4,500 | 100 | .. | 6 | 26,700 00 |
| Monongahela River and Streets Run, | 100,000 00 | 30,000 00 | 3,000 00 | 600 | 50 | 5 00 | .. | .. |
| Mont Alto, | 500,000 00 | 110,000 00 | 110,000 00 | 4,400 | 25 | .. | .. | .. |
| Montour, | 100,000 00 | 100,000 00 | 100,000 00 | 2,000 | 50 | .. | .. | .. |
| Montrose, | 500,000 00 | 304,900 00 | 304,900 00 | 6,088 | 50 | .. | .. | .. |
| Mount Carbon and Port Carbon, | 282,350 00 | 282,350 00 | 282,350 00 | 5,647 | 50 | .. | 12 | 33,882 00 |
| Mount Jewitt, Kinzus and Wrightsville, | 80,000 00 | 80,000 00 | 80,000 00 | 1,600 | 50 | .. | .. | .. |
| Mount Penn Gravity, | 100,000 00 | 100,000 00 | 100,000 00 | 2,000 | 50 | 25 00 | .. | .. |
| Mount Carmel and Natalie, | 3,500,000 00 | 175,000 00 | 175,000 00 | 3,500 | 50 | .. | .. | .. |
| Mount Pleasant and Broadford, | 1,000,000 00 | 150,500 00 | 150,500 00 | 3,010 | 50 | .. | .. | .. |
| Nesqueop, | 1,500,000 00 | 258,000 00 | 258,000 00 | 5,160 | 50 | .. | .. | .. |
| Nesqueoning, Valley, | 2,000,000 00 | 1,418,000 00 | 1,418,000 00 | 28,572 | 50 | .. | 6 | 70,980 00 |
| Newrank Mountain, | 100,000 00 | 100,000 00 | 100,000 00 | 2,000 | 50 | .. | .. | .. |
| Newcastle and Beaver Valley, | 700,000 00 | 700,000 00 | 700,000 00 | 14,000 | 50 | .. | 7½ | 52,500 00 |
| Newcastle and Butler, | 20,000 00 | 20,000 00 | 20,000 00 | 400 | 50 | .. | .. | .. |

| | | | | | | | |
|--|----------------|----------------|-----------|-----|--|----------------------|--------------|
| Newcastle and Shenango Valley. | 300,000 00 | 292,250 00 | 5,845 | 50 | | | |
| Newport and Sherman's Valley. | 180,000 00 | 126,000 00 | 2,520 | 50 | | | |
| New York, Lake Erie and Western, | 86,536,900 00 | 85,968,600 00 | 869,636 | 100 | | 26 75c } 65 25p } | 256,107 00 |
| New York, Lake Erie and Western Coal, | 500,000 00 | 500,000 00 | 5,000 | 100 | | | |
| New York, Lackawanna and West- | 60,000 00 | 12,000 00 | 240 | 50 | | | |
| ern, New York, Chicago and St. Louis, | 30,000,000 00 | 30,000,000 00 | 300,000 | 100 | | | 150,000 00 |
| New York and North Pennsylv- | 180,000 00 | 50,000 00 | 1,000 | 100 | | | |
| ania, | 45,000,000 00 | 44,999,350 00 | 899,987 | 50 | | | |
| New York, Pennsylvania and Ohio, | 21,000,000 00 | 21,000,000 00 | 210,000 | 100 | | 14 c. } 64 p. } | 200,000 00 |
| New York, Susquehanna and West- | 75,000 00 | 75,000 00 | 1,500 | 50 | | | |
| ern, Nittany Valley, | 8,000,000 00 | 7,521,717 45 | 180,363 | 50 | | 68 50 | 526,263 50 |
| Northern Central, | 400,000 00 | 400,000 00 | 8,000 | 50 | | 5 00 | |
| North East, Pennsylvania, | 6,000,000 00 | 4,720,750 00 | 94,415 | 50 | | 82 76 | 377,660 00 |
| North Pennsylvania, | 1,500,000 00 | 1,500,000 00 | 30,000 | 50 | | 55 00 | 90,000 00 |
| North and West Branch, | 1,000,000 00 | 290,000 00 | 5,800 | 50 | | | |
| Ohio and Baltimore Short Line, | 1,000,000 00 | 660,000 00 | 13,200 | 50 | | | |
| Ohio Connecting, | 300,000 00 | 300,000 00 | 3,000 | 100 | | | |
| Olean, Bradford and Warren, | 1,500,000 00 | 1,500,000 00 | 15,000 | 100 | | | |
| Ontario, Carbondale and Scranton, | 151,700,000 00 | 126,774,050 00 | 2,555,481 | 50 | | | 7,606,357 50 |
| Pennsylvania, | 21,000,000 00 | 21,000,000 00 | 420,000 | 50 | | | 840,000 00 |
| Pennsylvania Company, | | | | | | | |
| Pennsylvania and New York Canal | | | | | | | |
| and Railroad, | 1,061,700 00 | 1,061,700 00 | | 50 | | | |
| Pennsylvania, Poughkeepsie and | 3,000,000 00 | 2,000,000 00 | 40,000 | 50 | | | |
| Boston, | 10,000,000 00 | 7,092,450 00 | 141,849 | 50 | | | |
| Pennsylvania Schuylkill Valley, | 5,000,000 00 | 100,000 00 | 2,000 | 50 | | | |
| Pennsylvania and Western, | 2,000,000 00 | 2,000,000 00 | 40,000 | 50 | | | |
| Pennsylvania and North Western, | *250,000 00 | 377,887 24 | | 50 | | 51 50 | 110,000 00 |
| Penn Gas Coal Company's Railroad, | 50,000 00 | 250,000 00 | 5,000 | 50 | | | |
| People's, | 100,000 00 | 38,040 00 | 768 | 50 | | | |
| Perrinton, | 2,500,000 00 | 2,498,347 03 | 1,310 | 50 | | 5 00 | |
| Perry County, | 200,000 00 | 200,000 00 | 4,000 | 50 | | | |
| Philadelphia and Baltimore Central, | 755,100 00 | 755,100 00 | 15,102 | 50 | | | |
| Philadelphia Belt Line, | | | | | | | |
| Philadelphia and Chester Valley, | | | | | | | |

* Stock "authorized" being unlimited, the amount "outstanding" is inserted.
 † This company reports no capital stock, bonded or floating indebtedness, therefore, the cost of road and equipment is inserted as representing capital stock "authorized," "outstanding" and "paid in."

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock outstanding. | Total cash realized on capital stock. | Number of shares issued. | Par value of each share. | Market price of shares on June 30, 1892. | DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892. | |
|---|-------------------------------------|------------------------------|---------------------------------------|--------------------------|--------------------------|--|--|--------------|
| | | | | | | | Rate. | Amount. |
| Philadelphia and Erie, | \$12,400,000 00 | \$10,375,000 00 | \$10,375,000 00 | 207,500 | 50 | \$35 50 | { 2 c. } { 7 s. } | \$327,500 00 |
| Philadelphia, Germantown and Chestnut Hill, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 20,000 | 50 | .. . . . | .. . . . | .. . . . |
| Philadelphia, Germantown and Norristown, | 2,500,000 00 | 2,246,900 00 | 2,246,900 00 | 44,938 | 50 | 131 00 | 12 | 269,628 00 |
| Philadelphia, Harrisburg and Pittsburg, | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 40,000 | 50 | .. . . . | .. . . . | .. . . . |
| Philadelphia, Newtown and New York, | 3,000,000 00 | 1,200,000 00 | 1,200,000 00 | 24,000 | 50 | .. . . . | .. . . . | .. . . . |
| Philadelphia and Reading, | *40,106,361 78 | 40,106,361 78 | 40,106,361 78 | 802,107 | 50 | .. . . . | .. . . . | .. . . . |
| Philadelphia and Reading Terminal, | 8,500,000 00 | 8,500,000 00 | 8,500,000 00 | 170,000 | 50 | .. . . . | .. . . . | .. . . . |
| Philadelphia and Trenton, | 2,000,000 00 | 1,259,100 00 | 1,259,100 00 | 12,691 | 100 | .. . . . | 10 | 49,410 00 |
| Philadelphia, Wilmington and Baltimore, | *11,819,350 00 | 11,819,350 00 | 11,819,350 00 | 298,387 | 50 | .. . . . | 7 | 827,364 50 |
| Pickering Valley, | 100,000 00 | 95,655 00 | 95,655 00 | 1,846 | 50 | .. . . . | .. . . . | .. . . . |
| Pine Creek, | 4,000,000 00 | 1,000,000 00 | 1,000,000 00 | 20,000 | 50 | .. . . . | .. . . . | .. . . . |
| Pittsburg and Castle Shannon, | 481,400 00 | 481,400 00 | 481,400 00 | 9,628 | 50 | .. . . . | .. . . . | .. . . . |
| Pittsburg, Chartiers and Youghiogheny, | 1,000,000 00 | 700,000 00 | 700,000 00 | 14,000 | 50 | 12 50 | .. . . . | .. . . . |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 120,500,000 00 | 47,968,601 01 | 47,968,601 01 | 465,582 | { 50 c. } { 100 } | 22 c. } { 62 p. } | 4 | 895,678 00 |

| | | | | | | |
|---------------------------------------|---------------|---------------|-----|---------|---------|---------|
| Pittsburg and Connellsville, | 5,000,000 00 | 1,959,091 05 | 50 | 162 50 | 1 2 & 4 | 38,888 |
| Pittsburg, Fort Wayne and Chicago, | 34,088,574 62 | 34,088,574 62 | 100 | 34 c. } | | 3,0,894 |
| Pittsburg Junction, | 1,440,000 00 | 1,440,000 00 | 50 | 50 p. } | | 28,800 |
| Pittsburg and Lake Erie, | 4,000,000 00 | 4,000,000 00 | 50 | | 3 & 5 | 80,000 |
| Pittsburg, McKeesport and Yough- | 4,000,000 00 | 3,959,650 00 | 50 | 60 00 | 6 | 79,188 |
| ogheny, | 100,000 00 | 100,000 00 | 100 | | | 1,000 |
| Pittsburg and Moon Run, | 150,000 00 | 150,000 00 | 50 | | | 3,000 |
| Pittsburg and Northern, | 3,000,000 00 | 3,000,000 00 | 50 | | | 60,000 |
| Pittsburg, Shenango and Lake | 2,023,900 00 | 2,023,900 00 | 50 | | | 40,478 |
| Erie, | 12,000,000 00 | 12,000,000 00 | 50 | | 5 | 240,000 |
| Pittsburg, Virginia and Charles- | 4,000,000 00 | 3,033,341 58 | 50 | | | 60,666 |
| ton, | 3,033,341 58 | 12,050 00 | 50 | | | 241 |
| Pittsburg and Western, | 30,000 00 | 7,200 00 | 50 | | | 360 |
| Pittsburg, Youngstown and Ash- | 18,000 00 | 500,000 00 | 50 | | | 10,000 |
| tabulia, | 50,000 00 | 1,000 00 | 50 | | | 20 |
| Plymouth, | *958,373 09 | 958,373 09 | 50 | | | 19,144 |
| Point Breeze, | 250,000 00 | 250,000 00 | 50 | | | 5,000 |
| Pomeroy and Newark, | 150,000 00 | 111,000 00 | 100 | | | 1,110 |
| Priceville add Winton, | 300,000 00 | 170,000 00 | 50 | | | 3,400 |
| Reading and Columbia, | 1,000,000 00 | 491,000 00 | 50 | | | 9,820 |
| Reading, Marietta and Hanover, | 216,000 00 | 216,000 00 | 50 | | | 4,920 |
| Rew City and Eidred, | 150,000 00 | 75,000 00 | 100 | | | 752 |
| Reynoldsville and Falls Creek, | 300,000 00 | 50,000 00 | 50 | | | 1,000 |
| Ridgway and Clearfield, | 1,000,000 00 | 118,029 50 | 50 | | | 2,356 |
| River Front, | 4,500,000 00 | 50,000 00 | 50 | | | 1,000 |
| Rochester, Beaver Falls and West- | 120,000 00 | 4,500,000 00 | 50 | | | 90,000 |
| ern, | 576,050 00 | 1,500 00 | 50 | | | 300 |
| Rupert and Bloomsburg, | 150,000 00 | 576,050 00 | 50 | | | 11,521 |
| Salisbury, | 200,000 00 | 3,000 00 | 50 | | 5 | 600 |
| Schuylkill and Lehigh, | 50,000 00 | 12,500 00 | 100 | | | 240 |
| Schuylkill River East Side, | 4,500,000 00 | 2,000,000 00 | 50 | | | 40,000 |
| Schuylkill River West Side, | 120,000 00 | 869,450 00 | 50 | | | 17,389 |
| Schuylkill Valley Navigation Rail- | 576,050 00 | 2,000,000 00 | 50 | | | 40,000 |
| road, | 150,000 00 | 3,000 00 | 50 | | | 17,389 |
| Sewickley and Jannette, | 72,000 00 | 12,500 00 | 50 | | | 240 |
| Shade Creek, | 2,000,000 00 | 2,000,000 00 | 50 | | | 40,000 |
| Shamokin, Sunbury and Lewis- | 1,500,000 00 | 869,450 00 | 50 | | | 17,389 |
| burg, | 2,000,000 00 | 2,000,000 00 | 50 | | | 40,000 |
| Shamokin Valley and Pottsville, . | 1,500,000 00 | 869,450 00 | 50 | | | 17,389 |

* Stock "authorized" being unlimited, the amount "outstanding" is inserted.

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock outstanding. | Total cash realized on capital stock. | Number of shares issued. | Par value of each share. | Market price of shares on June 30, 1892. | DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892. | |
|--|-------------------------------------|------------------------------|---------------------------------------|--------------------------|--------------------------|--|--|-------------|
| | | | | | | | Rate. | Amount. |
| Sharon, | \$500,000 00 | \$453,350 00 | \$453,350 00 | 9,067 | \$50 | \$50 00 | 6 | \$27,201 00 |
| Sharon and State Line, | 350,000 00 | 350,000 00 | 350,000 00 | 7,000 | 50 | 50 | . | . |
| Sharpsville, | 100,000 00 | 9,000 00 | 9,000 00 | 1,000 | 100 | 100 | . | . |
| Sheffield and Spring Creek, | 60,000 00 | 60,000 00 | 60,000 00 | 1,200 | 50 | 50 | . | . |
| Shenango Valley, | 90,000 00 | 90,000 00 | 90,000 00 | 900 | 100 | 100 | . | . |
| Sinemahoning Valley, | 160,000 00 | 81,000 00 | 81,000 00 | 1,600 | 100 | 100 | . | . |
| Slate Run, | 200,000 00 | 20,000 00 | 20,000 00 | 400 | 50 | 50 | . | . |
| Slatington, | 200,000 00 | 74,300 00 | 74,300 00 | 2,000 | 50 | 50 | . | . |
| Somerset County, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 20,000 | 50 | 50 | . | . |
| Somerset and Cambria, | 250,000 00 | 25,000 00 | 25,000 00 | 5,000 | 50 | 50 | . | . |
| South Chester, | 75,000 00 | 75,000 00 | 75,000 00 | 1,500 | 50 | 50 | . | . |
| South Easton and Phillipsburg, | 210,000 00 | 28,000 00 | 28,000 00 | 560 | 50 | 50 | . | . |
| South Fork, | 800,000 00 | 800,000 00 | 800,000 00 | 16,000 | 50 | 50 | . | . |
| South Pennsylvania Railway and Mining Company, | 1,499,900 00 | 1,499,900 00 | 1,499,900 00 | 29,998 | 50 | 50 | 10 | 149,990 00 |
| Southwest Pennsylvania, | 260,000 00 | 26,000 00 | 26,000 00 | 5,200 | 50 | 50 | . | . |
| State Line (Pittsburg), | 1,000,000 00 | 983,550 00 | 983,550 00 | 20,000 | 50 | 50 | . | . |
| State Line and Sullivan, | 10,000 00 | 7,700 00 | 7,700 00 | 154 | 50 | 50 | . | . |
| Stewart, | 100,000 00 | 176,100 00 | 176,100 00 | 1,400 | 50 | 50 | 5½ | 3,850 00 |
| Stewartstown, | 176,100 00 | 176,100 00 | 176,100 00 | 8,522 | 50 | 50 | . | . |
| Stony Creek, | 120,000 00 | 28,300 00 | 28,300 00 | 288 | 100 | 100 | . | . |
| Sugar Run, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 20,000 | 50 | 50 | 8 | 60,000 00 |
| Sunbury, Hazleton and Wilkes-Barre, | | | | | | | | |

| | | | | | | | | | |
|--|--------------------|------------------|------------------|------------|-----------|-----------|-----------|-----------|-----------------|
| Sunbury and Lewistown, | 600,000 00 | 600,000 00 | 600,000 00 | 12,000 | 50 | 68 00 | | | |
| Susquehanna, | 140,000 00 | 70,000 00 | 70,000 00 | 700 | 100 | | | | |
| Susquehanna and Clearfield, | 1,000,000 00 | 286,000 00 | 286,000 00 | 5,720 | 50 | | | | |
| Susquehanna and Buffalo, | 180,000 00 | 177,300 00 | 177,300 00 | 3,600 | 50 | | | | |
| Tamaqua, Hazleton and North- | | | | | | | | | |
| ern, | *300,000 00 | 300,000 00 | 300,000 00 | 6,000 | 50 | | | | |
| Tioga, | 580,900 00 | 580,900 00 | 580,900 00 | 11,618 | 50 | | | | |
| Tioga and Fannastalk, | 60,000 00 | 30,000 00 | 30,000 00 | 600 | 50 | | | | |
| Tionesta Valley, | 100,000 00 | 100,000 00 | 100,000 00 | 2,000 | 50 | | | | |
| Tipton, | 43,250 00 | 43,250 00 | 43,250 00 | 865 | 50 | | | | |
| Trenton Cut-off, | 1,000,000 00 | 100,000 00 | 100,000 00 | 2,000 | 50 | | | | |
| Treackow, | 250,000 00 | 130,000 00 | 130,000 00 | 2,600 | 50 | | | | |
| Trout Run, | 25,000 00 | 25,000 00 | 25,000 00 | 1,000 | 25 | | | | |
| Turtle Creek Valley, | 250,000 00 | 250,000 00 | 250,000 00 | 5,000 | 50 | | | | |
| Tyrone and Clearfield, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 20,000 | 50 | | | | 50,000 00 |
| Union, | 50,000 00 | 25,000 00 | 25,000 00 | 500 | 50 | | | | 5 |
| Ursina and North Fork, | 20,000 00 | 20,000 00 | 20,000 00 | | | | | | |
| Warren and Farnsworth, | 75,000 00 | 75,000 00 | 75,000 00 | 1,500 | 50 | | | | |
| Waynesburg and Washington, | 270,000 00 | 101,854 97 | 101,854 97 | 1,982 | 50 | | | | |
| West Chester, | 165,000 00 | 165,000 00 | 165,000 00 | 3,900 | 50 | | | | 8,250 00 |
| Western Maryland, | 1,324,000 00 | 1,008,750 00 | 1,008,750 00 | 20,175 | 50 | | | | |
| Western New York and Pennsyl- | | | | | | | | | |
| vania, | 30,000,000 00 | 30,000,000 00 | 30,000,000 00 | 300,000 | 100 | | | | |
| Western Pennsylvania, | 4,000,000 00 | 1,775,000 00 | 1,775,000 00 | 35,500 | 50 | | | | 142,000 00 |
| Wheeling, Pittsburg and Balti- | | | | | | | | | |
| more, | 5,500,000 00 | 5,500,000 00 | 5,500,000 00 | 110,000 | 50 | | | | |
| Wilcox, | 50,000 00 | 25,000 00 | 25,000 00 | 1,000 | 50 | | | | |
| Wilcox and Rocky Run, | 25,000 00 | 25,000 00 | 25,000 00 | 250 | 100 | | | | |
| Wilkesbarre and Harvey's Lake, | 150,000 00 | 150,000 00 | 150,000 00 | 3,000 | 50 | | | | |
| Wilkesbarre and Scranton, | 500,000 00 | 500,000 00 | 500,000 00 | 10,000 | 50 | | | | 25,000 00 |
| Wilkesbarre and Western, | 1,000,000 00 | 620,000 00 | 620,000 00 | 12,400 | 50 | | | | |
| Williamsport and Clearfield, | 1,500,000 00 | 4,500 00 | 4,500 00 | 90 | 50 | | | | |
| Williamsport and North Branch, | *749,200 00 | 749,200 00 | 749,200 00 | 14,984 | 50 | | | | |
| Wilmington and Northern, | 1,500,000 00 | 1,278,050 00 | 1,278,050 00 | 25,561 | 50 | | | | |
| Wind Gap and Delaware, | 300,000 00 | 100,000 00 | 100,000 00 | 2,000 | 50 | | | | |
| Youghiogheny, Northern, | 400,000 00 | 400,000 00 | 400,000 00 | 8,000 | 50 | | | | 42,000 00 |
| | \$1,071,993,169 15 | \$882,184,620 47 | \$981,477,781 75 | 14,339,729 | | | | | \$80,169,338 30 |

*Stock authorized "being unlimited, the amount "outstanding" is inserted.

TABLE B—DEBT AND INTEREST.

| NAME OF COMPANY. | Total amount now of funded debt. | Total amount now of current liabilities. | Total amount now of funded debt and current liabilities. | Amount of interest accrued during year. | Rate per cent. per annum of interest. |
|---|----------------------------------|--|--|---|---------------------------------------|
| Addison and Pennsylvania, | \$457,939 37 | \$311,275 95 | \$769,215 32 | \$19,850 04 | |
| Allegheny and Kinzua, | 285,000 00 | 26,210 30 | 311,210 30 | 14,250 00 | |
| Allegheny Valley, | 17,123,789 63 | 664,747 29 | 17,788,536 92 | 1,100,921 18 | |
| Allentown, | | 12,745 37 | 12,745 37 | | |
| Allentown Terminal, | 450,000 00 | 77,282 40 | 527,282 40 | 18,000 00 | |
| Altoona, Clearfield and Northern, | 22,600 00 | 35,015 00 | 57,615 00 | | |
| Arnot and Pine Creek, | | 8,350 74 | 8,350 74 | | |
| Bald Eagle Valley, | 352,000 00 | 944 47 | 352,944 47 | 21,360 00 | 6 |
| Baltimore and Cumberland Valley, | 72,800 00 | | 72,800 00 | 4,368 00 | 6 |
| Baltimore and Cumberland Valley Extension, | 230,000 00 | | 230,000 00 | 13,800 00 | 6 |
| Baltimore and Harrisburg, | 690,000 00 | | 787,162 87 | 36,120 00 | 5 and 6 |
| Baltimore and Harrisburg Western Extension, | 240,000 00 | | 240,000 00 | 12,000 00 | 5 |
| Baltimore and Lehigh, | 1,919,960 00 | 161,769 21 | 2,151,719 21 | 86,722 50 | 4 and 5 |
| Baltimore and Philadelphia, | 4,840,000 00 | 2,115,453 73 | 6,955,453 73 | 217,800 00 | 4 1/2 |
| Bangor and Portland, | 320,000 00 | | 320,000 00 | 19,200 00 | 6 |
| Barclay Coal Company's Railroad, | 76,000 00 | 5,000 00 | 81,000 00 | 3,800 00 | 5 |
| Beaver and Elwood, | 50,000 00 | 23,315 64 | 73,315 64 | 2,500 00 | 5 |
| Bedford and Bridgeport, | 1,700,000 00 | 2,884 68 | 1,702,884 68 | 86,000 00 | 5 |
| Beech Creek, | 5,000,000 00 | 887,560 34 | 5,887,560 34 | 200,000 00 | 4 |
| Bellefonte Central, | | 15,152 67 | 15,152 67 | | |
| Berlin, | | 67,584 88 | 67,584 88 | | |
| Berlin Branch, | 42,900 00 | 22,154 01 | 65,054 01 | 2,574 00 | 6 |
| Bloomsburg and Sullivan, | 600,000 00 | | 600,000 00 | 30,000 00 | 5 |
| Bradford, Bordell and Kinzua, | 498,000 00 | 162,404 70 | 660,404 70 | 23,880 00 | 6 |
| Bradford, Bordell and Smethport, | | 17,086 13 | 17,086 13 | | |
| Bradford, Eldred and Cuba, | 594,546 25 | 420,921 72 | 1,015,467 97 | 33,600 00 | 6 |
| Bradford and Western Pennsylvania, | | 1,376 15 | 1,376 15 | | |
| Brownstone and Middletown, | | 1,597 14 | 1,597 14 | | |
| Buhatc, Bradford and Pittsburg, | 580,000 00 | 243,548 61 | 823,548 61 | 40,000 00 | 7 |

| | | | | | |
|--|--------------|---------------|---------------|------------|-------------|
| Buffalo, Rochester and Pittsburg, | 9,400,500 00 | 479,881 29 | 9,880,481 29 | 518,781 67 | 5, 6 and 7 |
| Bustleton, | 608,000 00 | 12,332 50 | 12,332 50 | 22,700 00 | 5 |
| Cambria and Clearfield, | 135,000 00 | 521,597 51 | 1,129,597 51 | 6,750 00 | 5, 6 and 7 |
| Catawqua and Fogelsville, | 1,617,000 00 | 29,284 18 | 1,617,000 00 | | 7 |
| Catawissa, | 5,089 72 | 5,089 72 | 5,089 72 | 35,000 00 | 6 |
| Chambersburg and Gettysburg, | 5,618 25 | 11,163 00 | 505,618 25 | 11,100 00 | Various. |
| Chartiers, | 185,000 00 | 255,485 56 | 196,163 00 | 702 00 | 4i, 6 and 7 |
| Chester Creek, | 22,300 00 | 499 50 | 277,785 56 | | 6 |
| Chester and Delaware River, | 17,330 51 | 17,330 51 | 17,330 51 | | 4i, 6 and 7 |
| Chestnut Hill, | 7,274,469 63 | 212,823 80 | 7,487,293 43 | 310,345 00 | 5 |
| Clarion River, | 600,000 00 | 912,725 67 | 912,725 67 | 36,000 00 | 5 |
| Cleveland and Pittsburg, | 1,800,000 00 | 1,805,029 73 | 1,805,029 73 | 72,000 00 | 6 |
| Colebrookdale, | 981,000 00 | 1,062,047 81 | 2,058,047 81 | 59,460 00 | 4 |
| Columbia and Port Deposit, | 890,000 00 | 34,000 00 | 890,000 00 | 53,400 00 | 6 |
| Connings, | 800,000 00 | 77,208 96 | 877,208 96 | 40,035 84 | 5 |
| Corning, Cowanesque and Antrim, | 200,000 00 | 31,718 06 | 231,718 06 | 10,000 00 | 5 |
| Cornwall and Lebanon, | 75,000 00 | 14,343 45 | 75,000 00 | 4,450 00 | 6 |
| Confluence and Oakland, | 890,000 00 | 128,416 67 | 844,343 45 | 50,400 00 | 6 |
| Coudersport and Port Allegheny, | 270,500 00 | 5,009 60 | 398,916 67 | 21,640 00 | 8 |
| Gresson, Clearfield County and New York Shore Route, | 9,829,000 00 | 7,746,966 25 | 5,009 60 | 688,030 00 | 7 |
| Cumberland Valley, | 3,067,000 00 | 10,050,545 85 | 17,576,966 25 | 253,190 00 | 7 |
| Crescent Connecting, | 310,000 00 | 63,488 62 | 373,488 62 | 18,600 00 | 6 |
| Delaware and Hudson Canal Company's Railroad, | 100,000 00 | 726,298 08 | 726,298 08 | | 6 |
| Delaware, Lackawanna and Western, | 300,000 00 | 16,885 75 | 116,885 75 | 6,000 00 | 6 |
| Delaware River and Lancaster, | 3,000,000 00 | 108,947 83 | 408,947 83 | 12,000 00 | 4 |
| Delaware, Susquehanna and Schuylkill, | 2,900,000 00 | 265,164 00 | 3,165,164 00 | 20,029 33 | 7 |
| Dillsburg and Mechanicsburg, | 543,088 88 | 176,119 87 | 719,208 75 | | 4 and 6 |
| Downingtown and Lancaster, | 495,000 00 | 17,820 16 | 17,820 16 | 19,800 00 | 4 |
| Dunkirk, Allegheny Valley and Pittsburg, | 1,570,000 00 | 67,45 89 | 495,045 89 | | 5 and 6 |
| East Broad Top, | 3,395,200 00 | 63,665 98 | 63,665 98 | 88,500 00 | 6 |
| East Mahanoy, | 3,000,000 00 | 30,095 00 | 1,600,095 00 | | 5 and 6 |
| East Pennsylvania, | 3,000,000 00 | 10,285 07 | 10,285 07 | | 4 and 7 |
| Easton and Northern, | 3,000,000 00 | 14,744 60 | 3,409,944 60 | 214,400 00 | 6 |
| Elmira and Williamsport, | 603,000 00 | 669,949 02 | 3,669,949 02 | 180,000 00 | 6 |
| Emporium and Rich Valley, | 191,100 00 | 3,003 61 | 3,003 61 | | 5 and 6 |
| Erie and Wyoming Valley, | 700,000 00 | 78,528 48 | 681,528 48 | 30,242 50 | 6 |
| Falls Creek, | 191,100 00 | 18,992 50 | 210,092 50 | 9,555 00 | 5 |
| Gettysburg and Harrisburg, | 700,000 00 | 58,847 25 | 758,847 25 | 28,000 00 | 5 |
| Hanover and York, | | 46,009 81 | 46,009 81 | | 4 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | | | | | |
| Hunter's Run and Slate Belt Railroad, | | | | | |

TABLE B—DEBT AND INTEREST—CONTINUED.

| NAME OF COMPANY. | Total amount now of funded debt. | Total amount now of current liabilities. | Total amount now of current liabilities. | Total amount now of funded debt and current liabilities. | Amount of interest accrued during the year. | Rate per cent. per annum of interest. |
|--|----------------------------------|--|--|--|---|---------------------------------------|
| Huntington and Broad Top Mountain, Ironton, | \$2,960,500 00 | 6,886 54 | 6,886 54 | \$2,960,500 00 | \$145,480 00 | 4, 5, 6 and 7 |
| Jamestown and Franklin, | 798,000 00 | 1,276,185 68 | 1,276,185 68 | 2,024,185 68 | 46,410 00 | 7 |
| Jefferson, | 3,100,000 00 | 1,378,531 83 | 1,378,531 83 | 4,478,531 83 | 154,040 00 | 4½, 5 and 6 |
| Johnsonburg, | 200,000 00 | 42,190 74 | 42,190 74 | 242,190 74 | 12,000 00 | 6 |
| Junction, | 725,000 00 | 18,075 86 | 18,075 86 | 740,075 86 | 37,125 00 | 4½ and 6 |
| Kensington and Tacony, | 8,500 00 | 96,474 31 | 96,474 31 | 104,974 31 | 237 50 | 7 |
| Kinzua Creek and Kane, | 8,500 00 | 79 40 | 79 40 | 8,579 40 | | |
| Kinzua Valley, | 8,500 00 | 1,459 48 | 1,459 48 | 9,959 48 | | |
| Lackawanna and Montrose, | 8,500 00 | 7,337 63 | 7,337 63 | 15,837 63 | | |
| Lake Shore and Michigan Southern, | 45,516,000 00 | 3,978,377 15 | 3,978,377 15 | 49,494,377 15 | 3,196,127 50 | 5 and 7 |
| Lehigh and Lackawanna, | 600,000 00 | | | 600,000 00 | 42,000 00 | 7 |
| Lehigh Valley, | 33,965,000 00 | 3,851,523 75 | 3,851,523 75 | 37,816,523 75 | 1,901,220 00 | 4½, 6 and 7 |
| Lewisburg and Tyrone, | | 294,174 65 | 294,174 65 | 294,174 65 | | |
| Ligonier Valley, | 75,000 00 | 11,823 23 | 11,823 23 | 86,823 23 | | |
| Little Saw Mill Run, | 178,500 00 | | | 178,500 00 | 3,750 00 | 5 |
| Littlestown, | 40,000 00 | | | 40,000 00 | 10,710 00 | 6 |
| Little Schuylkill Navigation and Railroad Company, | | 16,489 17 | 16,489 17 | 16,489 17 | 2,000 00 | 5 |
| Loyalsock, | | 18,525 70 | 18,525 70 | 18,525 70 | | |
| McKeesport and Bessemer, | | 151,227 61 | 151,227 61 | 151,227 61 | | |
| McKeesport Connecting, | | 526,741 16 | 526,741 16 | 526,741 16 | | |
| Mahoning Valley, | 72,000 00 | 5,976 52 | 5,976 52 | 77,976 52 | | |
| Mauch Chunk, Summit Hill and Switch Back, | | 81,989 67 | 81,989 67 | 81,989 67 | 3,933 34 | 5 |
| Meadville, Conneaut Lake and Linesville, | 183,000 00 | 875 85 | 875 85 | 183,875 85 | 6,240 00 | 4 |
| Middletown and Hummelstown, | | 35,407 01 | 35,407 01 | 35,407 01 | | |
| Mill Creek and Centre County, | 200,000 00 | 44,841 14 | 44,841 14 | 244,841 14 | 12,000 00 | 6 |
| Mill Creek and Mifflin Hill, | | 43 75 | 43 75 | 43 75 | | |
| Montgomery Connecting, | 200,000 00 | 41,372 97 | 41,372 97 | 241,372 97 | 12,000 00 | 6 |

| | | | | |
|---|----------------|----------------|--------------|------------------|
| Monongahela River and Streets Run, | 125,000 00 | 32,120 29 | 7,500 00 | 6 |
| Mont Alto, | 100,000 00 | 262,827 52 | | |
| Montour, | | 100,000 00 | | |
| Montrose, | 166 64 | 166 64 | | |
| Mount Carbon and Port Carbon, | 858 30 | 858 30 | | |
| Mount Carmel and Natalie, | 100,726 86 | 100,726 86 | | |
| Mount Jewett, Kinzua and Wrightsville, | 46,459 17 | 59,709 60 | 600 00 | 6 |
| Mount Penn Gravitv, | 75,000 00 | 75,000 00 | 3,825 00 | 5 |
| Nesqueop, | 200,000 00 | 274,930 34 | 10,000 00 | 5 |
| Nesqueoning Valley, | 21,500 00 | 1,265 69 | 467 50 | 5½ |
| Newsink Mountain, | 250,000 00 | 167,407 76 | | |
| Newcastle and Beaver Valley, | 107,750 00 | 1,966 49 | 15,000 00 | 6 |
| Newport and Sherman's Valley, | 77,643,885 10 | 256,000 06 | 2,687 50 | 6 |
| New York, Lake Erie and Western, | 3,000,000 00 | 108,746 84 | 4,976,711 86 | 4,4½, 5, 6 and 7 |
| New York, Lake Erie and Western Coal, | 19,575,000 00 | 84,772,522 79 | 180,000 00 | 6 |
| New York, Chicago and St. Louis, | 50,000 00 | 3,000,000 00 | 778,300 00 | 4 |
| New York and Northern Pennsylvania, | 115,939,259 25 | 20,446,256 19 | 3,000 00 | 6 |
| New York, Pennsylvania and Ohio, | 9,886,000 00 | 51,694 17 | 3,583,310 00 | 5, 6 and 7 |
| Nittany Valley, | 75,000 00 | 116,623,678 55 | 492,849 16 | 4½, 5 and 6 |
| Northern Central, | 14,415,000 00 | 91,400 00 | 4,500 00 | 6 |
| North East Pennsylvania, | 400,000 00 | 15,886,816 91 | 804,720 00 | 4½, 5 and 6 |
| North Pennsylvania, | 7,200,000 00 | 878,120 83 | 23,600 00 | 5 and 7 |
| North and West Branch, | 1,500,000 00 | 7,514,776 11 | 492,000 00 | 6 and 7 |
| Ohio and Baltimore Sh rt Line, | 500,000 00 | 1,537,321 45 | 90,000 00 | 6 |
| Ohio Connecting, | 660,000 00 | 1,523,516 72 | 25,000 00 | 5 |
| Ontario, Carbondale and Scranton, | 1,500,000 00 | 704,653 38 | 31,500 00 | 5 |
| Pennsylvania, | 77,077,126 39 | 2,019,491 87 | 75,000 00 | 5 |
| Pennsylvania Company, | 28,346,444 00 | 100,043,680 19 | 4,560,724 66 | 4, 4½, 5 and 6 |
| Pennsylvania and New York Canal and Railroad, | 10,000,000 00 | 30,530,065 73 | 1,106,708 66 | 4, 4½, 5 and 6 |
| Pennsylvania, Poughkeepsie and Boston, | 2,083,560 20 | 10,081,319 65 | 530,000 00 | 4, 5 and 7 |
| Pennsylvania Schuylkill Valley, | 7,000,000 00 | 3,469,436 45 | 134,744 34 | 4, 5½, 6 and 7 |
| Pennsylvania and North Western, | 2,000,000 00 | 7,744,326 93 | 345,000 00 | 5 |
| People's, | 36,000 00 | 2,152,717 56 | 104,742 50 | 5, 6 and 7 |
| Perry County, | 1,924,600 00 | 37,064 88 | 1,800 00 | 6 |
| Philadelphia and Baltimore Central, | 51,000 00 | 2,941,497 58 | 96,230 00 | 5 |
| Philadelphia Belt-Line, | 2,200,000 00 | 59,587 50 | 3,060 00 | 6 |
| Philadelphia and Chester Valley, | 380,510 00 | 2,201,881 00 | 100,911 25 | 4½ and 5 |
| Philadelphia and Erie, | 19,674,000 00 | 8,462 20 | | |
| Philadelphia, Germantown and Chestnut Hill, | 1,000,000 00 | 400,190 16 | 18,025 50 | 4 and 5 |
| Philadelphia, Germantown and Norristown, | | 19,680,314 00 | 1,012,470 00 | 4, 5, 6 and 7 |
| | | 1,309,017 99 | 45,000 00 | 4½ |
| | | 5,185 50 | | 5 |

TABLE B—DEBT AND INTEREST—CONTINUED.

| NAME OF COMPANY. | Total amount now of funded debt. | Total amount now of current liabilities. | Total amount now of funded debt and current liabilities. | Amount of interest accrued during year. | Rate per cent per annum of interest. |
|---|----------------------------------|--|--|---|--------------------------------------|
| Philadelphia, Harrisburg and Pittsburg, | 700,000 00 | \$1,144,542 44 | \$1,144,542 44 | \$42,000 00 | 6 |
| Philadelphia, Newtown and New York, | 157,914,402 45 | 246,079 29 | 946,079 29 | 6,213,894 61 | 4, 4½, 4½, 5, 6 and 7 |
| Philadelphia and Reading, | 9,616 67 | 7,881,080 33 | 165,195,432 78 | 577 00 | 6 |
| Philadelphia and Reading Terminal, | | 387,393 06 | 387,093 73 | | |
| Philadelphia and Trenton, | | 1,855,177 33 | 1,855,177 33 | | |
| Philadelphia, Wilmington and Baltimore, | 5,527,598 33 | 1,907,623 14 | 7,435,221 47 | 264,396 90 | 4, 5 and 6 |
| Pickering Valley, | 832,300 00 | 539,835 08 | 4,008,277 60 | 216,535 00 | 6 |
| Pine Creek, | 357,900 00 | 429,277 60 | 4,008,277 60 | 23,261 00 | 6 |
| Pittsburg and Castle Shannon, | 231,774 40 | 50,864 25 | 292,138 65 | 12,000 00 | 6 |
| Pittsburg, Chartiers and Youghiogheny, | 700,000 00 | 27,114 92 | 727,114 92 | 28,560 00 | 4 and 6 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 42,412,370 00 | 3,358,432 86 | 45,770,802 86 | 2,868,574 57 | 4½, 5, 6 and 7 |
| Pittsburg and Connessville, | 20,718,224 00 | 4,052,576 71 | 24,770,800 71 | 1,183,083 44 | 5, 6 and 7 |
| Pittsburg, Fort Wayne and Chicago, | 12,410,000 00 | 724,676 15 | 13,134,676 15 | 862,700 00 | 6 |
| Pittsburg Junction, | 1,440,000 00 | 564,432 58 | 2,004,432 58 | 86,400 00 | 6 |
| Pittsburg and Lake Erie, | 4,157,822 33 | 681,982 47 | 4,839,804 80 | 191,448 49 | 5 and 6 |
| Pittsburg, McKeesport and Youghiogheny, | 3,750,000 00 | 100,000 00 | 3,750,000 00 | 225,000 00 | 6 |
| Pittsburg and Moon Run, | 100,000 00 | 49,520 06 | 100,000 00 | 6,000 00 | 6 |
| Pittsburg and Northern, | | 241,617 13 | 49,520 06 | | |
| Pittsburg, Shenango and Lake Erie, | 3,012,374 95 | 312,605 46 | 3,253,882 08 | 148,612 50 | 5 |
| Pittsburg, Virginia and Charleston, | 12,935,072 50 | 1,826,735 78 | 3,922,605 46 | 180,500 00 | 5 |
| Pittsburg, Youngstown and Ashtabula, | 3,372,000 00 | 6,916 20 | 14,761,806 23 | 506,752 50 | 4, 4½, 5, 5½, 6 & 7 |
| Pomeroy and Newark, | | 181,282 77 | 3,378,916 20 | 189,800 00 | 5, 6 and 7 |
| Reading and Columbia, | 2,009,166 67 | 966,635 84 | 181,282 77 | | |
| Reading, Marietta and Hanover, | | 82,587 11 | 2,876,822 51 | 110,500 00 | 5 and 6 |
| Reynoldsville and Eldred, | 170,000 00 | 2,118 60 | 82,587 11 | | |
| Ridgway and Clearfield, | 491,000 00 | 8,486 11 | 178,486 11 | 5,000 00 | 6 |
| River Front, | 216,000 00 | 164,143 81 | 491,500 80 | 24,550 00 | 5 |
| | | | 380,143 81 | 9,720 00 | 4½ |

| | | | |
|--|---------------|--------------|-------------|
| Rupert and Bloomsburg, | 20,852 89 | 10,500 00 | 7 |
| Sillisbury, | 151,841 00 | 51,000 00 | 4½ and 6 |
| Schuylkill and Lehigh, | 1,081,448 45 | 225,000 00 | 5 |
| Schuylkill River East Side, | 4,500,000 00 | | |
| Schuylkill River West Side, | 1,359 10 | | |
| Schuylkill Valley Navigation Railroad, | 404 80 | | |
| Sewickley and Jeannette, | 3,000 00 | | |
| Shade Creek, | 137 16 | | |
| Shamokin, Sunbury and Lewisburg, | 2,000,250 45 | 110,000 00 | 5 and 6 |
| Shamokin Valley and Pottsville, | 2,073,375 00 | 140,000 00 | 7 |
| Sharon, | 164,000 00 | 7,390 00 | 4½ |
| Sharpsville, | 115,133 77 | | |
| Shelford and Spring Creek, | 12,000 00 | | |
| Shenango Valley, | 67,787 33 | | |
| Sinnehoning Valley, | 203 53 | | |
| Slate Run, | 12,006 84 | | |
| Somerset County, | 6,000 00 | | 6 |
| Somerset and Cambria, | 754,500 00 | 29,500 00 | 5 and 6 |
| South Easton and Phillipsburg, | 7,899 12 | | |
| South Fork, | 76,766 75 | | |
| South-West Pennsylvania, | 31,115 64 | 63,000 00 | 7 |
| State Line and Sullivan, | 23,041 11 | 16,800 00 | 6 |
| Stony Creek, | 575,821 08 | 24,500 00 | 7 |
| Sunbury, Hazleton and Wilkes-Barre, | 3,364 30 | 142,100 00 | 5 and 7 |
| Sunbury and Lewistown, | 19,911 64 | 35,000 00 | 7 |
| Susquehanna and Buffalo, | 81,600 61 | 14,250 00 | 5 |
| Susquehanna and Clearfield, | 33,000 00 | | |
| Tamaqua, Hazleton and Northern, | 21,156 98 | | |
| Tiaghoughton and Fahnastalk, | 342 00 | 759,842 00 | 5 and 7 |
| Tioga, | 40,182 14 | 50,475 00 | |
| Tionesta Valley, | 1,285 28 | | |
| Trenton Cut-off, | 141,570 87 | | |
| Trexcow, | 37,635 06 | | |
| Turtle Creek Valley, | 59,065 04 | 50,000 00 | 5 |
| Tyrone and Clearfield, | 18,896 70 | | |
| Union, | 36,468 03 | 6,923 00 | 7 |
| Waynesburg and Washington, | 12,318 13 | 3,750 00 | 5 |
| West Chester, | 649,778 03 | 225,616 80 | 3½, 4 and 6 |
| Western Maryland, | 32,611,652 93 | 1,538,038 65 | 5, 6 and 7 |
| Western New York and Pennsylvania, | 642,123 09 | 192,640 00 | 4 and 6 |
| Western Pennsylvania, | 24,095 97 | 275,000 00 | 5 |
| Wheeling, Pitsburg and Baltimore, | | | |
| Wilcox and Rocky Run, | 383 59 | 393 59 | |

TABLE B—DEBT AND INTEREST—CONTINUED.

| NAME OF COMPANY. | Total amount now of funded debt. | Total amount now of current liabilities. | Total amount now of funded debt and cur- rent liabilities. | Amount of interest accrued during year. | Rate per cent. per annum of interest. |
|---------------------------------|-------------------------------------|---|--|--|--|
| Wilkes-Barre and Harvey's Lake, | \$500,000 00 | \$176,981 78 | \$176,981 78 | .. | 4 1/2 |
| Wilkes-Barre and Scranton, | 620,000 00 | 69,273 68 | 569,273 68 | .. | 5 |
| Wilkes-Barre and Western, | 230,000 00 | .. | 230,000 00 | .. | 6 |
| WilliamSPORT and Clearfield, | 377,900 00 | 25,995 17 | 403,895 17 | 24,175 80 | 6 |
| WilliamSPORT and North Branch, | 534,000 00 | 237,043 88 | 771,043 88 | 26,250 00 | 5 |
| Wind Gap and Delaware, | .. | 126,821 68 | 126,821 68 | .. | . . . . . |
| Youghiogheny, Northern, | .. | 1,569 40 | 1,569 40 | .. | . . . . . |
| | \$928,682,841 10 | \$110,821,885 48 | \$1,044,710,918 98 | \$46,417,682 64 | |

TABLE C.—COST OF ROAD AND EQUIPMENT.

| NAME OF COMPANY. | Total cost of roads owned. | Total cost of equipment owned. | Total cost of road and equipment to June 30, 1892. | Cost of additions for the year ending June 30, 1892. | Average cost of construction per mile of road. | Average cost of equipment per mile of road. |
|-----------------------------------|----------------------------|--------------------------------|--|--|--|---|
| Addison and Pennsylvania, | \$1,361,965 71 | ..... | \$1,961,965 71 | \$30,313 97 | \$33,204 04 | ..... |
| Allegheny and Kinzua, | 40,982,987 23 | \$1,564,617 00 | 801,187 97 | 18,498,083 93 | 157,445 21 | 6,010 82 |
| Allegheny Valley, | 1,086,747 94 | ..... | 1,085,747 94 | ..... | 288,001 96 | ..... |
| Allentown, | 1,976,846 05 | ..... | 976,846 05 | 17,443 98 | ..... | ..... |
| Allentown Terminal, | ..... | ..... | 86,885 00 | 31,295 00 | ..... | ..... |
| Altoona, Clearfield and Northern, | 258,350 74 | ..... | 258,350 74 | ..... | 21,838 61 | ..... |
| Arnott and Pine Creek, | 1,880,016 50 | ..... | 1,880,016 50 | ..... | 20,732 31 | ..... |
| Bald Eagle Valley, | 1,454,102 18 | ..... | 1,454,102 18 | 878 72 | ..... | ..... |
| Baltimore and Harrisburg, | 4,786,571 65 | ..... | 4,786,571 65 | 2,070 36 | 56,712 93 | ..... |
| Baltimore and Lehigh, | 9,840,000 00 | 20,953 83 | 9,860,953 83 | 2,547,809 37 | 164,824 12 | 350 98 |
| Baltimore and Philadelphia, | 388,023 99 | 107,875 00 | 495,898 99 | ..... | 11,935 55 | ..... |
| Bangor and Portland, | 450,000 00 | 33,204 14 | 483,204 14 | 18,009 87 | ..... | ..... |
| Barclay Coal Company's Railroad, | 104,561 35 | ..... | 111,599 92 | 8,962 18 | 20,912 27 | 1,407 71 |
| Beaver and Elwood, | 2,303,202 13 | 7,088 57 | 2,303,202 13 | 2,892 38 | 46,841 61 | ..... |
| Bedford and Bridgeport, | 10,000,000 00 | ..... | 10,000,000 00 | ..... | 72,663 80 | ..... |
| Beech Creek, | 518,306 59 | ..... | 518,306 59 | 18,306 59 | ..... | ..... |
| Bellefonte Central, | 50,425 09 | ..... | 50,425 09 | ..... | 6,308 14 | ..... |
| Berlin, | 75,926 19 | ..... | 75,926 19 | ..... | 11,046 60 | ..... |
| Berlin Branch, | 1,197,650 00 | ..... | 1,197,650 00 | ..... | ..... | ..... |
| Bloomsburg and Sullivan, | 522,870 83 | 91,052 73 | 613,923 56 | 123 24 | 18,299 24 | 2,315 68 |
| Bradford, Bordell and Kinzua, | 105,259 64 | 11,776 49 | 117,036 13 | ..... | 10,289 31 | ..... |
| Bradford, Bordell and Smethport, | 552,428 50 | ..... | 552,428 50 | 2,896 07 | ..... | ..... |
| Bradford, Eldred and Cuba, | 26,170 72 | ..... | 31,283 93 | 1,403 21 | ..... | ..... |
| Bradford and Western, | 21,195 26 | 5,113 21 | 21,195 26 | ..... | 5,652 07 | ..... |
| Brockport and Shawmut, | 20,000 00 | 5,000 00 | 25,000 00 | ..... | ..... | ..... |
| Brownstone and Middletown, | 3,109,943 61 | 3,573,399 73 | 3,109,943 61 | 1,685 27 | 84,029 82 | ..... |
| Buffalo, Bradford and Pittsburg, | 16,751,237 95 | ..... | 20,124,637 68 | 354,184 22 | 63,396 42 | ..... |
| Buffalo, Rochester and Pittsburg, | 100,000 00 | ..... | 100,000 00 | ..... | 24,067 30 | ..... |
| Bustleton, | ..... | ..... | ..... | ..... | ..... | ..... |

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 to June 30, 1892. | Cost of additions for the year ending June 30, 1892. | Average cost of construction per mile of road. | Average cost of equipment per mile of road. |
|--|----------------------------|--------------------------------|--|--|--|---|
| Cambria and Clearfield, | \$1,864,155 84 | \$135,150 00 | \$1,864,155 84 | \$1,281,434 79 | \$30,584 99 | \$4,950 55 |
| Catawqua and Fogelaville, | 576,628 02 | | 711,778 02 | 72 70 | 21,121 90 | |
| Catawissa, | 6,206,688 08 | 4,240 00 | 6,206,688 08 | | | |
| Chambersburg and Gettysburg, | 200,000 00 | | 204,240 00 | | | |
| Chartiers, | 1,121,762 17 | | 1,121,762 17 | | 49,286 56 | |
| Chester Creek, | 457,100 00 | | 457,100 00 | 58,135 69 | 68,328 00 | |
| Chester and Delaware River, | 310,117 53 | | 310,117 53 | | | |
| Chestnut Hill, | 120,650 00 | | 120,650 00 | | 30,162 50 | |
| Clarton River, | 104,427 78 | 8,520 05 | 112,947 83 | 62,169 68 | 8,702 31 | |
| Cleveland and Pittsburg, | 14,556,939 32 | 3,667,808 74 | 18,224,746 06 | 272,965 45 | 73,393 87 | 18,462 52 |
| Colebrookdale, | 672,341 93 | | 672,341 93 | | 60,426 47 | |
| Columbia and Port Deposit, | 2,406,786 78 | | 2,406,786 78 | 3,538 32 | | |
| Connecting, | 3,827,690 36 | | 3,827,690 36 | 75,441 75 | | |
| Corning, Cowanesque and Antrim, | 677,694 45 | 2,062,692 28 | 2,062,692 28 | | 53,468 17 | 8,862 75 |
| Cornwall, | 1,361,265 59 | 187,402 51 | 865,086 96 | 60 45 | | 14,791 04 |
| Cornwall and Lebanon, | 231,178 57 | 192,882 24 | 1,554,147 83 | 25,731 38 | | |
| Confucose and Oakland, | 202,518 00 | | 231,178 57 | 1,123 44 | 11,734 85 | |
| Coudersport and Port Allegheny, | | 69,950 00 | 272,468 00 | 9,000 00 | 13,236 00 | 4,110 00 |
| Cresson, Clearfield County and New York Short Route, | 1,821,944 85 | 31,563 07 | 1,853,507 92 | 3,665 96 | | |
| Cumberland Valley, | | | 2,206,158 14 | 139,336 15 | | |
| Crescent Connecting, | 13,141 28 | 585 33 | 13,728 61 | 13,728 61 | | |
| Danville and Shamokin, | 26,710 00 | | 26,710 00 | | | |
| Dauphin and Berks, | 100,000 00 | | 100,000 00 | | | |
| Delaware and Hudson Canal Company's Railroad, | 3,992,488 78 | 1,800,339 42 | 5,792,828 20 | 18,056 49 | 53,375 45 | 15,155 66 |
| Delaware, Lackawanna and Western, | 17,281,084 80 | 9,567,981 64 | 28,849,066 53 | 701,110 16 | 41,772 49 | 46,272 86 |
| Delaware River and Lancaster, | 551,564 92 | 8,620 00 | 559,174 92 | 8,618 92 | 48,774 20 | 525 39 |
| Delaware, Susquehanna and Schuylkill, | 1,060,724 52 | 70,464 43 | 1,131,608 95 | 578,287 74 | 16,366 58 | 1,093 06 |

| | | | | | |
|--|-----------------|-----------------|-----------------|------------|------------|
| Dillsburg and Mechanicsburg, | 215, 113 02 | 215, 113 02 | 215, 113 02 | 27, 936 75 | |
| Downingtown and Lancaster, | 706, 969 94 | 706, 969 94 | 706, 969 94 | 18, 614 21 | |
| Dunkirk, Allegheny Valley and Pittsburg, | 4, 278, 531 67 | 262, 725 00 | 4, 541, 258 67 | 47, 224 41 | 2, 899 83 |
| East Broad Top, | 943, 943 00 | 192, 526 09 | 1, 136, 469 09 | 30, 351 51 | 6, 190 55 |
| East Mahanoy, | 497, 792 68 | | 497, 792 68 | 35, 304 44 | |
| East Pennsylvania, | 1, 905, 586 01 | | 1, 905, 586 01 | | |
| Easton and Northern, | 283, 665 93 | | 283, 665 93 | | |
| Elmira and Williamsport, | 2, 218, 009 00 | 352, 000 00 | 2, 570, 000 00 | 29, 377 48 | 4, 662 25 |
| Emporium and Rich Valley, | 74, 201 50 | 13, 813 78 | 88, 015 28 | 37, 790 32 | 22, 442 59 |
| Eric and Pittsburg, | 3, 192, 148 79 | 1, 895, 725 18 | 5, 087, 873 97 | 11, 211 53 | |
| Eric and Wyoming Valley, | 5, 905, 456 21 | 115, 196 99 | 5, 420, 653 20 | 30, 143 56 | |
| Falls Creek, | 27, 198 80 | 2, 299 74 | 29, 496 63 | | |
| Gettysburg and Harrisburg, | 1, 111, 818 35 | 95, 302 83 | 1, 207, 121 28 | 9, 065 63 | 2, 794 42 |
| Grassie Island, | 9, 703 70 | | 9, 703 70 | 32, 133 48 | 9, 703 70 |
| Hanover and York, | 371, 826 48 | | 371, 826 48 | 20, 263 02 | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1, 881, 210 09 | | 1, 881, 210 09 | 35, 005 77 | |
| Huntingdon and Broad Top Mountain, | 5, 574, 417 34 | 265, 927 55 | 5, 840, 344 89 | 43, 674 32 | |
| Hunter's Run and Slate Belt, | 43, 727 86 | 8, 990 00 | 52, 717 86 | 52, 717 86 | 1, 634 54 |
| Ironton, | 183, 000 00 | 17, 000 00 | 200, 000 00 | | |
| Jamestown and Franklin, | 2, 638, 230 08 | | 2, 638, 230 08 | 6, 365 26 | |
| Jefferson, | 6, 574, 581 83 | | 6, 574, 581 83 | 1, 796 48 | |
| Johnsonburg, | 400, 953 34 | | 400, 953 34 | 171 75 | |
| Junction, | 1, 034, 829 40 | | 1, 034, 829 40 | | |
| Kennington and Tacony, | 296, 189 48 | | 296, 189 48 | 81, 201 77 | |
| Kinzua Creek and Kane, | 50, 187 08 | 22, 397 47 | 72, 584 55 | 6, 984 02 | |
| Lackawanna and Montrose, | 134, 438 91 | | 134, 438 91 | 95, 066 19 | |
| Lake Shore and Michigan Southern, | 66, 700, 000 00 | 17, 300, 000 00 | 84, 000, 000 00 | 12, 828 14 | |
| Lehigh and Lackawanna, | 970, 500 00 | | 970, 500 00 | 77, 634 87 | 20, 136 18 |
| Lehigh and Susquehanna, | 15, 045, 697 42 | | 15, 045, 697 42 | 38, 665 33 | |
| Lehigh Valley, | 17, 852, 916 72 | 20, 098, 054 67 | 38, 051, 001 39 | 93, 608 52 | |
| Lewisburg and Tyrone, | 1, 696, 287 94 | | 1, 696, 287 94 | | |
| Ligonier Valley, | 245, 866 69 | 30, 440 20 | 276, 306 89 | 18, 461 66 | |
| Little Saw Mill Run, | 191, 642 61 | 156, 090 67 | 347, 742 28 | 23, 416 87 | 2, 899 07 |
| Little Schuylkill Navigation, | 2, 405, 943 75 | | 2, 405, 943 75 | 63, 890 87 | 52, 033 22 |
| Littletown, | 74, 850 00 | | 74, 850 00 | 77, 361 53 | |
| Loyalsock, | 301, 227 61 | | 301, 227 61 | 8, 043 38 | |
| Lykens Valley, | 578, 767 24 | 17, 000 00 | 595, 767 24 | 29, 379 06 | 862 95 |
| McKeesport and Bessemer, | 538, 462 90 | | 538, 462 90 | 97, 255 36 | |
| McKeesport Connecting, | 33, 211 28 | 19, 220 34 | 52, 431 62 | 6, 828 72 | |
| Manoning Valley, | 71, 092 34 | 112, 650 24 | 183, 742 58 | 21, 562 62 | |
| Martin's Creek, | 30, 000 00 | | 30, 000 00 | 14, 420 15 | 22, 847 94 |
| | | | | 2, 000 00 | |

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 to June 30, 1892. | Cost of additions for the year ending June 30, 1892. | Average cost of construction per mile of road. | Average cost of equipment per mile of road. |
|---|----------------------------|--------------------------------|--|--|--|---|
| Mauch Chunk, Summit Hill and Switch Back, | \$2,386 21 | | \$2,886 21 | \$2,386 21 | \$132 56 | |
| Meadville and Linesville, | 383,000 00 | | 383,000 00 | 17,000 00 | | |
| Middletown and Hummelstown, | 127,520 61 | | 127,520 61 | 5,669 73 | | |
| Mifflin and Centre County, | 365,939 39 | | 365,939 39 | | 20,727 00 | |
| Mill Creek and Mine Hill, | 323,045 00 | | 323,045 00 | | 85,000 00 | |
| Mine Hill and Schuylkill Haven, | 4,165,572 49 | | 4,165,572 49 | | 28,332 43 | |
| Monongahela Connecting, | 680,983 65 | \$36,212 25 | 717,195 90 | 11,172 71 | 217,566 66 | \$11,569 39 |
| Monongahela River and Streets Run, | 32,020 29 | 100 00 | 32,120 29 | | 29,109 34 | 90 91 |
| Mont Alto, | 218,204 75 | 16,795 25 | 235,000 00 | | 10,970 57 | 844 41 |
| Montour, | 116,214 44 | 88,844 48 | 200,058 92 | | 11,880 75 | 1,475 29 |
| Montrose, | 532,661 18 | 41,308 13 | 573,969 31 | | 113,126 18 | |
| Mount Carbon and Port Carbon, | 282,815 45 | | 282,815 45 | | | |
| Mount Carmel and Natalie, | 91,993 11 | | 91,993 11 | | | |
| Mount Jewett, Kinzua and Wrightsville, | 126,459 17 | 15,432 85 | 141,892 02 | 10,015 39 | | |
| Mount Penn Gravity, | 110,209 78 | 29,238 78 | 139,448 56 | 9,366 25 | 13,776 01 | 3,654 85 |
| Mount Pleasant and Broadford, | 208,983 07 | | 203,983 07 | 815 26 | 21,029 18 | |
| Nascopec, | 460,395 28 | | 460,395 28 | | 38,494 58 | |
| Neaquehoning Valley, | 1,418,756 35 | | 1,418,756 35 | | 85,159 45 | |
| Neversink Mountain, | 157,603 64 | 68,371 55 | 220,975 19 | 40,446 71 | 19,700 45 | 7,921 44 |
| Newcastle and Beaver Valley, | 877,059 84 | | 877,059 84 | | 58,548 00 | |
| Newcastle and Shermango Valley, | 540,883 40 | | 540,883 40 | | | |
| Newport and Sherman's Valley, | 197,200 00 | 18,450 00 | 215,650 00 | | | |
| New York, Lake Erie and Western, | 155,577 435 51 | 7,161,977 75 | 162,739,413 26 | 1,118,320 82 | | |
| New York, Lake Erie and Western Coal, | 2,070,701 85 | | 2,070,701 85 | 3,408 91 | 48,111 06 | |
| New York, Chicago and St. Louis, | 46,084,684 85 | 3,616,721 50 | 49,701,406 35 | | 90,098 14 | 7,117 99 |
| New York and North Pennsylvania, | 101,669 85 | | 101,669 85 | | | |
| New York, Pennsylvania and Ohio, | 162,225,165 29 | 15,315 66 | 162,240,480 95 | 1,659 85 | 287,908 83 | 27 18 |
| New York, Susquehanna and Western, | 27,205,136 42 | 2,014,862 15 | 29,219,998 57 | 482,005 37 | 202,073 30 | 14,985 92 |

| | | | | | | |
|---|---------------|---------------|----------------|--------------|------------|-----------|
| Nittany Valley, | 166,854 85 | 14,573 88 | 181,428 68 | 4,439 40 | 29,689 48 | 2,593 21 |
| Northern Central, | 15,055 978 67 | 4,946,881 60 | 20,002,310 27 | 770,235 67 | 109,101 29 | 85,842 98 |
| North East Pennsylvania, | 708,701 84 | | 708,701 84 | 31,452 23 | 27,688 65 | |
| North Pennsylvania, | 10,315,883 97 | 1,760,985 66 | 12,066,819 62 | 37,399 65 | 49,619 45 | 8,422 01 |
| North and West Branch, | 3,354,926 60 | | 3,354,926 60 | 8,095 99 | 70,157 39 | |
| Ohio and Baltimore Short Line, | 1,541,022 92 | | 1,541,022 92 | 8,095 99 | 165,701 39 | |
| Ohio Connecting, | 1,843,891 04 | | 1,843,891 04 | 25,131 89 | 410,975 85 | |
| Ontario, Cardonale and Scranton, | 3,547,803 29 | | 3,547,803 29 | 52,817 36 | 66,116 85 | |
| Pennsylvania, | 66,476,527 53 | 82,598,499 72 | 99,075,027 25 | 5,071,710 48 | 130,420 29 | 68,954 99 |
| Pennsylvania Company, | 1,780,367 15 | 5,130,238 69 | 6,910,604 84 | 667,016 41 | | |
| Pennsylvania and New York Canal and Railroad, | 8,124,390 65 | 506,910 00 | 8,124,390 65 | 35,350 52 | | |
| Pennsylvania, Poughkeepsie and Boston, | 3,850,452 25 | | 4,357,302 26 | | 79,276 94 | 10,456 69 |
| Pennsylvania Schuylkill Valley, | 14,868,443 60 | | 14,368,443 60 | 536,635 32 | 119,547 74 | |
| Pennsylvania and Western, | 100,000 00 | | 100,000 00 | | | |
| Pennsylvania and North Western, | 3,830,192 07 | 255,204 10 | 4,085,396 17 | 400,243 62 | | |
| Penn Gas Coal Company's Railroad, | 347,148 62 | 30,738 62 | 377,887 24 | | | |
| People's, | 96,004 94 | 27,287 29 | 123,292 63 | | | |
| Perkiomen, | 2,065,999 82 | 4,257 08 | 2,069,646 85 | 430 57 | 54,165 97 | 110 57 |
| Perry County, | 120,399 06 | 8,477 80 | 128,876 88 | 7,754 99 | | |
| Philadelphia and Baltimore Central, | 4,024,482 86 | 92,186 48 | 4,116,669 32 | 32,315 18 | 54,621 00 | 1,251 00 |
| Philadelphia Belt Line, | 88,302 06 | | 88,302 06 | 63,983 78 | | |
| Philadelphia and Chester Valley, | 1,086,662 36 | | 1,086,662 36 | 289 70 | | |
| Philadelphia and Erie, | 30,223,890 71 | | 30,223,890 71 | 128,426 28 | 105,102 87 | |
| Philadelphia, Germantown and Chestnut Hill, | 2,304,717 99 | | 2,304,717 99 | 304,717 99 | 296,296 28 | |
| Philadelphia, Germantown and Norristown, | 1,914,367 52 | 867,988 09 | 2,282,355 61 | | 88,242 26 | 12,580 79 |
| Philadelphia, Harrisburg and Pittsburg, | 3,143,841 33 | | 3,143,841 33 | 104,207 63 | | |
| Philadelphia and Lehigh Valley, | 22,184 90 | | 22,184 90 | | 554 62 | |
| Philadelphia, Newtown and New York, | 1,900,000 00 | | 1,900,000 00 | | 90,909 09 | |
| Philadelphia and Reading, | 86,653,525 33 | 19,614,490 54 | 106,668,006 87 | 3,649,109 66 | | |
| Philadelphia and Reading Terminal, | 6,122,113 49 | | 6,122,113 49 | 4,882,639 74 | | |
| Philadelphia and Trenton, | 3,713,175 33 | | 3,713,175 33 | 188,580 28 | 140,119 82 | |
| Philadelphia, Wilmington and Baltimore, | 481,399 06 | | 15,414,753 27 | | 127,827 79 | |
| Pickering Valley, | 4,637,379 61 | | 4,637,379 61 | | 423,601 69 | |
| Pine Creek, | 352,498 47 | 30,469 93 | 382,968 40 | 31,660 44 | 61,997 05 | |
| Pittsburg and Castle Shannon, | 935,541 87 | 243,959 65 | 179,501 02 | 21,525 82 | 43,112 50 | 11,242 38 |
| Pittsburg, Chartiers and Youghiogheny, | | | | | | |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 15,089,956 60 | 1,734,411 53 | 90,283,270 26 | 5,306,665 31 | 101,074 97 | 11,656 00 |
| Pittsburg and Connellsville, | 35,018,115 02 | 10,630,648 23 | 16,774,968 13 | 154,643 52 | 74,506 62 | 22,660 98 |
| Pittsburg, Fort Wayne and Chicago, | | | 45,608,763 30 | 1,015,184 73 | | |

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 to June 30, 1892. | Cost of additions for the year ending June 30, 1892. | Average cost of construction per mile of road. | Average cost of equipment per mile of road. |
|---|----------------------------|--------------------------------|--|--|--|---|
| Pittsburg Junction, | \$3,246,507 89 | \$37,323 15 | \$3,283,831 04 | \$88,232 04 | \$472,563 00 | \$5,432 78 |
| Pittsburg and Lake Erie, | 6,557,397 57 | 2,718,707 49 | 9,276,105 06 | 847,489 00 | 92,448 86 | 88,829 44 |
| Pittsburg, McKeesport and Youghiogheny, | 7,326,603 21 | 383,046 79 | 7,709,650 00 | | 81,415 75 | 4,256 55 |
| Pittsburg and Moon Run, | 166,095 84 | 11,900 00 | 177,995 84 | | | |
| Pittsburg, Shenango and Lake Erie, | 6,076,188 85 | 20,733 85 | 6,096,922 70 | 459,935 59 | | |
| Pittsburg, Virginia and Charleston, | 6,101,940 85 | | 6,104,940 85 | 306,160 14 | 84,182 85 | |
| Pittsburg and Western, | | | 24,692,230 83 | 987,498 38 | | |
| Pittsburg, Youngstown and Ashtabula, | 6,124,365 65 | 568,428 21 | 6,692,793 86 | 16,424 27 | 48,920 72 | 4,540 52 |
| Plymouth, | 286,545 19 | | 286,545 19 | | | |
| Pomeroy and Newark, | 502,056 25 | | 502,056 25 | | | |
| Reading and Columbia, | 2,197,782 78 | 245,241 18 | 2,443,023 96 | 450 00 | 18,803 60 | |
| Reading, Marietta and Hanover, | 332,587 11 | | 332,587 11 | | | |
| Rew City and Elkhed, | 108,899 37 | 4,219 23 | 113,118 60 | | 8,965 54 | 337 54 |
| Reynoldsville and Falls Creek, | 325,526 50 | 26,051 32 | 351,577 82 | 5,202 51 | 22,450 11 | 1,796 64 |
| Ridgway and Clearfield, | 985,970 60 | | 985,970 60 | 500 80 | 36,208 98 | |
| River Front, | 604,988 01 | | 604,988 01 | 12,288 31 | 156,727 46 | |
| Rochester, Beaver Falls and Western, | 48,126 76 | | 48,126 76 | | | |
| Rupert and Bloomsburg, | 58,046 00 | | 58,046 00 | 2,278 43 | | |
| Salisbury, | 258,977 46 | 11,840 72 | 270,818 18 | 2,116 22 | 22,134 82 | |
| Schuylkill and Lehigh, | 1,063,800 32 | | 1,063,800 32 | | | |
| Schuylkill River, East Side, | 9,000,000 00 | | 9,000,000 00 | | | |
| Schuylkill River, West Side, | 2,859 10 | | 2,859 10 | | | |
| Schuylkill Valley Navigation Railroad, | 576,840 94 | | 576,840 94 | | 52,440 08 | |
| Sewickley and Jeannette, | 8,000 00 | 3,075 25 | 11,075 25 | 4,975 25 | | |
| Shade Creek, | 9,530 59 | | 9,530 59 | | | |
| Shamokin, Sunbury and Lewisburg, | 3,048,281 62 | | 3,048,281 62 | | | |
| Shamokin Valley and Pottsville, | 2,876,166 20 | | 2,876,166 20 | | 96,364 98 | |
| Sharon, | 617,346 20 | | 617,346 20 | | 23,604 08 | |
| Sharpsville, | 423,840 24 | 26,866 10 | 450,706 34 | | 20,620 66 | 1,308 14 |

| | | | | | |
|--|---------------|--------------|------------|-----------|------------|
| Sheffield and Spring Creek, | 38,960 50 | 38,960 50 | 70,826 46 | 65,531 96 | |
| Shenango Valley, | 127,757 33 | 127,757 33 | | 7,368 95 | |
| Sinnemahoning Valley, | 90,000 00 | 90,000 00 | | 4,383 82 | 1,016 18 |
| Slate Run, | 65,757 31 | 15,242 69 | | | |
| Slatington, | 1,733 29 | | | | |
| Somerset County, | 74,300 00 | | | | |
| Somerset and Cambria, | 1,337,300 45 | | 1,884 61 | 23,651 89 | |
| South Chester, | 18,888 38 | | | | |
| South Easton and Philipsburg, | 82,899 12 | | | | |
| South Fork, | 97,374 95 | | 70,826 46 | 11,991 98 | |
| South Penn Railway and Mining Company, | 1,425,000 00 | | | 66,588 79 | |
| Southwest Pennsylvania, | 2,438,854 49 | | 20,443 31 | 22,383 02 | |
| State Line (Pittsburg), | 232,395 05 | | 48,998 56 | 55,069 91 | |
| State Line and Sullivan, | 1,207,851 48 | 38,500 00 | | | |
| Stewart, | 7,114 20 | | | | |
| Stewartstown, | 68,899 17 | | | | |
| Stony Creek, | 548,922 54 | 8,148 48 | 3,056 26 | 53,293 45 | 38 54 |
| Sunbury, Hazleton and Wilkes-Barre, | 8,535,123 71 | 397 34 | 13 75 | 81,379 45 | |
| Sunbury and Lewisport, | 1,100,000 00 | | | | |
| Susquehanna and Buffalo, | 19,911 64 | | | | |
| Susquehanna and Clearfield, | 570,912 55 | | | 22,928 25 | |
| Tamaqua, Hazleton and Northern, | 332,869 84 | | | | |
| Tiadaughton and Fahnastalk, | 49,908 53 | | | | |
| Tioga, | | | | 31,785 84 | |
| Tionesta Valley, | 167,216 97 | 76,577 90 | 6,364 00 | 4,629 37 | 3,828 80 |
| Tipton, | 43,250 00 | | | 9,740 99 | |
| Trenton Cut-off, | 1,301,158 32 | | 49,342 27 | 82,876 30 | |
| Tresckow, | 271,570 87 | | 553 47 | 35,922 07 | |
| Trout Run, | 38,016 43 | 1,915 00 | 1,791 43 | | |
| Turtle Creek Valley, | 279,006 67 | | 74,096 17 | 48,800 11 | |
| Tyrone and Clearfield, | 2,100,560 95 | | 86,030 70 | 16,896 40 | |
| Union, | 18,998 98 | | 1,905 97 | | |
| Ursina and North Fork, | 27,000 00 | 3,000 00 | | | |
| Warren and Farnsworth, | 126,413 90 | 45,865 93 | | 8,212 00 | 3,005 00 |
| Waynesburg and Washington, | 201,722 59 | 52,233 16 | | 7,165 99 | 1,855 53 |
| West Chester, | 281,724 38 | | | 56,344 88 | |
| Western Maryland, | 5,452,236 29 | | 55,434 49 | 60,580 40 | |
| Western New York and Pennsylvania, | 58,857,158 73 | 3,937,518 07 | 287,039 93 | 92,979 82 | 6,220 31 |
| Western Pennsylvania, | 6,272,400 73 | | | 53,537 05 | |
| Wheeling, Pittsburg and Baltimore, | 7,131,832 39 | | 19,519 26 | | 108,366 51 |
| Wilcox, | 21,625 60 | | | | |
| Wilcox and Rocky Run, | 19,777 53 | 5,813 93 | | 8,160 60 | 726 74 |
| Wilkes-Barre and Harvey's Lake, | 326,981 78 | | 24,665 70 | 2,472 19 | |
| | | | | 24,220 87 | |

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 to June 30, 1892. | Cost of additions for the year ending June 30, 1892. | Average cost of construction per mile of road. | Average cost of equipment per mile of road. |
|--|----------------------------|--------------------------------|--|--|--|---|
| Wilkes-Barre and Scranton, | \$1,069,273 68 | | \$1,069,273 68 | \$213,983 14 | \$276,298 10 | |
| Wilkes-Barre and Western, | 1,082,840 94 | | 862,000 00 | | 40,106 22 | \$966 66 |
| Williamson and North Branch, | 2,044,902 82 | \$26,100 00 | 1,108,940 94 | | 23,129 77 | 3,892 58 |
| Wind Gap and Northern, | 176,821 68 | 344,143 04 | 2,389,045 86 | 63,363 11 | 16,311 96 | |
| Wind Gap and Delaware, | 400,000 00 | | 176,821 68 | 13,782 98 | | |
| Youghiogheny, Northern, | 400,000 00 | | 400,000 00 | | | |
| | \$1,203,692,032 17 | \$163,738,314 34 | \$1,503,242,958 91 | \$58,032,157 90 | | |

TABLE D—MILEAGE.

| NAME OF COMPANY. | Length of main line of road in miles. | Length in miles of branch roads owned. | Length of line operated under lease, contract or otherwise. | Total number of miles operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of all tracks, including yard tracks, sidings and spurs. | Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania. |
|--------------------------------------|---------------------------------------|--|---|---------------------------------|---|--|---|---|
| Addison and Pennsylvania, | 41.00 | | 5.00 | 46.00 | 35.50 | | 49.51 | 37.99 |
| Allegheny and Kinzua, | 37.00 | 6.00 | | 43.00 | 30.00 | | 43.30 | 43.30 |
| Allegheny Valley, | 242.20 | 18.10 | | 260.30 | 260.30 | | 416.69 | 416.69 |
| Allentown, | 4.50 | | | 0 | | | | |
| Allentown Terminal, | 3.39 | | | 0 | | | | |
| Altoona, Clearfield and Northern, | 18.00 | | | 13.00 | 13.00 | 5.00 | 13.50 | 13.50 |
| Arnot and Pine Creek, | 11.83 | | | 0 | | | | |
| Bald Eagle Valley, | 51.20 | 39.48 | | 0 | | | | |
| Baltimore and Cumberland Valley, Ex- | 4.55 | | | 0 | | | | |
| tension, | 26.52 | | | 0 | | | | |
| Baltimore and Harrisburg, | 58.07 | 7.03 | 15.00 | 81.00 | 61.90 | | 81.00 | 61.90 |
| Baltimore and Lehigh, | 84.40 | | | 84.40 | 40.00 | | 91.64 | 43.02 |
| Baltimore and Harrisburg Western Ex- | | | | | | | | |
| tension, | 15.00 | | | 0 | | | | |
| Baltimore and Philadelphia, | 36.80 | 22.90 | | 59.70 | 42.30 | | 113.80 | 96.40 |
| Bangor and Portland, | 27.97 | 4.54 | 8.00 | 40.51 | 40.51 | | 40.51 | 40.51 |
| Barclay, | 14.02 | | | 14.02 | 14.02 | | 14.02 | 14.02 |
| Beaver and Elwood, | 3.00 | | | 3.00 | 3.00 | 1.25 | 5.00 | 5.00 |
| Bedford and Bridgeport, | 38.70 | 10.47 | | 0 | | | | |
| Beech Creek, | 105.16 | 32.46 | 15.80 | 153.42 | 153.42 | 5.65 | 207.73 | 207.73 |
| Bellefonte Central, | 27.50 | | | 27.50 | 27.50 | 1.00 | 30.44 | 30.44 |
| Berlin, | 8.00 | | | 8.00 | 8.00 | | 8.94 | 8.94 |
| Berlin Branch, | 7.00 | | | 7.00 | 7.00 | | 7.00 | 7.00 |
| Bloomsburg and Sullivan, | 29.00 | | | 29.00 | 23.00 | | 35.20 | 35.20 |
| Bradford, | 14.75 | | | 0 | | | | |
| Bradford, Bordell and Kinzua, | 27.16 | | 12.16 | 39.32 | 39.32 | | 46.72 | 46.72 |

TABLE D—MILEAGE—CONTINUED.

| NAME OF COMPANY. | Length of main line of road in miles. | Length in miles of branch roads owned. | Length of line operated under lease, contract or otherwise. | Total number of miles operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of all tracks, including yard tracks, sidings and spurs. | Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania. |
|--|---------------------------------------|--|---|---------------------------------|---|--|---|---|
| Bradford, Bordell and Smethport, | 10.23 | | 29.98 | ^d 34.29 | 5.74 | | 34.29 | 5.74 |
| Bradford, Eldred and Cuba, | 4.31 | | | ^x 4.15 | 4.15 | | 6.15 | 6.15 |
| Bradford, Richburg and Cuba, | 9.36 | | | ^r 2.50 | 2.50 | | 4.83 | 4.83 |
| Bradford and Western Pennsylvania, | 4.15 | | | ^y 268.23 | 122.26 | | 394.16 | 153.96 |
| Brockport and Shawmut, | 3.75 | | | ⁿ 27.30 | 27.30 | 20.78 | 31.70 | 31.70 |
| Brownstone and Middletown, | 2.50 | | | ^o 10.00 | 10.00 | | 10.50 | 10.50 |
| Buffalo, Bradford and Pittsburg, | 26.17 | 10.84 | | ^a 5.70 | 5.70 | | 10.40 | 10.40 |
| Buffalo, Rochester and Pittsburg, | 240.65 | 11.56 | 16.02 | ^g 12.00 | 12.00 | 5.00 | 12.00 | 12.00 |
| Bustleton, | 4.16 | | | ^s 0 | 0 | | 0 | 0 |
| Cambria and Clearfield, | 9.45 | 51.50 | | ⁿ 93.50 | 78.50 | | 139.30 | 89.60 |
| Catawauqua and Fogelsville, | 27.80 | | | ⁿ 12.67 | 12.67 | | 28.28 | 28.28 |
| Catawissa, | 94.09 | | | ⁿ 24.12 | 24.12 | | 45.09 | 45.09 |
| Chambersburg and Gettysburg, | 10.00 | | | ^c 19.70 | 12.50 | .30 | 21.54 | 21.54 |
| Chartiers, | 22.76 | | | | | | | |
| Chester Creek, | 6.69 | | | | | | | |
| Chester and Delaware River, | 5.70 | | | | | | | |
| Chestnut Hill, | 4.00 | | | | | | | |
| Clarion River, | 12.00 | | | | | | | |
| Cleveland and Pittsburg, | 198.34 | | | | | | | |
| Colebrookdale, | 12.80 | | | | | | | |
| Columbia and Port Deposit, | 39.83 | 3.70 | | | | .86 | | |
| Connecticut, | 6.75 | | | | | | | |
| Corning, Cowanesque and Antrim, | 53.00 | 40.50 | | | | | | |
| Cornwall, | 12.67 | | | | | | | |
| Cornwall and Lebanon, | 21.66 | 2.46 | | | | | | |
| Confluence and Oakland, | 19.70 | | | | | | | |
| Condensport and Pine Creek, | 5.00 | | | | | | | |

| | | | | | | | | | |
|---|--------|-------|--------|----------|----------|--------|--------|----------|--------|
| Coudersport and Port Allegheny, | 17.00 | | 5.00 | 22.00 | 22.00 | 22.00 | 22.00 | 26.00 | 26.00 |
| Cresson, Clearfield County and New York Short Route, | 27.50 | 2.22 | | 29.72 | 29.72 | 29.72 | 29.72 | 33.17 | 33.17 |
| Cumberland Valley, | 82.18 | | 62.75 | 144.93 | 144.93 | 97.30 | 97.30 | 203.86 | 144.58 |
| Delaware and Hudson Canal Company's Railroad, | 38.78 | 1.80 | 61.82 | 102.40 | 102.40 | 84.81 | 84.81 | 354.79 | 328.15 |
| Delaware, Lackawanna and Western, . . . | 194.61 | 16.73 | 576.95 | 788.29 | 788.29 | 217.75 | 217.75 | 1,865.76 | 560.22 |
| Delaware River and Lancaster, | 12.60 | | | 12.60 | 12.60 | 12.60 | 12.60 | 12.60 | 12.60 |
| Delaware, Susquehanna and Schuylkill, . . | 28.68 | 17.53 | 1.34 | 47.55 | 47.55 | 47.55 | 47.55 | 67.22 | 67.22 |
| Dillsburg and Mechanicsburg, | 7.70 | | | | | | | | |
| Downingtown and Lancaster, | 37.98 | | | | | | | | |
| Dunkirk, Allegheny Valley and Pittsburg, . | 90.60 | | | 90.60 | 90.60 | 48.30 | 48.30 | 106.00 | 58.10 |
| East Broad Top, | 31.10 | | 13.52 | 44.62 | 44.62 | 44.62 | 44.62 | 53.55 | 53.55 |
| East Mahanoy, | 14.10 | | | 0 | 0 | | | | |
| East Pennsylvania, | 36.00 | | | 0 | 0 | | | | |
| Elmira and Williamsport, | 75.55 | | | 0 | 0 | | | | |
| Erie and Pittsburg, | 84.47 | | | 0 | 0 | | | | |
| Erie and Wyoming Valley, | 48.00 | 13.00 | 1.25 | 62.25 | 62.25 | 62.25 | 62.25 | 89.25 | 89.25 |
| Falls Creek, | 3.00 | | | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 |
| Fayette County, | 12.66 | | | 12.66 | 12.66 | 12.66 | 12.66 | 12.66 | 12.66 |
| Ferry Mountain, | 21.00 | | | 21.00 | 21.00 | 21.00 | 21.00 | 21.00 | 21.00 |
| Gettysburg and Harrisburg, | 34.60 | | | 34.60 | 34.60 | 34.60 | 34.60 | 38.40 | 38.40 |
| Grassey Island, | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hanover and York, | 18.55 | | | | | | | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 35.59 | 18.15 | | | | | | | |
| Huntingdon and Broad Top Mountain, . . | 46.00 | 17.00 | | 62.00 | 62.00 | 62.00 | 62.00 | 80.00 | 80.00 |
| Hunter's Run and Slate Belt, | 8.00 | | | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |
| Ironton, | 9.00 | | | 9.00 | 9.00 | 9.00 | 9.00 | 12.00 | 12.00 |
| Jamestown and Franklin, | 50.91 | | | | | | | | |
| Jefferson, | 36.51 | 8.18 | | | | | | | |
| Johnsonburg, | 19.69 | | | | | | | | |
| Jones Lake, | 1.25 | | | | | | | | |
| Junction, | 3.56 | | | 3.56 | 3.56 | 3.56 | 3.56 | 9.54 | 9.54 |
| Kendall and Eldred, | 18.28 | | | | | | | | |
| Kensington and Tecony, | 3.15 | .62 | | | | | .87 | | |
| Kinzua, | 14.04 | | | | | | | | |
| Kinzua Creek and Kane, | 8.00 | | | 8.00 | 8.00 | 8.00 | 8.00 | 13.00 | 13.00 |
| Kinzua Valley, | 12.73 | | | 12.73 | 12.73 | 12.73 | 12.73 | 14.36 | 14.36 |
| Lackawanna and Montrose, | 10.48 | | | 10.48 | 10.48 | 10.48 | 10.48 | 11.31 | 11.31 |
| Lake Shore and Michigan Southern, . . . | 540.49 | | 586.04 | 1,446.19 | 1,446.19 | 102.49 | 102.49 | 2,516.32 | 156.55 |
| Lehigh and Lackawanna, | 25.10 | | | 25.10 | 25.10 | 25.10 | 25.10 | 25.10 | 25.10 |
| Lehigh and Susquehanna, | 105.33 | 63.66 | | 188.99 | 188.99 | 188.99 | 188.99 | 432.83 | 432.83 |

TABLE D—MILEAGE—CONTINUED.

| NAME OF COMPANY. | Length of main line of road in miles. | Length in miles of branch roads owned. | Length of line operated under lease, contract or otherwise. | Total number of miles operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of all tracks, including yard tracks, sidings and spurs. | Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania. |
|--|---------------------------------------|--|---|---------------------------------|---|--|---|---|
| Lehigh Valley. | 99.70 | 214.64 | | 0 | | | | |
| Lewisburg and Tyrone. | 77.50 | 7.58 | | % | | | | |
| Ligonier Valley. | 10.50 | | | 10.50 | 10.50 | | 10.50 | 10.50 |
| Little Saw Mill Run. | 3.00 | | | 3.00 | 3.00 | | 4.50 | 4.50 |
| Little Schuylkill Navigation. | 31.10 | 14.10 | | 0 | | | | |
| Littlestown. | 9.30 | | | % | | 7.48 | 32.92 | 32.92 |
| Loyalsock. | 25.95 | | | 0 | | | | |
| Lykens Valley. | 19.70 | | | 0 | | | | |
| McKean and Buffalo. | 22.15 | | | 0 | | | | |
| McKeesport and Bessemer. | 1.47 | | | 0 | | 1.47 | | |
| McKeesport Connecting. | .50 | | | .50 | .50 | | .50 | .50 |
| Mahoning Valley. | 1.89 | | 8.07 | 9.96 | 9.96 | | 13.00 | 13.00 |
| Martin's Creek. | .15 | | | % | | | | |
| Mauch Chunk, Summit Hill and Switchback. | 18.00 | | | 18.00 | 18.00 | | 19.00 | 19.00 |
| Mapleton and Rocky Run. | 1.00 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Middletown and Hummelstown. | 6.60 | | | 6.60 | 6.60 | | 8.50 | 8.50 |
| Mifflin and Centre County. | 12.31 | | | % | | | | |
| Mill Creek and Mine Hill. | 3.80 | | | 0 | | | | |
| Mine Hill and Schuylkill Haven. | 24.80 | | | 0 | | | | |
| Monongahela Connecting. | .90 | 2.23 | | 3.13 | 3.13 | | 6.02 | 6.02 |
| Monongahela River and Streets Run. | 1.10 | | | 1.10 | 1.10 | | 1.30 | 1.30 |
| Mont Alto. | 17.80 | | | 17.89 | 17.89 | | 19.89 | 19.89 |
| Montrose. | 11.00 | | | 11.00 | 11.00 | | 11.50 | 11.50 |
| Mount Carbon and Port Carbon. | 28.00 | | | 28.00 | 28.00 | | 28.00 | 28.00 |
| Mount Carmel and Natalle. | 2.50 | | | 0 | | | | |
| | 6.50 | | | 6.50 | 6.50 | | 6.50 | 6.50 |

| | | | | | | | | |
|--|--------|--------|----------|----------|-------|----------|----------|----------|
| Mount Jewett, Kinzus and Riterville... | 7.25 | 8.50 | 15.75 | 15.75 | 2.00 | 15.75 | 15.75 | 15.75 |
| Mount Penn Gravity, | 7.76 | | 7.76 | 7.76 | | 7.76 | 8.00 | 8.00 |
| Mount Pleasant and Broadford, | 9.70 | | 9.70 | 9.70 | | | 12.81 | 12.81 |
| Nesqueop, | | | 7 | | | | | |
| Nesqueoning Valley, | 11.96 | | 7 | | | | | |
| Neversink Mountain, | 16.66 | | 8 | | | | 8.00 | 8.00 |
| Newcastle and Beaver Valley, | 8.00 | | 8 | | | | | |
| Newcastle and Butler, | 14.98 | | 2.50 | | | | 2.50 | 2.50 |
| Newcastle and Shenango Valley, | 16.20 | | 7 | | | | | |
| Newport and Sherman's Valley, | 25.00 | | 25.00 | | 10.00 | | 26.50 | 26.50 |
| New York, Lake Erie and Western, | 446.63 | 104.49 | 1,110.71 | 190.64 | | 2,271.58 | 367.67 | 367.67 |
| New York, Lackawanna and Western, | 6.41 | | 6.41 | 6.41 | | | 12.82 | 12.82 |
| New York, Chicago and St. Louis, | 502.56 | 5.55 | 528.57 | 43.98 | | | 721.73 | 55.31 |
| New York and North Pennsylvania, | 5.00 | | 7 | | | | | |
| New York, Pennsylvania and Ohio, | 388.04 | 39.41 | 596.54 | 160.73 | | | 948.70 | 226.46 |
| New York, Susquehanna and Western, | 101.90 | 33.33 | 157.28 | 16.28 | 2.90 | | 218.08 | 21.46 |
| Nittany Valley, | 4.75 | | 4.75 | 4.75 | | | 7.62 | 7.62 |
| Northern Central, | 136.82 | 8.50 | 372.83 | 222.51 | | | 688.75 | 397.70 |
| North East Pennsylvania, | 25.60 | | 0 | | | | | |
| North Pennsylvania, | 86.40 | | 0 | | | | | |
| North and West Branch, | 43.13 | 4.69 | 7 | | | | | |
| Ohio and Baltimore Short Line, | 9.30 | | 9.30 | 9.30 | | | 10.64 | 10.64 |
| Ohio Connecting, | 2.75 | .52 | 0 | | | | | |
| Olean, Bradford and Warren, | 10.11 | | 7 | | | | | |
| Ontario, Carbondale and Scranton, | 53.66 | | 53.66 | 50.75 | | | 55.66 | 52.75 |
| Pennsylvania, | 329.69 | 180.02 | 2,550.98 | 2,104.55 | 68.84 | | 5,257.80 | 4,261.96 |
| Pennsylvania Company, York Canal and Railroad, | | | 1,148.64 | 207.64 | | | 1,926.49 | 456.92 |
| Pennsylvania and New York Canal and Railroad, | 96.68 | 14.86 | 0 | | | | | |
| Pennsylvania, Poughkeepsie and Boston, | 48.57 | | 95.84 | 33.02 | | | 109.26 | 41.08 |
| Pennsylvania Schuylkill Valley, | 101.30 | 18.89 | 7 | | | | | |
| Pennsylvania and North Western, | 60.97 | 11.14 | 72.11 | 72.11 | | | 118.69 | 118.69 |
| Penn Gas Coal Company's Railroad, | 10.00 | | 10.00 | 10.00 | | | 15.00 | 15.00 |
| Peoples, | 4.61 | | 4.61 | 4.61 | | | 4.61 | 4.61 |
| Perkiomen, | 38.50 | | 38.50 | 38.50 | | | 48.16 | 48.16 |
| Perry County, | 18.10 | | 18.10 | 18.10 | 7.00 | | 19.10 | 19.10 |
| Philadelphia and Baltimore Central, | 62.62 | 11.06 | 7 | | | | | |
| Philadelphia and Chester Valley, | 21.50 | | 21.50 | 21.50 | | | 24.70 | 24.70 |
| Philadelphia, Germantown and Chester Hill, | 287.56 | | 7 | | | | | |
| Philadelphia, Germantown and Norristown, | 6.75 | | 7 | | | | | |
| | 16.20 | 3.50 | 0 | | | | | |

TABLE D—MILEAGE—CONTINUED.

| NAME OF COMPANY. | Length of main line of road in miles. | Length in miles of branch roads owned. | Length of line operated under lease, contract or otherwise. | Total number of miles operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of yard tracks, sidings and spurs. | Aggregate length of yard tracks, sidings and spurs, including all tracks, including Pennsylvania. |
|---|---------------------------------------|--|---|---------------------------------|---|--|---|---|
| Philadelphia, Harrisburg and Pittsburg, | 40.60 | | | 0 | 20.90 | | 20.90 | 20.90 |
| Philadelphia, Newtown and New York, | 20.90 | | | 20.90 | 20.90 | | 20.90 | 20.90 |
| Philadelphia and Reading, | 98.40 | 228.60 | 1,588.76 | 1,915.76 | 1,352.61 | 200.47 | 4,232.38 | 3,199.22 |
| Philadelphia and Trenton, | 26.50 | | | 0 | | | | |
| Philadelphia, Wilmington and Baltimore, | 94.99 | 21.90 | 532.84 | 649.73 | 90.25 | | 1,035.22 | 172.24 |
| Pickering Valley, | 11.30 | | | 0 | | | | |
| Pine Creek, | 74.80 | | | 74.80 | 74.80 | | 103.80 | 103.80 |
| Pittsburg and Castle Shannon, | 6.50 | | | 6.50 | 6.50 | | 9.50 | 9.50 |
| Pittsburg, Chartiers and Youghiogheny, | 8.30 | 6.90 | 2.40 | 17.60 | 17.60 | | 24.10 | 24.10 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 942.11 | 139.98 | 312.09 | 1,394.18 | 69.63 | | 2,030.20 | 133.12 |
| Pittsburg, Fort Wayne and Chicago, | 146.70 | 2.10 | | 148.80 | 146.50 | | 267.22 | 263.92 |
| Pittsburg Junction, | 4.47 | 1.57 | | 6.04 | | | | |
| Pittsburg and Lake Erie, | 68.00 | 2.40 | 92.59 | 163.52 | 155.27 | | 16.61 | 16.61 |
| Pittsburg, Meekesport and Youghiogheny, | 84.75 | 2.93 | | 87.68 | | | 384.01 | 339.98 |
| Pittsburg and Northern, | 3.00 | 5.24 | | 8.24 | | | | |
| Pittsburg, Shenango and Lake Erie, | 106.70 | 40.10 | 21.70 | 168.50 | 163.50 | | 3.70 | 3.70 |
| Pittsburg, Virginia and Charleston, | 53.23 | 19.29 | | 72.52 | | | 213.86 | 206.36 |
| Pittsburg and Western, | 197.60 | 13.00 | 141.70 | 352.30 | 223.70 | | 495.35 | 330.24 |
| Pittsburg, Youngstown and Ashtabula, | 99.00 | 26.19 | | 125.19 | | | | |
| Plymouth, | 8.90 | | | 0 | | | | |
| Pomeroy and Newark, | 26.70 | | | 0 | | | | |
| Reading and Columbia, | 39.50 | 13.20 | 21.60 | 74.30 | 74.30 | | 93.60 | 93.60 |
| Reading, Marietta and Hanover, | 6.30 | | | 0 | | | | |
| Rew City and Eldred, | 12.16 | | | 0 | | | | |
| Roynoldsville and Falls Creek, | 14.50 | | | 14.50 | 14.50 | | 26.70 | 26.70 |
| Ridgway and Clearfield, | 27.23 | | | 0 | | | | |

| | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| River Front, | 3.62 | .24 | .80 | 2.40 | 2.40 | 2.40 | 3.10 | 3.10 | 3.10 |
| Rupert and Bloomsburg, | 1.60 | 3.10 | | 11.70 | 11.70 | 11.70 | 20.44 | 20.44 | 20.44 |
| Salisbury, | 8.60 | | | 0 | 0 | 0 | 18.60 | 18.60 | 18.60 |
| Schuylkill and Lehigh, | 44.00 | 7.90 | | 0 | 0 | 0 | 1.25 | 1.25 | 1.25 |
| Schuylkill River East Side, | 3.60 | | | 0 | 0 | 0 | | | |
| Schuylkill Valley Navigation Railroad, | 11.00 | | | 0 | 0 | 0 | | | |
| Shade Creek, | 1.00 | 2.48 | | 0 | 0 | 0 | | | |
| Shamokin, Sunbury and Lewisburg, | 31.10 | | | 0 | 0 | 0 | | | |
| Shamokin Valley and Pottsville, | 27.80 | 1.40 | | 0 | 0 | 0 | | | |
| Sharon, | 16.31 | | | 0 | 0 | 0 | | | |
| Sharpsville, | 17.00 | | | 18.40 | 18.40 | 18.40 | 21.50 | 21.50 | 21.50 |
| Sheffield and Spring Creek, | 9.50 | | | 0 | 0 | 0 | | | |
| Shenango Valley, | 1.95 | | | 1.95 | 1.95 | 1.95 | 1.95 | 1.95 | 1.95 |
| Sinemahoning Valley, | 12.23 | | | 12.23 | 12.23 | 12.23 | 15.00 | 15.00 | 15.00 |
| Slate Run, | 18.00 | | | 13.00 | 13.00 | 13.00 | 8.90 | 8.90 | 8.90 |
| Somerset County, | 8.70 | .20 | | 8.90 | 8.90 | 8.90 | 53.82 | 53.82 | 53.82 |
| Somerset and Cambria, | 45.10 | | | 45.10 | 45.10 | 45.10 | .33 | .33 | .33 |
| South Easton and Phillipsburg, | 8.33 | | | 0 | 0 | 0 | | | |
| South Fork, | 8.12 | | | 0 | 0 | 0 | | | |
| Southern Pennsylvania, | 44.50 | 64.46 | | 0 | 0 | 0 | | | |
| Southern Pennsylvania Railway and Mining Company, | 21.40 | | | 0 | 0 | 0 | | | |
| State Line, | 3.22 | 1 | | 4.22 | 4.22 | 4.22 | 6.27 | 6.27 | 6.27 |
| State Line and Sullivan, | 25 | | | 0 | 0 | 0 | | | |
| Stewart, | 32 | | | 32 | 32 | 32 | 8.70 | 8.70 | 8.70 |
| Stewartstown, | 7.20 | | | 7.20 | 7.20 | 7.20 | 12.94 | 12.94 | 12.94 |
| Stony Creek, | 10.30 | | | 10.30 | 10.30 | 10.30 | | | |
| Sunbury, Hazleton and Wilkes-Barre, | 43.44 | | | 0 | 0 | 0 | | | |
| Sunbury and Lewistown, | 43.45 | | | 0 | 0 | 0 | | | |
| Susquehanna and Buffalo, | 1.50 | | | 1.50 | 1.50 | 1.50 | 1.50 | 1.50 | 1.50 |
| Susquehanna and Clearfield, | 22.78 | 2.11 | | 0 | 0 | 0 | | | |
| Tamaqua, Hazleton and Northern, | 9.90 | | | 9.90 | 9.90 | 9.90 | 12.50 | 12.50 | 12.50 |
| Tioga, | 5 | | | 5 | 5 | 5 | 6.60 | 6.60 | 6.60 |
| Tioga, | 42.83 | 3.56 | 18.33 | 64.72 | 58.22 | 58.22 | 88.77 | 88.77 | 88.77 |
| Tionesta Valley, | 13 | 9 | 20.50 | 42.50 | 42.50 | 42.50 | 49 | 49 | 49 |
| Tipton, | 4.44 | | | 0 | 0 | 0 | | | |
| Treecow, | 7.56 | | | 7.56 | 7.56 | 7.56 | 7.56 | 7.56 | 7.56 |
| Trout Run, | 16 | | | 16 | 16 | 16 | 16 | 16 | 16 |
| Turtle Creek Valley, | 6.37 | | | 0 | 0 | 0 | | | |
| Tyrone and Clearfield, | 49.63 | 74.69 | | 0 | 0 | 0 | | | |
| Ursina and North Fork, | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 |
| Warren and Farnsworth, | 10.05 | 5.21 | | 15.26 | 15.26 | 15.26 | 16.54 | 16.54 | 16.54 |
| Waynesburg and Washington, | 28.15 | | | 28.15 | 28.15 | 28.15 | 30.01 | 30.01 | 30.01 |

TABLE D—MILEAGE—CONTINUED.

| NAME OF COMPANY. | Length of main line of road in miles. | Length in miles of branch roads owned. | Length of line operated under lease, contract or otherwise. | Total number of miles operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of yard tracks, sidings and spurs. | Aggregate length of all tracks, including yard tracks, sidings and spurs in Pennsylvania. |
|--|---------------------------------------|--|---|---------------------------------|---|--|---|---|
| West Chester, | 5 | | | | | | | |
| Western Maryland, | 90 | | 34.10 | 124.10 | 81.57 | | 151.43 | 35.04 |
| Western New York and Pennsylvania, | 400.57 | 25.20 | 207.24 | 633.01 | 304.83 | | 842.37 | 389.57 |
| Western Pennsylvania, | 70.63 | 46.53 | | 61.80 | 50.30 | 1.16 | 91.32 | 75.16 |
| Wheeling, Pittsburg and Baltimore, | 61.80 | | | 2.65 | 2.65 | | 2.66 | 2.66 |
| Wilcox, | 2.65 | | | .80 | .90 | | .80 | .80 |
| Wilcox and Rocky Run, | .80 | | | | | | | |
| Wilkes-Barre and Harvey's Lake, | 13.50 | | | 4.85 | 4.85 | 12 | 12.23 | 12.23 |
| Wilkes-Barre and Scranton, | 4.85 | | | 31 | 31 | | 31 | 31 |
| Wilkes-Barre and Western, | 30 | 1 | | 27 | 27 | | 31.80 | 31.80 |
| Williamsport and North Branch, | 27 | | | 92.30 | 68.29 | | 117.57 | 88.59 |
| Wilmington and Northern, | 71.50 | 16.91 | 3.89 | 10.84 | 10.84 | | 10.84 | 10.84 |
| Wind Gap and Delaware, | 10.84 | | | | | | | |
| Youghiogheny, Northern, | 2.60 | | | ^m | | | | |
| | 11,318.76 | 2,232.06 | 7,511.59 | 17,981.25 | 9,022.87 | 414.16 | 31,817.72 | 16,177.31 |

^a Indicates roads are operated by Pittsburg, Cincinnati, Chicago and St. Louis railroad.
^b Indicates roads are operated by Baltimore and Potomac railroad.
^c Indicates roads are operated by Chesapeake and Potomac railroad.
^d Indicates roads are operated by Lake Shore and Michigan Southern railroad.
^e Indicates roads are operated by Erie and Wyoming Valley railroad.
^f Indicates roads are operated by Lehigh and Susquehanna railroad.
^g Indicates roads are operated by Addison and Pennsylvania railroad.
^h Indicates roads are operated by Philadelphia, Wilmington and Baltimore railroad.
ⁱ Indicates roads are operated by New York and Lake Erie railroad.
^j Indicates roads are operated by New York and Ontario railroad.
^k Indicates roads are operated by Pennsylvania, MeKeesport and Youghiogheny railroad.
^l Indicates roads are operated by Erie and Western railroad.
^m Indicates roads are operated by Western New York and Pennsylvania railroad.
ⁿ Indicates roads are operated by Pennsylvania railroad.
^o Indicates roads are operated by Western Maryland railroad.
^p Indicates roads are operated by Western New York and Pennsylvania railroad.
^q Indicates roads are operated by Western Maryland railroad.
^r Indicates roads are operated by Northern Central railroad.
^s Indicates roads are operated by Pennsylvania Company.
^t Indicates roads are operated by Northern Central railroad.
^u Indicates roads are operated by Cumberland Valley railroad.
^v Indicates roads are operated by Bradford, Bordoli and Kineta railroad.
^w Indicates roads are operated by Pioga railroad.
^x Indicates roads are operated by Bradford, Kidred and Cuba railroad.

TABLE E—EQUIPMENT AND PERSONS EMPLOYED.

| NAME OF COMPANY. | Number of locomotives. | Number of cars in passenger service. | Number of cars in freight service. | Number of cars in company's service. | Number of cars in fast freight line service. | Total number of cars owned. | Number of cars leased. | Number of persons employed, including officials. | Number of persons employed in Pennsylvania, including officials. | Total yearly compensation of persons employed, including officials. |
|------------------------------------|------------------------|--------------------------------------|------------------------------------|--------------------------------------|--|-----------------------------|------------------------|--|--|---|
| Addison and Pennsylvania, | 6 | 8 | 54 | | | 62 | | 137 | 101 | \$62,229 06 |
| Allegheny and Kinzua, | 4 | | 63 | 1 | | 64 | | 54 | 18 | 26,180 66 |
| Allegheny Valley, | 75 | 68 | 2,837 | 86 | | 2,991 | | 2,052 | 2,052 | 1,081,688 23 |
| Allentown, | | | | | | | | 3 | 3 | 1,240 00 |
| Altoona, Clearfield and Northern, | 3 | 3 | 8 | | | 11 | | 24 | 24 | 11,532 00 |
| Bald Eagle Valley, | | | | | | | | 3 | 3 | 600 00 |
| Baltimore and Harrisburg, | 3 | 9 | 84 | 4 | | 97 | | 194 | 194 | 66,456 60 |
| Baltimore and Lehigh, | 11 | 28 | 213 | | | 239 | | 224 | 66 | 105,276 88 |
| Baltimore and Philadelphia, | 4 | 6 | 29 | | | 35 | | 772 | | 346,491 60 |
| Bangor and Portland, | 7 | 10 | 23 | 28 | | 61 | | 110 | 109 | 40,469 16 |
| Barclay, | | | | | | | | 20 | | 11,982 20 |
| Beaver and Elwood, | 1 | 1 | 4 | | | 5 | | 15 | 15 | 5,760 00 |
| Bedford and Bridgeport, | | | | | | | | 3 | 3 | |
| Beech Creek, | 35 | 10 | 599 | 25 | | 634 | 1,750 | 735 | 716 | 417,864 39 |
| Bellefonte Central, | 2 | 7 | 11 | | | 18 | | 38 | 38 | 18,426 00 |
| Berlin, | | | | | | | | 13 | 13 | |
| Berlin Branch, | | | | | | | | 7 | 7 | 1,149 85 |
| Bloomsburg and Sullivan, | 5 | 8 | | 18 | | 26 | | | 84 | 42,658 94 |
| Bradford, Bordell and Kinzua, | 7 | 10 | 139 | 1 | | 160 | | | | |
| Bradford, Bordell and Smethport, | 1 | 2 | | | | 2 | | | | |
| Bradford, Eldred and Cuba, | 4 | 9 | 98 | | | 107 | | 38 | 6 | 17,062 20 |
| Bradford and Western Pennsylvania, | 1 | | 33 | | | 33 | | 14 | 8 | 1,710 00 |
| Brownstone and Middletown, | 3 | | 6 | 10 | | 16 | | 21 | 21 | 1,179 00 |
| Buffalo, Rochester and Pittsburg, | | 46 | 5,617 | 211 | | 5,874 | 492 | 1,964 | 770 | 1,242,280 83 |
| Bustleton, | 107 | | | | | | | 3 | 3 | |

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED.—CONTINUED.

| NAME OF COMPANY. | Number of locomotives. | Number of cars in passenger service. | Number of cars in freight service. | Number of cars in company's service. | Number of cars in fast freight line service. | Total number of cars owned. | Number of cars leased. | Number of persons employed, including officials. | Number of persons employed in Pennsylvania, including officials. | Total yearly compensation of persons employed, including officials. |
|--|------------------------|--------------------------------------|------------------------------------|--------------------------------------|--|-----------------------------|------------------------|--|--|---|
| Cambria and Clearfield, | 6 | 8 | 6 | 2 | .. | 16 | .. | 3 | 3 | \$27,076 80 |
| Catawauqua and Fogelsville, | .. | .. | .. | .. | .. | .. | .. | 58 | 58 | 6,700 00 |
| Catawissa, | 1 | 1 | 4 | .. | .. | 5 | .. | 2 | 2 | 8,139 50 |
| Chambersburg and Gettysburg, | .. | .. | .. | .. | .. | .. | .. | 158 | 158 | 93,605 70 |
| Chartiers, | .. | .. | .. | .. | .. | .. | .. | 36 | 36 | 19,232 96 |
| Chester and Delaware River, | .. | .. | .. | .. | .. | .. | .. | 2 | 2 | 2,000 00 |
| Chestnut Hill, | 1 | 2 | 10 | .. | .. | 12 | .. | 15 | 15 | 7,601 20 |
| Clarion River, | .. | 72 | 3,420 | 55 | .. | 3,547 | .. | 2,198 | 87 | 62,714 03 |
| Cleveland and Pittsburg, | 97 | .. | .. | .. | .. | .. | .. | 3 | 3 | 240 00 |
| Colebrookdale, | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Connecting, | 74 | 33 | 3,572 | 83 | 25 | 3,713 | .. | 542 | 456 | 297,767 79 |
| Corning, Cowanesque and Antrim, | 7 | 7 | 32 | 10 | .. | 49 | .. | 78 | 78 | 37,357 78 |
| Cornwall, | 10 | 17 | 19 | 26 | .. | 62 | .. | 173 | 173 | 82,929 48 |
| Cornwall and Lebanon, | .. | .. | .. | .. | .. | .. | .. | 19 | 19 | .. |
| Confluence and Oakland, | .. | .. | .. | .. | .. | .. | .. | 33 | 33 | 20,080 00 |
| Coudersport and Fort Allegheny, | 3 | 5 | 60 | .. | .. | 65 | .. | .. | .. | .. |
| Cresson, Clearfield County and New York Short Route, | 4 | 3 | 222 | 1 | .. | 226 | .. | 71 | 71 | 39,634 00 |
| Cumberland Valley, | 34 | 58 | 650 | 37 | .. | 745 | .. | 849 | .. | 448,185 52 |
| Creosent Connecting, | 1 | .. | 8 | .. | .. | 3 | .. | .. | .. | .. |
| Danville and Shamokin, | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Delaware and Hudson Canal Company's Railroad, | 95 | 85 | 4,716 | 116 | .. | 4,917 | .. | 1,197 | 1,043 | 649,585 80 |
| Delaware, Lackawanna and Western, | 240 | 177 | 21,313 | 185 | 613 | 22,288 | .. | 4,707 | 4,806 | 2,470,884 91 |
| Delaware River and Lancaster, | 1 | 1 | .. | .. | .. | 1 | .. | 24 | 22 | 5,684 90 |

| | | | | | | |
|--|-----|--------|-----|--------|-------|--------------|
| Delaware, Susquehanna and Schuylkill, | 7 | | 50 | 489 | 489 | 35,592 00 |
| Downton and Lancaster, | 10 | 164 | 7 | 290 | 3 | 128,011 13 |
| Dunkirk, Allegheny Valley and Pittsburg, | 8 | 279 | 14 | 162 | 162 | 74,407 14 |
| East Broad Top, | | | | 3 | | |
| East Pennsylvania, | | | | 2 | | 3,200 00 |
| Elmira and Williamsport, | 29 | 1,339 | 15 | 670 | 670 | 434,683 45 |
| Erie and Pittsburg, | 5 | 73 | 32 | 399 | 399 | 215,875 78 |
| Erie and Wyoming Valley, | 1 | | | 8 | 8 | 3,654 28 |
| Fall Creek, | | | | | | 1,250 00 |
| Ferney Mountain, | 3 | 2 | 9 | 85 | 15 | 31,763 00 |
| Gettysburg and Harrisburg, | | | | 3 | | |
| Hanover and York, | | | | | | |
| Harrisburg, Portsmouth, Mt. Joy and Lan- | | | | | | |
| caster, | | | | | | |
| Huntingdon and Broad Top Mountain, | 21 | 1 | 48 | 2 | 2 | 1,700 00 |
| Hunter's Run and Slate Belt, | | | | 363 | 363 | 170,064 06 |
| Ironton, | 2 | | 2 | 20 | 20 | 3,752 45 |
| Jamestown and Franklin, | | | | 21 | 21 | 10,037 52 |
| Johnsonburg, | | | | 2 | 2 | 750 00 |
| Kensington and Tacony, | 3 | 18 | | 2 | 2 | |
| Kinzua Creek and Kane, | 1 | 10 | | 2 | 2 | |
| Kinzua Valley, | 1 | | | 3 | 3 | 11,635 69 |
| Lackawanna and Montrose, | 1 | | | 29 | 29 | 10,146 36 |
| Lake Shore and Michigan Southern, | 588 | 15,490 | | 27 | 20 | 5,958 54 |
| Lehigh and Lackawanna, | | | | 22 | 20 | |
| Lehigh and Susquehanna, | 151 | 23,274 | | 17,442 | 1,236 | 9,998,380 04 |
| Lehigh Valley, | 644 | 52,597 | 582 | 53 | 53 | 20,198 14 |
| Ligonier Valley, | 2 | 10 | | 3,027 | 3,027 | 1,727,308 55 |
| Little Saw Mill Run, | 4 | 254 | 2 | 18,945 | 47 | 3,600,492 23 |
| Little Schuylkill Navigation, | 2 | | | 47 | 47 | 23,960 34 |
| Littlestown, | | | | 32 | 32 | 19,957 66 |
| Lykens Valley, | | | | 2 | 2 | 3,200 00 |
| McKeesport Connecting, | 1 | 36 | | 3 | 3 | 1,200 00 |
| Mahoning Valley, | 1 | 202 | | 3 | 3 | 2,465 29 |
| Martin's Creek, | | | | 4 | 4 | 11,367 43 |
| Mauch Chunk, Summit Hill and Switchback, | 4 | | 12 | 2 | 2 | |
| Middletown and Hummelstown, | | | | 25 | 25 | 15,816 54 |
| Mifflin and Centre County, | | | | 29 | 29 | 11,549 42 |
| Mill Creek and Mine Hill, | | | | 3 | 3 | |
| Mine Hill and Schuylkill Haven, | | | | 2 | 2 | 450 00 |
| Monongahela Connecting, | 7 | 18 | 4 | 92 | 3 | 4,000 00 |
| Monongahela River and Streets Run, | 2 | | | 17 | 17 | 55,320 77 |
| Mont Alto, | 2 | | 5 | 41 | 41 | 15,355 55 |

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

| NAME OF COMPANY. | Number of locomotives. | Number of cars in passenger service. | Number of cars in freight service. | Number of cars in company's service. | Number of cars in fast freight line service. | Total number of cars owned. | Number of cars leased. | Number of persons employed, including officials. | Number of persons employed in Pennsylvania, including officials. | Total yearly compensation of persons employed, including officials. |
|--|------------------------|--------------------------------------|------------------------------------|--------------------------------------|--|-----------------------------|------------------------|--|--|---|
| Montour, | 2 | 2 | 245 | 5 | 247 | 39 | 39 | 89 | 89 | \$18,629 90 |
| Montrose, | 2 | 4 | 22 | 5 | 31 | 31 | 31 | 31 | 31 | 13,055 18 |
| Mount Carbon and Port Carbon, | | | | | | | | 2 | 2 | 450 00 |
| Mount Carmel and Natalie, | | | | | | | | 2 | 2 | 3,500 00 |
| Mount Jewett, Kinzua and Wrightsville, | 3 | 1 | 4 | | 5 | | | | | |
| Mount Penn Gravity, | 2 | 9 | | 2 | 11 | | | 32 | 32 | 8,135 00 |
| Neversink Mountain, | 1 | 6 | | | 6 | | | | | |
| Newcastle and Beaver Valley, | 2 | | 75 | | 75 | | | 105 | 105 | 63,975 89 |
| Newcastle and Butler, | 2 | | 18 | | 18 | | | 6 | 6 | 3,527 74 |
| Newport and Sherman's Valley, | | | 18 | | 18 | | | 36 | 36 | 5,404 20 |
| New York, Lake Erie and Western, | 623 | 511 | 12,120 | 377 | 13,557 | 17,217 | 17,217 | 17,211 | 17,211 | 10,408,475 91 |
| New York, Chicago and St. Louis, | 138 | 49 | 5,100 | 81 | 6,877 | | | 4,069 | 221 | 2,604,464 51 |
| New York and North Pennsylvania, | | | | | | | | 11 | 11 | 3,701 50 |
| New York, Pennsylvania and Ohio, | | | | | | | | 18 | 1 | 51,680 02 |
| New York, Susquehanna and Western, | 45 | 50 | 2,496 | 22 | 2,568 | | | 923 | 61 | 472,764 16 |
| Nittany Valley, | 3 | | 8 | | 8 | | | 2 | 2 | 300 00 |
| Northern Central, | 181 | 136 | 6,343 | 422 | 7,500 | 2,456 | 2,456 | 6,417 | 50 | 2,781,089 84 |
| North East Pennsylvania, | | | | | | | | 50 | 50 | 20,146 80 |
| North and West Branch, | | | | | | | | 3 | 3 | 300 00 |
| Ohio and Baltimore Short Line, | | | | | | | | 12 | 12 | |
| Ohio Connecting, | | | | | | | | 18 | 18 | 9,086 25 |
| Ontario, Carbondale and Scranton, | | | | | | | | 2 | 2 | 3,100 00 |
| Pennsylvania, | 1,645 | 1,577 | 32,622 | 3,666 | 41,521 | 21,827 | 21,827 | 54,527 | 54,527 | 31,623,443 30 |
| Pennsylvania Company, | 20 | 53 | 7,374 | 28 | 7,455 | 10,711 | 10,711 | | | |
| Pennsylvania, Poughkeepsie and Boston, | 14 | 20 | 689 | 6 | 645 | | | 206 | 70 | 129,881 25 |

| | | | | | | | | | |
|---|-------|-----|--------|-------|--------|--------|--------|--------|---------------|
| Pennsylvania and North Western, | 46 | 11 | 507 | 30 | 548 | 500 | 797 | 797 | 381,632 95 |
| Penn Gas Coal Company's Railroad, | 2 | 3 | 2 | 2 | 7 | | 26 | 26 | 13,851 70 |
| Perkamen, | | | | 19 | 19 | | 158 | 158 | 83,729 69 |
| Perry County, | 2 | 2 | 5 | | 7 | | 28 | 28 | 6,869 99 |
| Philadelphia and Chester Valley, | | | | | | | 48 | 48 | 20,060 44 |
| Philadelphia and Erie, | | | | | | | 2 | 2 | 5,400 00 |
| Philadelphia, Germantown and Chestnut Hill, | | | | | | | 3 | 3 | 1,000 00 |
| Philadelphia, Germantown and Norristown, | | | | | | | 3 | 3 | 5,475 00 |
| Philadelphia, Newtown and New York, | | | | | | | 94 | 94 | 45,697 60 |
| Philadelphia and Reading, | 1,385 | 810 | 60,679 | 2,359 | 64,101 | 21,952 | 28,716 | 28,716 | 16,197,795 64 |
| Philadelphia, Wilmington and Baltimore, | 208 | 377 | 2,108 | 537 | 3,017 | 1,000 | 6,884 | 6,884 | 3,888,105 12 |
| Pickering Valley, | | | | | | | 3 | 3 | 240 00 |
| Pine Creek, | 74 | 33 | 3,572 | 83 | 3,713 | | 501 | 417 | 290,159 16 |
| Pittsburg and Castle Shannon, | 4 | 8 | 355 | | 363 | | 151 | 151 | 74,742 80 |
| Pittsburg, Chartiers and Youghiogheny, | 6 | 6 | 320 | 11 | 337 | | 152 | 152 | 70,476 16 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 421 | 294 | 7,554 | 305 | 8,153 | 2,926 | 11,242 | 1,272 | 6,984,584 21 |
| Pittsburg and Connellsville, | 54 | 38 | 1,811 | 80 | 1,929 | | 2,536 | 2,526 | 1,888,714 91 |
| Pittsburg, Fort Wayne and Chicago, | 327 | 244 | 9,755 | 174 | 10,178 | | 9,021 | 2,272 | 5,595,195 50 |
| Pittsburg Junction, | 5 | | | | | | 132 | 132 | 83,234 80 |
| Pittsburg and Lake Erie, | 74 | 52 | 4,258 | 154 | 4,464 | | 2,952 | 2,952 | 1,727,688 86 |
| Pittsburg, McKeesport and Youghiogheny, | 23 | 16 | 615 | 8 | 639 | | 6 | 6 | 3,090 00 |
| Pittsburg and Northern, | 22 | 25 | 620 | 7 | 652 | 100 | 356 | 356 | 202,430 13 |
| Pittsburg, Shenango and Lake Erie, | 1 | 2 | | | | | 3 | 3 | 2,000 00 |
| Pittsburg, Virginia and Charleston, | 89 | 37 | 4,197 | 73 | 4,307 | | 1,688 | 1,688 | 837,926 15 |
| Pittsburg and Western, | | | 1,480 | 17 | 1,480 | | 789 | 1,900 | 500,363 94 |
| Pittsburg, Youngstown and Ashtabula, | 9 | 7 | 28 | | 52 | | 241 | 241 | 130,236 73 |
| Reading and Columbia, | 3 | 1 | 3 | | 4 | | 23 | 23 | 53,493 18 |
| Reynoldsville and Falls Creek, | | | | | | | 3 | 3 | |
| Ridgway and Clearfield, | | | | | | | 3 | 3 | |
| Rochester, Beaver Falls and Western, | | | | | | | 3 | 3 | |
| Rupert and Bloomsburg, | 1 | | 1 | | 1 | | 36 | 36 | 20,002 80 |
| Salisbury, | | | | | | | 21 | 21 | |
| Schuylkill and Lehigh, | | | | | | | 4 | 4 | |
| Schuylkill River East Side, | | | | | | | 4 | 4 | |
| Schuylkill River West Side, | | | | | | | 3 | 3 | 1,000 00 |
| Schuylkill Valley Navigation Railroad, | 1 | | 6 | | 6 | | 2 | 2 | 450 00 |
| Shade Creek, | | | | | | | 3 | 3 | 920 52 |
| Shamokin, Sunbury and Lewisburg, | 4 | 1 | | | | | 37 | 37 | 17,191 14 |
| Shamokin Valley and Pottsville, | 3 | | | 3 | 4 | | 60 | 60 | 38,610 00 |
| Sharpsville, | 2 | | 56 | | 56 | | 40 | 40 | 13,259 45 |
| Sinnemahoning Valley, | | | | | | | | | |
| Slate Run, | | | | | | | | | |

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

| NAME OF COMPANY. | Number of locomotives. | Number of cars in passenger service. | Number of cars in freight service. | Number of cars in company's service. | Number of cars in fast freight line service. | Total number of cars owned. | Number of cars leased. | Number of persons employed, including officials. | Number of persons employed in Pennsylvania, including officials. | Total yearly compensation of persons employed, including officials. |
|---|------------------------|--------------------------------------|------------------------------------|--------------------------------------|--|-----------------------------|------------------------|--|--|---|
| Slatington, | 1 | | 8 | | | 8 | | 4 | 11 | \$4,480 26 |
| Somerset County, | 1 | 1 | | | | 1 | | 109 | 109 | 600 00 |
| South West Pennsylvania, | | | | | | | | 12 | 12 | |
| State Line, | | | | | | | | 4 | 4 | 9,300 00 |
| State Line and Sullivan, | 1 | 2 | 1 | | | 3 | | 19 | 19 | 4,418 64 |
| Stewartstown, | | | | 1 | | 1 | | 41 | 41 | 17,888 92 |
| Stony Creek, | | | | | | | | 2 | 2 | 2,000 00 |
| Sunbury and Lewistown, | | | | | | | | 3 | 3 | |
| Susquehanna and Buffalo, | 2 | | | | | | | 4 | 4 | |
| Susquehanna and Clearfield, | | | | | | | | 3 | 3 | |
| Tiadahton and Fahnastalk, | 1 | | | | | | | 56 | 56 | 5,148 20 |
| Tioga, | 9 | 10 | 427 | 16 | 458 | 906 | | 58 | 58 | 28,496 46 |
| Tionesta Valley, | 3 | 2 | 157 | 1 | | 160 | | 3 | 3 | |
| Trenton Cut-off, | | | | | | | | 20 | 20 | 1,580 00 |
| Trout Run, | 2 | | 26 | | | 26 | | 8 | 8 | |
| Tyrone and Clearfield, | | | | | | | | 7 | 7 | |
| Uraina and North Fork, | 1 | 1 | | | | 1 | | 12 | 12 | 1,851 12 |
| Warren and Farnsworth, | 2 | 2 | 37 | | | 39 | | 78 | 78 | 6,020 00 |
| Waynesburg and Washington, | 4 | 5 | 48 | 13 | | 66 | | 73 | 73 | 28,791 54 |
| West Chester, | | | | | | | | 8 | 8 | |
| Western Maryland, | 41 | 77 | 639 | 121 | | 837 | | 619 | 619 | 306,407 66 |
| Western New York and Pennsylvania, | 150 | 125 | 7,091 | 251 | | 8,317 | 400 | 3,079 | 1,589 | 1,740,094 68 |
| Wheeling, Pittsburgh and Baltimore, | | | | | | | | 8 | 8 | |
| | | | | | | | | 485 | | |

| | | | | | | | | | | |
|---|-------|-------|---------|---------|--------|---------|---------|---------|-----------|------------------|
| Wilcox, | 2 | 7 | 14,923 | 845,628 | 83,060 | 218,573 | 2 | 2 | 26,913 36 | 286,828 06 |
| Wilcox and Rocky Run, | 7 | | 12,319 | 312,206 | 8,046 | 6,180 | 312,206 | 12,319 | 14,923 | 83,060 |
| Wilkes-Barre and Harvey's Lake, | 8 | 19 | | | | | | | | |
| Wilkes-Barre and Western, | 3 | 9 | | | | | | | | |
| Williamsport and North Branch, | 25 | 81 | | | | | | | | |
| Wilmington and Northern, | 14 | 284 | | | | | | | | |
| | 8,046 | 6,180 | 312,206 | 12,319 | 14,923 | 845,628 | 83,060 | 218,573 | | \$118,786,051 28 |

TABLE F.—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 and mixed trains. | | Total number of miles run. | Rate of speed of ordinary passenger trains—miles per hour. | | Rate of speed of express trains—miles per hour. | | Rate of speed of freight trains—miles per hour. | |
|--|--|----------------------------------|--|----------------------------------|----------------------------|--|---|---|--|---|--|
| | run by passenger trains. | run by freight and mixed trains. | run by freight and mixed trains. | run by freight and mixed trains. | | Rate of speed of ordinary passenger trains—miles per hour. | Rate of speed of express trains—miles per hour. | Rate of speed of freight trains—miles per hour. | | | |
| Addison and Pennsylvania, | 45,878 | 84,478 | 130,356 | 18 | 12 | | | | | | |
| Allegheny Valley, | 729,118 | 1,165,498 | 1,894,606 | 20 | 15 | | | | | | |
| Altoona, Clearfield and Northern, | | | | 15 | | | | | | | |
| Baltimore and Harrisburg, | 145,016 | 95,180 | 240,196 | | | | | | | | |
| Baltimore and Lehigh, | 189,094 | 57,087 | 246,181 | | | | | | | | |
| Bangor and Portland, | 67,080 | 44,590 | 111,670 | 30 | 20 | | | | | | |
| Barclay Coal Company's Railroad, | | | | 14 | 14 | | | | | | |
| Beaver and Elwood, | | | | 16 | | | | | | | |
| Beech Creek, | 178,834 | 500,194 | 679,028 | 27 | 11 | | | | | | |
| Bellefonte Central, | 9,312 | 16,521 | 25,833 | 23 | 16 | | | | | | |
| Berlin, | 9,904 | 4,902 | 14,806 | | | | | | | | |
| Berlin Branch, | | 4,468 | | | | | | | | | |
| Bradford, Bordell and Kinzua, | 86,102 | 29,406 | 118,508 | 18 | 12 | | | | | | |
| Bradford, Eldred and Cuba, | 41,440 | 20,533 | 61,973 | 18 | 12 | | | | | | |
| Bradford and Western Pennsylvania, | | | 2,568 | | 12 | | | | | | |
| Buffalo, Rochester and Pittsburgh, | 464,464 | 1,658,007 | 2,122,471 | 25 | 15 | | | | | | |

TABLE F—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 and mixed trains. | Total number of miles run. | Rate of speed of | | Rate of speed of | |
|--|--|--|----------------------------|---|--------------------------------|--------------------------------|--------------------------------|
| | | | | ordinary passenger trains—miles per hour. | express trains—miles per hour. | freight trains—miles per hour. | freight trains—miles per hour. |
| Catsauqua and Fogelsville, | 1,390 | 61,380 | 62,770 | | | | |
| Chambersburg and Gettysburg, | 1,252 | 1,626 | 1,878 | | | | |
| Chartiers, | 91,361 | 59,264 | 150,625 | | | | |
| Chester and Delaware River, | 5,731 | 2,184 | 7,915 | | | | |
| Cleveland and Pittsburg, | 723,925 | 1,144,378 | 1,868,303 | | | | |
| Corning, Cowanesque and Antrim, | 120,610 | 428,854 | 549,464 | | | | |
| Cornwall, | 36,265 | 17,904 | 54,169 | | | | |
| Cornwall and Lebanon, | 100,326 | 57,985 | 158,311 | | | | |
| Confuence and Oakland, | 40 | 12,480 | 12,520 | | | | |
| Coudersport and Port Allegheny, | 45,345 | 35,056 | 80,401 | | | | |
| Cresson, Clearfield County and New York Short Route, | 440,155 | 215,923 | 656,078 | | | | |
| Cumberland Valley, | 348,177 | 1,230,053 | 1,578,230 | | | | |
| Delaware and Hudson Canal Company's Railroad, | 940,567 | 5,547,584 | 6,488,151 | | | | |
| Delaware, Lackawanna and Western, | 19 | 46,326 | 46,345 | | | | |
| Delaware River and Lancaster, | 126,381 | 101,432 | 227,813 | | | | |
| Delaware, Susquehanna and Schuylkill, | 177,754 | 410,191 | 587,945 | | | | |
| Dunkirk, Allegheny Valley and Pittsburg, | 126,868 | 180,900 | 307,768 | | | | |
| East Broad Top, | 78,529 | 45,629 | 124,158 | | | | |
| East and Pittsburg, | 68,308 | 318,576 | 386,882 | | | | |
| Erie and Wyoming Valley, | 9,390 | 9,390 | 10,984 | | | | |
| Gettysburg and Harrisburg, | 14,774 | 14,774 | 14,774 | | | | |
| Huntingdon and Broad Top Mountain, | 9,867 | 9,870 | 19,237 | | | | |
| Hunter's Run and Slate Belt, | 4,888,410 | 8,707,146 | 13,595,556 | | | | |
| Ironton, | 70,613 | 39,764 | 110,577 | | | | |
| Kinzua Creek and Kane, | 709,123 | 2,629,325 | 3,338,448 | | | | |
| Lackawanna and Michrowe, | 9,867 | 9,870 | 19,237 | | | | |
| Lake Shore and Michigan Southern, | 4,888,410 | 8,707,146 | 13,595,556 | | | | |
| Lehigh and Lackawanna, | 70,613 | 39,764 | 110,577 | | | | |
| Lehigh and Susquehanna, | 709,123 | 2,629,325 | 3,338,448 | | | | |

| | | | | | | |
|---|------------|------------|------------|---------|---------|----|
| Lehigh Valley, | 1,684,962 | 4,180,930 | 5,874,912 | 22 | 25 | 15 |
| Ligonier Valley, | 15,541 | 13,700 | 29,241 | 10 | 6 | 6 |
| Little Saw Mill Run, | 6,573 | 13,773 | 20,346 | 20 | 18 | 20 |
| Mahoning Valley, | 94,884 | 306 | 10,566 | 18 | 18 | 12 |
| Mauch Chunk, Summit Hill and Switch-back, | 16,095 | 12,621 | 35,190 | 18 | 18 | 12 |
| Middletown and Hummelstown, | 28,787 | 12,308 | 28,716 | 18 | 18 | 12 |
| Mont Alto, | 8,875 | 26,625 | 41,095 | 8 | 8 | 8 |
| Montrose, | 26,144 | 29,670 | 35,500 | 28 | 28 | 12 |
| Mount Penn Gravity, | 38,330 | 1,254,284 | 26,144 | 17 | 17 | 15 |
| Newcastle and Beaver Valley, | 13,000 | 13,000 | 68,000 | 30 | 35 | 15 |
| Newcastle and Butler, | 4,869,089 | 12,490,552 | 17,859,641 | 27 | 18 | 14 |
| Newport and Sherman's Valley, | 479,069 | 4,530,907 | 5,009,976 | 18 | 18 | 12 |
| New York, Lake Erie and Western, | 3,130 | 6,260 | 9,390 | 29 | 29 | 10 |
| New York, Chicago and St. Louis, | 542,340 | 697,367 | 1,239,707 | 25 | 32 | 12 |
| New York and North Pennsylvania, | 1,545,003 | 2,968,508 | 4,514,411 | 124,264 | 124,264 | 12 |
| Northern Central, | 107,077 | 17,217 | 124,264 | 7,050 | 7,050 | 16 |
| Northeast Pennsylvania, | 15,179,245 | 22,860,721 | 38,039,969 | 38 | 38 | 15 |
| Ohio and Baltimore Short Line, | 72,853 | 192,509 | 265,462 | 20 | 20 | 15 |
| Pennsylvania, Poughkeepsie and Boston, | 79,634 | 775,322 | 854,956 | 18 | 18 | 16 |
| Pennsylvania and North Western, | 78,548 | 216,260 | 289,808 | 22 | 22 | 12 |
| Penn Gas Coal Company's Railroad, | 4,950 | 14,850 | 19,800 | 8 | 8 | 12 |
| Perkiomen, | 81,587 | 33,556 | 65,143 | 20 | 20 | 12 |
| Perry County, | 7,484,539 | 16,105,669 | 23,590,208 | 30 | 45 | 26 |
| Philadelphia and Chester Valley, | 4,096,286 | 1,963,100 | 6,061,386 | 18 | 28 | 12 |
| Philadelphia, Newtown and New York, | 108,196 | 643,133 | 751,329 | 12 | 12 | 10 |
| Philadelphia, Wilmington and Baltimore, | 52,773 | 13,617 | 66,390 | 18 | 18 | 12 |
| Pine Creek, | 38,679 | 37,263 | 75,942 | 20 | 20 | 10 |
| Pittsburg and Castle Shannon, | 4,196,727 | 7,538,544 | 11,735,264 | 26 | 32 | 12 |
| Pittsburg, Chartiers and Youghiogheny, | 807,266 | 906,950 | 1,714,216 | 33 | 39 | 16 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 3,182,660 | 4,871,624 | 8,054,284 | 28 | 33 | 12 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 566,874 | 1,041,674 | 1,607,548 | 10,950 | 10,950 | 12 |
| Pittsburg, Fort Wayne and Chicago, | 10,950 | 220,914 | 231,864 | 30 | 30 | 18 |
| Pittsburg and Lake Erie, | 256,478 | 565,436 | 821,914 | 28 | 28 | 13 |
| Pittsburg and Northern, | 361,843 | 628,825 | 990,668 | 28 | 28 | 13 |
| Pittsburg, Shenango and Lake Erie, | 236,692 | 165,424 | 402,116 | 11,588 | 11,588 | 11 |
| Pittsburg and Western, | 173,020 | 1,256 | 174,276 | 11,199 | 11,199 | 11 |
| Pittsburg, Youngstown and Ashtabula, | 10,832 | 11,199 | 22,031 | 28 | 28 | 13 |
| Reading and Columbia, | 10,832 | 11,199 | 22,031 | 28 | 28 | 13 |
| Rupert and Bloomsburg, | 10,832 | 11,199 | 22,031 | 28 | 28 | 13 |
| Salisbury, | 10,832 | 11,199 | 22,031 | 28 | 28 | 13 |

TABLE F.—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 and mixed trains. | Total number of miles run. | Rate of speed of ordinary passenger trains—miles per hour. | Rate of speed of express trains—miles per hour. | Rate of speed of freight trains—miles per hour. |
|--|--|--|----------------------------|--|---|---|
| | | | | | | |
| Shade Creek, | | | 2,250 | | | 10 |
| Sharpville, | | | 22,300 | | | 15 |
| Slate Run, | | | 30,000 | | | |
| Somerset and Cambria, | 65,911 | | 47,023 | | | |
| State Line, | | | 1,665 | | | |
| Stony Creek, | 26,031 | | 9,765 | | | 15 |
| Tamaqua, Hazleton and Northern, | 47,491 | | 212,474 | | | 15 |
| Tioga, | | | 1,596 | | | 6 |
| Tiadaghton and Fahnastalk, | 32,800 | | 15,650 | | | 12 |
| Tionesta Valley, | | | 24,510 | | | 20 |
| Trout Run, | | | 2,912 | | | 6 |
| Warren and Farnsworth, | 7,220 | | 24,040 | | | 10 |
| Waynesburg and Washington, | 37,892 | | 61,932 | | | 11 |
| Western Maryland, | 518,401 | | 506,847 | | | |
| Western New York and Pennsylvania, | 1,250,052 | | 1,706,204 | | | 15 |
| Wheeling, Pittsburg and Baltimore, | 234,717 | | 381,756 | | | 23 |
| Wilkes-Barre and Western, | | | 40,000 | | | |
| Williamsport and North Branch, | 46,459 | | 22,184 | | | 15 |
| Wilmington and Northern, | 264,567 | | 217,403 | | | 13 |
| | 66,065,516 | 113,261,396 | 179,748,751 | | | |

TABLE G.—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

| NAME OF COMPANY. | Number of passengers carried earning revenue. | Number of passengers carried one mile. | Average distance carried. | Total passenger revenue. | Average amount received from each passenger. | Cts. Mills. | Average receipts per passenger per mile. | Cts. Mills. | Estimated cost of carrying each passenger one mile. | Cts. Mills. | Passenger earnings per mile of road. |
|--|---|--|---------------------------|--------------------------|--|-------------|--|-------------|---|-------------|--------------------------------------|
| | | | | | | | | | | | |
| Addison and Pennsylvania, | 64,787 | 906,318 | 14 | \$21,721 08 | 23.563 | 2.387 | 2.387 | 1.729 | 33.563 | \$622 49 | |
| Allegheny and Kinzua, | 1,725,985 | 31,543,159 | 18 | 728,911 00 | 42.232 | 2.311 | 2.311 | 1.268 | 8.040 85 | 3,040 85 | |
| Allegheny Valley, | 30,453 | 395,898 | 20 | 6,897 58 | 31.004 | 1.006 | 1.006 | 1.700 | 507 50 | 987 30 | |
| Altoona, Clearfield and Northern, | 214,979 | 4,254,113 | 12 | 67,525 08 | 28.869 | 2.366 | 2.366 | 2.621 | 1,304 98 | 1,304 98 | |
| Baltimore and Harrisburg, | 292,566 | 3,570,772 | 14 | 335,877 04 | 23.635 | 1.643 | 1.643 | 1.494 | 6,262 55 | 6,262 55 | |
| Baltimore and Lehigh, | 1,421,110 | 20,442,994 | 7 | 29,883 17 | 18.156 | 2.588 | 2.588 | 5.224 | 880 79 | 880 79 | |
| Baltimore and Philadelphia, | 168,492 | 1,147,984 | 3 | 1,027 81 | 10.000 | 3.000 | 3.000 | 1.028 | 342 60 | 342 60 | |
| Bangor and Portland, | 10,278 | 30,884 | 16 | 75,925 16 | 41.265 | 2.516 | 2.516 | 4.339 | 610 25 | 610 25 | |
| Beaver and Elwood, | 188,992 | 3,019,236 | 7 | 3,782 15 | 35.220 | 2.358 | 2.358 | 1.554 | 155 84 | 155 84 | |
| Beech Creek, | 10,744 | 78,205 | 6 | 1,844 45 | 18.137 | 3.084 | 3.084 | 2.282 | 282 05 | 282 05 | |
| Berlin, | 5,020 | 20,456 | 12 | 1,039 94 | 20.701 | 3.250 | 3.250 | 3.000 | 202 00 | 202 00 | |
| Berlin Branch, | 62,187 | 746,238 | 16 | 24,253 20 | 39.000 | 3.744 | 3.744 | 4.640 | 725 01 | 725 01 | |
| Bradford, Bordell and Kinzua, | 24,353 | 366,295 | 2 | 109 35 | 56.153 | 3.250 | 3.250 | 2.207 | 489 00 | 489 00 | |
| Bradford, Eldred and Cuba, | 1,682 | 3,364 | 21 | 355,765 31 | 46.457 | 2.268 | 2.268 | 2.207 | 1,284 73 | 1,284 73 | |
| Brownstone and Middletown, | 71,512 | 15,987,269 | 7 | 3,068 21 | 15.130 | 2.281 | 2.281 | 3.000 | 112 88 | 112 88 | |
| Buffalo, Rochester and Pittsburgh, | 20,279 | 184,515 | 3 | 359 84 | 15.000 | 5.000 | 5.000 | 1.121 | 359 84 | 359 84 | |
| Chambersburg and Fogelsville, | 5,397 | 16,191 | 11 | 133,770 16 | 26.602 | 2.427 | 2.427 | 1.121 | 5,697 20 | 5,697 20 | |
| Chartiers, | 502,861 | 5,610,723 | 2 | 392 52 | 5.030 | 2.810 | 2.810 | 2.012 | 68 86 | 68 86 | |
| Chester and Delaware River, | 7,804 | 13,969 | 20 | 2,007 32 | 2.324 | 2.324 | 2.324 | 2.090 | 3,051 75 | 3,051 75 | |
| Clarion River, | 1,461,322 | 29,408,180 | 13 | 685,630 17 | 46.775 | 2.619 | 2.619 | 1.956 | 8,161 64 | 8,161 64 | |
| Cleveland and Pittsburgh, | 229,078 | 2,913,358 | 6 | 76,311 15 | 33.312 | 2.104 | 2.104 | 3.677 | 1,503 55 | 1,503 55 | |
| Corning, Cowanesque and Antrim, | 115,903 | 695,418 | 10 | 19,049 94 | 12.624 | 1.801 | 1.801 | 2.012 | 1,589 41 | 1,589 41 | |
| Cornwall, | 198,583 | 2,034,557 | 9 | 36,649 61 | 18.456 | 2.012 | 2.012 | 2.012 | 1,589 41 | 1,589 41 | |
| Cornwall and Lebanon, | 14,030 | 131,004 | 9 | 2,975 29 | 18.456 | 2.012 | 2.012 | 2.012 | 1,589 41 | 1,589 41 | |
| Confluence and Oakland, | 14,030 | 131,004 | 9 | 2,975 29 | 18.456 | 2.012 | 2.012 | 2.012 | 1,589 41 | 1,589 41 | |

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—CONTINUED.

| NAME OF COMPANY. | Number of passengers carried earning revenue. | Number of passengers carried one mile. | Average distance carried. | Total passenger revenue. | Average amount received from each passenger. | Average receipts per passenger per mile. | Estimated cost of carrying each passenger one mile. | Passenger earnings per mile of road. |
|--|---|--|---------------------------|--------------------------|--|--|---|--------------------------------------|
| | | | | | Cts. Mils. | Cts. Mils. | Cts. Mils. | |
| Coudersport and Port Allegheny, | 27,620 | 412,140 | 13 | \$17,715 85 | 65.000 | 2.141 | 2.253 | \$8,527 60 |
| Gresson, Clearfield County and New York Short Route, | 88,769 | 655,049 | 18 | 22,519 15 | 26.087 | 2.149 | 1.960 | 818 86 |
| Cumberland Valley, | 876,106 | 16,041,233 | 10 | 343,404 64 | 39.208 | 2.174 | 2.780 | 2,720 81 |
| Delaware and Hudson Canal Company's Railroad, | 1,240,333 | 12,485,638 | 25 | 271,411 66 | 22.000 | 1.857 | 1.442 | 2,896 20 |
| Delaware, Lackawanna and Western, | 1,690,179 | 43,444,806 | 7 | 860,959 15 | 51.000 | 2.004 | 1.462 | 5,625 24 |
| Delaware River and Lancaster, | 19,088 | 129,398 | 18 | 3,122 03 | 16.000 | 2.655 | 2.013 | 247 78 |
| Delaware, Susquehanna and Schuylkill, | 124 | 2,232 | 16 | 59 25 | 47.782 | 2.538 | 2.533 | 1,135 89 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 221,749 | 3,680,908 | 17 | 92,150 02 | 41.556 | 1.960 | 1.528 | 491 36 |
| East Broad Top, | 93,089 | 1,123,488 | 13 | 21,924 34 | 23.552 | 2.546 | 2.780 | 1,129 71 |
| Erie and Pittsburgh, | 265,144 | 4,490,081 | 17 | 114,837 96 | 43.123 | 1.673 | 1.442 | 606 13 |
| Erie and Wyoming Valley, | 108,435 | 2,087,374 | 11 | 34,922 57 | 32.206 | 1.905 | 2.006 | 967 94 |
| Gettysburg and Harrisburg, | 146,038 | 1,630,443 | 19 | 31,231 92 | 21.386 | 1.005 | 2.006 | 143 94 |
| Huntingdon and Broad Top Mountain, | 102,001 | 1,973,690 | 6 | 50,969 40 | 50.000 | 1.005 | 1.005 | 143 94 |
| Hunter's Run and Slate Belt, | 12,003 | 77,709 | 11 | 1,151 49 | 9.006 | 2.905 | 1.083 | 779 93 |
| Kinzua Valley, | 23,763 | 253,868 | 11 | 7,476 75 | 31.424 | 2.183 | 1.981 | 5,135 54 |
| Lackawanna and Montrose, | 5,898,299 | 250,199,078 | 42 | 5,462,283 91 | 93.081 | 2.100 | 2.083 | 872 03 |
| Lake Shore and Michigan Southern, | 110,314 | 1,492,312 | 13 | 31,340 78 | 28.410 | 2.083 | 3.459 | 1,192 31 |
| Lehigh and Lackawanna, | 1,090,372 | 12,288,107 | 11 | 255,598 76 | 23.443 | 2.008 | 1.860 | 2,823 12 |
| Lehigh Valley, | 2,701,683 | 40,368,697 | 6 | 1,028,669 58 | 38.007 | 2.008 | 1.868 | 1,185 86 |
| Lehigh Valley, | 228,474 | 1,461,249 | 3 | 29,120 79 | 12.690 | 2.777 | 1.696 | 1,185 86 |
| Little Saw Mill Run, | 42,411 | 127,233 | 2 | 3,557 56 | 8.883 | 4.898 | 28.066 | 1,58 67 |
| Mauch Chunk Valley, | 6,185 | 11,317 | 2 | 555 81 | 9.050 | 4.898 | 28.066 | 1,58 67 |

| | | | | | | | | |
|---|------------|-------------|----|---------------|--------|-------|-------|----------|
| Mauch Chunk, Summit Hill and Switch-Back, | 38,774 | 697,932 | 18 | 23,308 45 | 60,000 | 3,003 | 2,003 | 1,294 91 |
| Middletown and Hummelstown, | 56,936 | 263,438 | 5 | 6,649 67 | 11,905 | 2,524 | | 1,007 52 |
| Mont Alto, | 78,597 | 1,406,100 | 11 | 13,469 93 | 17,176 | 1,493 | 1,492 | 868 94 |
| Montour, | 31,104 | | 8 | 6,273 58 | 50,000 | 2,004 | | 570 32 |
| Montrose, | 16,223 | | 13 | 7,070 48 | 43,833 | 3,246 | 790 | 336 89 |
| Mount Penn Gravity, | 62,522 | 500,176 | 8 | 13,323 87 | 21,031 | 2,664 | 1,890 | 1,665 48 |
| Mount Pleasant and Broadford, | | | | 5,164 16 | | | | |
| Neversink Mountain, | 61,877 | 680,647 | 11 | 12,839 84 | 20,000 | 1,009 | 1,006 | 1,172 71 |
| Newcastle and Beaver Valley, | 176,805 | 748,717 | 4 | 21,403 78 | 12,106 | 2,859 | 4,377 | 1,428 82 |
| Newport and Sherman's Valley, | 11,927 | 137,366 | 12 | 3,838 36 | 33,002 | 2,009 | | 157 53 |
| New York, Lake Erie and Western, | 11,805,389 | 277,404,736 | 24 | 4,202,363 61 | 36,597 | 1,515 | 1,268 | 4,347 18 |
| New York, Chicago and St. Louis, | 535,195 | 27,038,303 | 49 | 425,922 45 | 76,716 | 1,575 | 1,495 | 880 31 |
| New York and North Pennsylvania, | 12,782 | 51,128 | 4 | 1,809 35 | 14,155 | 3,539 | 3,153 | 442 87 |
| New York, Susquehanna and Western, | 1,435,896 | 20,828,255 | 14 | 303,360 31 | 21,127 | 1,456 | 1,654 | 2,107 68 |
| Northern Central, | 4,602,323 | 57,638,514 | 13 | 1,233,873 33 | 26,799 | 2,042 | 2,025 | 3,425 95 |
| Northeast Pennsylvania, | 228,129 | 1,870,990 | 8 | 38,209 51 | 16,749 | 2,042 | | 1,530 49 |
| Pennsylvania, Poughkeepsie and Boston, | 45,238,627 | 808,451,856 | 18 | 16,391,006 84 | 36,193 | 1,945 | 1,607 | 7,697 46 |
| Pennsylvania and Northwestern, | 39,408 | 1,175,427 | 30 | 23,103 05 | 58,494 | 2,023 | | 242 82 |
| Penn Gas Coal Company's Railroad, | 135,868 | 2,150,348 | 16 | 74,045 95 | 54,000 | 3,004 | 2,000 | 1,352 07 |
| Perkiomen, | 21,217 | 152,913 | 7 | 5,351 94 | 25,002 | 3,005 | | 535 19 |
| Perry County, | 31,525 | 1,821,739 | 10 | 45,335 29 | 24,465 | 2,468 | 2,979 | 1,425 96 |
| Philadelphia and Chester Valley, | 45,477 | 352,058 | 8 | 6,449 75 | 17,499 | 2,260 | | 394 89 |
| Philadelphia, Newtown and New York, | 636,101 | 5,088,808 | 8 | 82,822 82 | 13,021 | 1,630 | | 3,962 78 |
| Philadelphia and Reading, | 22,509,193 | 277,121,919 | 12 | 5,352,066 70 | 23,777 | 1,083 | | |
| Philadelphia, Wilmington and Baltimore, | 10,488,202 | 197,453,982 | 19 | 4,086,153 45 | 39,000 | 2,070 | 1,830 | 7,067 03 |
| Pine Creek, | 132,484 | 2,318,192 | 17 | 59,331 43 | 44,783 | 2,559 | 2,411 | 7,932 00 |
| Pittsburg and Castle Shannon, | 790,974 | 1,863,709 | 2 | 40,278 45 | 5,009 | 2,016 | 1,066 | 6,927 53 |
| Pittsburg, Chartiers and Youghiogheny, | 94,142 | 503,865 | 5 | 13,160 40 | 12,316 | 2,319 | 4,577 | 7,768 99 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 6,146,788 | 150,552,800 | 24 | 3,437,084 80 | 55,917 | 2,283 | 1,981 | 3,007 62 |
| Pittsburg and Connellsville, | 2,342,231 | 34,324,961 | 15 | 776,892 22 | | | | |
| Pittsburg, Fort Wayne and Chicago, | 4,850,276 | 145,974,539 | 30 | 3,088,416 30 | 63,075 | 2,116 | 1,589 | 6,572 64 |
| Pittsburg and Lake Erie, | 1,806,071 | 24,908,061 | 14 | 531,570 28 | 29,432 | 2,166 | 3,557 | 3,537 10 |
| Pittsburg and Northern, | 3,830 | 7,277 | 2 | 1,957 52 | 5,111 | 2,690 | 5,859 | 652 51 |
| Pittsburg, Shenando and Lake Erie, | 332,024 | 6,832,260 | 21 | 142,957 35 | 43,056 | 2,094 | | 934 97 |
| Pittsburg and Western, | 915,922 | 12,236,722 | 13 | 339,257 28 | 37,039 | 2,951 | | 1,516 57 |
| Pittsburg, Youngstown and Ashtabula, | 482,679 | 7,286,329 | 15 | 162,209 65 | 33,866 | 2,226 | 2,148 | 1,268 35 |
| Reading and Columbia, | 477,009 | 6,057,408 | 13 | 131,002 52 | 27,463 | 2,162 | | 1,876 99 |
| Rupert and Bloomsburg, | 52,763 | 82,545 | 2 | 2,791 02 | 5,288 | 3,381 | | 1,862 88 |
| Salisbury, | 2,963 | 22,758 | 8 | 498 20 | | | | |
| Schuylkill River East Side, | 987,474 | 1,974,948 | 2 | 91,021 37 | 9,522 | 4,761 | | |

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—(CONTINUED).

| NAME OF COMPANY. | Number of passengers carried earning revenue. | Number of passengers carried one mile. | Average distance carried. | Total passenger revenue. | Average amount received from each passenger. | Average receipts per passenger per mile. | Estimated cost of carrying each passenger one mile. | Passenger earnings per mile of road. |
|--|---|--|---------------------------|--------------------------|--|--|---|--------------------------------------|
| | | Cts. Miles. | | Cts. Miles. | Cts. Miles. | Cts. Miles. | Cts. Miles. | |
| Sharpsville, | 8,856 | 54,314 | 6 | \$2,966 29 | 35,005 | 5,004 | 6,043 | \$144 48 |
| Sinnemauchon Valley, | 19,863 | 178,767 | 9 | 8,938 44 | 46,000 | 5,000 | 13,474 | 1,640 03 |
| Somerset County, | 117,130 | 1,766,005 | 15 | 42,256 35 | 2,816 77 | 2,287 | 3,312 | 1,026 13 |
| Somerset and Cambria, | 15,622 | 679,191 | 8 | 15,536 33 | 17,592 | 2,361 | 2,249 | 258 93 |
| Stewartstown, | 88,314 | 2,487,901 | 15 | 58,737 39 | 36,412 | 5,000 | 5,000 | 46 80 |
| Stony Creek, | 161,312 | 2,201,022 | 13 | 10,051 11 | 65,001 | 5,003 | 2,690 | 921 70 |
| Tioga, | 15,463 | 14,280 | 8 | 714 25 | 40,000 | 3,174 | 1,862 | 3,366 95 |
| Tionesta Valley, | 1,785 | 817,567 | 17 | 25,945 98 | 54,000 | 1,007 | 1,862 | 1,402 87 |
| Waynesburg and Farnsworth, | 47,723 | 18,867,334 | 18 | 321,240 30 | 30,008 | 2,315 | 2,070 | 802 70 |
| Waynesburg and Washington, | 1,040,145 | 33,518,458 | 20 | 775,960 51 | 45,928 | 2,066 | 2,070 | 1,100 68 |
| Western Maryland, | 1,689,546 | 10,264,931 | 22 | 216,185 04 | 9,827 27 | 2,066 | 2,070 | 1,100 68 |
| Western New York and Pennsylvania, | 1,457,548 | 574,900 | 10 | 18,544 61 | 32,500 | 2,066 | 2,070 | 1,100 68 |
| Wheeling, Pittsburg and Baltimore, | 29,575 | 4,214,240 | 9 | 86,639 21 | 19,495 | 2,066 | 2,070 | 1,100 68 |
| Wilkes-Barre and Western, | 57,060 | 2,678,244,624 | 9 | 86,639 21 | 19,495 | 2,066 | 2,070 | 1,100 68 |
| Williamsport and North Branch, | 444,404 | 2,678,244,624 | 9 | 86,639 21 | 19,495 | 2,066 | 2,070 | 1,100 68 |
| Wilmington and Northern, | 140,190,599 | 2,678,244,624 | 9 | 86,639 21 | 19,495 | 2,066 | 2,070 | 1,100 68 |
| | | | | \$54,208,359 87 | | | | |

TABLE H—KIND OF FREIGHT CARRIED, IN TONS.

| NAME OF COMPANY. | Products of agri- culture. | Products of ani- male. | Products of mines. | Products of forests. | Manufactures. | Merchandise. | Miscellaneous. |
|--|----------------------------|------------------------|--------------------|----------------------|---------------|--------------|----------------|
| Addison and Pennsylvania, | 12,771 | 8,609 | 3,080 | 48,581 | 3,285 | 727 | 1,243 |
| Allegheny and Kinzua, | 70,063 | 23,579 | 2,387,801 | 123,230 | 1,323,577 | 2,829 | 76,991 |
| Allegheny Valley, | 20,244 | 4,926 | 70,221 | 426,017 | 17,043 | 58,369 | 55,034 |
| Altoona, Clearfield and Northern, | 20,383 | 11,761 | 28,687 | 12,177 | 7,331 | 167 | 1,639 |
| Baltimore and Harrisburg, | 11,918 | 1,384 | 144,510 | 10,395 | 5,238 | 2,691 | 1,860 |
| Baltimore and Lehigh, | 87 | 9 | 2,187 | 12,140 | 1,517 | 1,860 | 65 |
| Bangor and Portland, | 7,955 | 1,994 | 2,806,999 | 1,796 | 13,618 | 136 | 3,097 |
| Beaver and Elwood, | 2,268 | 157 | 2,464 | 54,985 | 18,618 | 7,706 | 1,459 |
| Beech Creek, | 4,799 | 308 | 2,117 | 1,111 | 2,207 | 1,759 | 1,633 |
| Berlin Branch, | 506 | 94 | 253 | 62,800 | 977 | 526 | 666 |
| Bradford, Bordell and Kinzua, | 91,642 | 20,043 | 38,364 | 6,696 | 12 | 37,528 | 28,087 |
| Bradford, Eldred and Cuba, | 4,004 | 402 | 2,119,241 | 250,884 | 307,041 | 31,136 | 281 |
| Brownstone and Middletown, | 11,360 | 7,589 | 158,080 | 494,415 | 37,678 | 8,088 | 12,283 |
| Buffalo, Roche-ter and Pittsburg, | 21,050 | 7,800 | 2,089,626 | 20,453 | 273,973 | 4,549 | 8,519 |
| Catsaqua and Fogelsville, | 87,425 | 27,654 | 293,226 | 5,890 | 16,000 | 56,001 | 16,135 |
| Chambersburg and Gettysburg, | 515,908 | 48,060 | 3,131,690 | 154,113 | 1,394,475 | 62,028 | 125,324 |
| Charlbers, | 871 | 1,883 | 2,563,520 | 274,338 | 158,506 | 86,119 | 54,851 |
| Chester and Delaware River, | 4,790 | 7,570 | 597,048 | 14,577 | 158,968 | 26,457 | 36,061 |
| Chesterland and Pittsburg, | 106,229 | 22,725 | 603,531 | 14,577 | 94,409 | 26,457 | 3,918 |
| Cleveland and Antrim, | 54,896 | 14,147 | 2,345 | 88,152 | 33,490 | 33,490 | 3,918 |
| Corning, Cowanesque and Antrim, | 388,572 | 407,057 | 8,510,760 | 283,846 | 13,225 | 33,490 | 3,918 |
| Cornwall, | | | | | | | |
| Cornwall and Lebanon, | | 187 | 885,532 | 13,718 | | | |
| Coudersport and Port Allegheny, | | 22,725 | 328,707 | 126,208 | | | |
| Crescent Connecting, | | 14,147 | 2,281,054 | 113,134 | | | |
| Cresson, Clearfield County and New York Short Route, | | 407,057 | 8,510,760 | 283,846 | | | |
| Cumberland Valley, | | | | | 312 | 7,613 | 45,659 |
| Delaware and Hudson Canal Company's Railroad, | | | | | 170,208 | 79,781 | 54,330 |
| Delaware, Lackawanna and Western, | | | | | 260,976 | 12,912 | 519,932 |
| | | | | | 522,615 | 172,683 | |

TABLE H—KIND OF FREIGHT CARRIED, IN TONS—CONTINUED.

| NAME OF COMPANY. | Products of agricul- ture | Products of animals | Products of mines | Products of forests | Manufactures | Merchandise | Miscellaneous |
|---|------------------------------|---------------------|-------------------|---------------------|--------------|-------------|---------------|
| Delaware River and Lancaster, | 1,021 | 4 | 13,422 | 935 | 103 | 30 | 623 |
| Delaware, Susquehanna and Schuylkill, | 910 | 19 | 1,514,081 | 15,361 | 5,270 | 30 | 1,752 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 20,676 | 9,471 | 41,280 | 87,366 | 74,686 | 11,452 | 11,113 |
| East Broad Top, | 1,238 | 927 | 215,072 | 6,070 | 34,927 | 1,122 | 387 |
| Erie and Pittsburgh, | 19,980 | 10,190 | 1,184,638 | 76,645 | 316,908 | 3,007 | 63,304 |
| Erie and Wyoming Valley, | 9,949 | 228 | 2,219,394 | 8,515 | 15,067 | 11,048 | 16,382 |
| Falls Creek, | . | . | 135,114 | 1,800 | . | . | . |
| Geelysburg and Harrisburg, | 5,670 | . | 96,290 | 6,556 | 57,978 | 48,401 | . |
| Huntingdon and Broad Top Mountain, | 2,273 | 1,690 | 2,267,828 | 107,394 | 107,394 | 100,702 | 8,716 |
| Hunter's Run and Slate Belt, | 252 | . | 18,454 | 462 | 8,846 | 13 | . |
| Ironton, | 462 | . | 112,852 | 1,109 | 54,301 | 64 | 9,446 |
| Kinzua Creek and Kane, | . | 767 | 56,054 | . | . | 1,346 | . |
| Lackawanna and Montrose, | . | 3,620 | 4,876 | . | 62 | 3,922 | . |
| Lake Shore and Michigan Southern, | 2,280,855 | 851,830 | 5,720,063 | 878,248 | 1,734,975 | 676,213 | 431,465 |
| Lehigh and Lackawanna, | 4,740 | 244 | 57,598 | 8,721 | 2,568 | 1,782 | 22,412 |
| Lehigh and Susquehanna, | 85,633 | 10,082 | 6,792,201 | 132,068 | 362,890 | 21,487 | 109,813 |
| Lehigh Valley, | 587,137 | 82,750 | 5,278,394 | 246,540 | 399,799 | . | 752,029 |
| Ligonier Valley, | 527 | 414 | 111,842 | 8,360 | 5,153 | 2,876 | 752 |
| Little Saw Mill Run, | . | . | 262,057 | . | . | . | 1,830 |
| Mahoning Valley, | 145 | . | 147,151 | 1,331 | 304 | 1,063 | 407 |
| Mapleton and Rocky Ridge, | . | . | 6,000 | . | . | . | . |
| Middletown and Hummelstown, | . | . | 16,608 | . | 12,145 | . | 25,868 |
| Monongahela River and Streets Run, | . | . | 7,585 | . | . | . | . |
| Mont Alto, | 1,967 | 173 | 16,410 | 6,127 | 5,828 | . | 13,156 |
| Montour, | . | . | 167,239 | . | . | . | 20,111 |
| Montrose, | 1,051 | 1,049 | 3,641 | 2,724 | 772 | 1,805 | 1,145 |
| Newcastle and Flower Valley, | 21,165 | 6,391 | 1,434,138 | 70,134 | 376,677 | 4,198 | 51,375 |
| Newmarket and Butler, | . | . | 60,839 | . | . | . | . |

| | | | | | | | |
|---|-----------|-----------|------------|-----------|------------|-----------|-----------|
| New York, Lake Erie and Western, | 2,310,006 | 713,001 | 11,934,376 | 1,345,373 | 1,410,253 | 543,277 | 346,988 |
| New York, Chicago and St. Louis, | 1,012,628 | 607,861 | 722,806 | 279,232 | 706,825 | 113,541 | 2,964 |
| New York and North Pennsylvania, | 36,400 | 3,085 | 1,126,962 | 30,239 | 104,402 | 14,261 | 186,872 |
| New York, Susquehanna and Western, | | 606 | 180,745 | 23,232 | 34,704 | | |
| Nittany Valley, | | 283,399 | 7,423,585 | 1,148,873 | 2,156,659 | 184,603 | 55,607 |
| Northern Central, | 1,909,288 | 1,840 | 15,500 | 5,125 | 6,948 | 17,430 | |
| North East Pennsylvania, | 2,825,651 | 1,392,528 | 85,764,786 | 2,922,741 | 10,226,129 | 252,602 | 404,645 |
| Pennsylvania, Poughkeepsie and Boston, | 56,899 | 20,708 | 138,798 | 16,850 | 14,048 | | 83,520 |
| Pennsylvania and North Western, | | | 1,620,078 | 71,571 | | 57,328 | |
| Penn Gas Coal Company's Railroad, | 500 | | 200 | 300 | 200 | | |
| Perkounen, | 238,515 | 10,238 | 214,601 | 61,761 | 232,824 | 66,859 | 26,004 |
| Perry County, | 877 | 612 | 1,672 | 2,469 | 416 | 8,468 | |
| Philadelphia and Chester Valley, | 13,320 | 1,946 | 16,182 | 1,452 | 74,042 | | 52,340 |
| Philadelphia, Newtown and New York, | | | 39,782 | | 13,300 | 2,400 | 14,804 |
| Philadelphia and Reading, | 2,199,905 | 441,018 | 22,613,282 | 1,370,336 | 3,335,880 | 1,088,079 | 1,126,550 |
| Philadelphia, Wilmington and Baltimore, | 680,664 | 245,805 | 1,826,169 | 656,792 | 1,846,372 | 78,989 | 30,474 |
| Pine Creek, | 498,658 | 36,909 | 3,738,166 | 281,813 | 164,161 | 84,721 | 48,122 |
| Pittsburg and Castle Shannon, | | | 54,395 | | | | 1,956 |
| Pittsburg, Chartiers and Youngblood, | 1,147 | | 683,218 | 19,984 | 4,590 | 3,673 | 958 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 1,532,942 | 404,182 | 3,550,622 | 824,384 | 2,784,487 | 185,157 | 1,237,612 |
| Pittsburg, Fort Wayne and Chicago, | 815,271 | 344,014 | 4,155,654 | 416,539 | 1,519,565 | 872,875 | 207,982 |
| Pittsburg and Lake Erie, | 69,066 | 12,609 | 6,097,342 | 120,523 | 919,269 | 62,591 | 219,966 |
| Pittsburg, Shenango and Lake Erie, | 13,818 | 4,547 | 450,646 | 31,064 | 38,928 | 21,749 | 7,419 |
| Pittsburg and Western, | 115,388 | 7,844 | 1,892,233 | 150,169 | 363,425 | 596,792 | |
| Pittsburg, Youngstown and Ashtabula, | 43,020 | 11,527 | 3,523,744 | 94,279 | 693,780 | 7,851 | 91,601 |
| Reading and Columbia, | 164,754 | 1,647 | 226,281 | 20,221 | 48,589 | | 11,743 |
| Reynoldsville and Falls Creek, | | 4,650 | 1,391,185 | | | | |
| Rupert and Bloomsburg, | | | 3,650 | | | | 8,735 |
| Shade Creek, | 6 | | 138,568 | 2,247 | | | |
| Shinnemahoning and Sheffield, | | | 475 | 11,557 | 42,535 | 1,706 | |
| Slate Run, | | | 204 | 1,033 | | 26,307 | |
| Somerset County, | | 689 | | 227,065 | | | |
| Stewartstown, | 8,631 | 1,932 | 2,642 | 60,400 | | 65 | 340 |
| Stony Creek, | 8,581 | | 22,555 | 3,237 | 1,172 | 961 | 3,100 |
| Susquehanna and Buffalo, | | | 19,846 | 206 | 843 | 1,908 | 2,706 |
| Tamaque, Hazelton and Northern, | | | 485,150 | | | | |
| Tiadaghton and Fahnstalk, | | | | | | | |
| Tioga, | 15,340 | 9,676 | 741,598 | 14,138 | | 3,479 | 5,388 |
| Tionesta Valley, | 394 | 3,358 | 400 | 100,804 | 6,697 | 7,551 | |
| Trout Run, | | | | 60,897 | 6,176 | 924 | |
| Ursina and North Fork, | 100 | | 1,019 | 17,510 | | | |
| | | | | 6,718 | | | |

TABLE H.—KIND OF FREIGHT CARRIED, IN TONS—CONTINUED.

| NAME OF COMPANY. | Products of agricul- ture. | Products of animals. | Products of mines. | Products of forest. | Manufacturers. | Merchandise. | Miscellaneous. |
|--|-------------------------------|----------------------|--------------------|---------------------|----------------|--------------|----------------|
| Warren and Farnsworth, | 1,976 | 1,391 | 5,156 | 4,146 | 8,340 | 136 | 16 |
| Waynesburg and Washington, | 92,814 | 16,033 | 294,498 | 1,691 | 643,477 | 2,236 | 123 |
| Western Maryland, | 74,924 | 6,959 | 3,184,382 | 41,982 | 81,402 | 338,502 | 84,220 |
| Western New York and Pennsylvania, | 2,566 | 1,071 | 1,071 | 1,051,483 | 2,440 | 336,502 | 84,220 |
| Wilkes-Barre and Western, | 2,614 | 4,165 | 8,007 | 11,461 | 7,141 | 2,446 | 2,330 |
| Williamsport and North Branch, | 24,211 | 2,463 | 460,541 | 42,647 | 238,806 | 59,397 | 6,276 |
| Wilmington and Northern, | 19,174,726 | 6,279,301 | 171,913,484 | 15,853,793 | 35,523,399 | 7,634,053 | 6,949,548 |

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

| NAME OF COMPANY. | Number of tons carried of freight earned. | Number of tons carried one mile. | Average distance haul of one ton. | Total freight revenue. | Average amount received for each ton of freight. | Average receipts per ton per mile. | Estimated cost of carrying one ton one mile. | Freight earnings per mile of road. |
|--|---|----------------------------------|-----------------------------------|------------------------|--|------------------------------------|--|------------------------------------|
| | | | | | <i>Cts. Mths.</i> | <i>Cts. Mths.</i> | <i>Cts. Mths.</i> | |
| Addison and Pennsylvania, | 78,300 | 2,949,000 | 90 | \$64,157 96 | <i>Cts. Mths.</i> 81.988 | <i>Cts. Mths.</i> 2.731 | <i>Cts. Mths.</i> 1.867 | \$1,564 88 |
| Allegheny and Kinzua, | 126,119 | 1,765,666 | 14 | 58,545 97 | 45.966 | 3.275 | | 1,998 06 |
| Allegheny Valley, | 4,626,480 | 211,132,087 | 46 | 1,704,646 88 | 38.790 | .850 | .533 | 6,986 84 |
| Altoona, Clearfield and Northern, | 3,063 | 40,200 | | 1,252 92 | 40.000 | .820 | .250 | 96 38 |
| Baltimore and Harrisburg, | 190,977 | 5,826,883 | 90 | 106,444 00 | 66.007 | 1.068 | | 1,314 12 |
| Baltimore and Lehigh, | 82,497 | 2,415,547 | 29 | 90,726 44 | 109.975 | 3.756 | 2.534 | 1,103 34 |
| Baltimore and Philadelphia, | 2,252,593 | 69,373,710 | 31 | 423,969 42 | 18.777 | 6.10 | .641 | 7,085 22 |
| Bangor and Portland, | 177,600 | 2,808,800 | 13 | 112,042 35 | 63.067 | 4.853 | 1.716 | 2,705 80 |
| Beaver and Elwood, | | | 3 | 906 71 | | | | |
| Beech Creek, | 2,866,154 | 252,820,242 | 87 | 1,129,422 85 | 39.011 | .447 | .225 | 8,206 89 |
| Bellefonte Central, | 20,942 | | | 5,890 70 | 23.000 | | | 242 71 |
| Berlin, | 27,246 | 107,530 | 4 | 5,240 87 | 82.814 | 4.873 | | 131 02 |
| Berlin Branch, | 7,902 | 52,382 | 7 | 3,144 71 | 39.796 | 6.003 | | 449 24 |
| Bradford, Bordell and Kinzua, | 74,470 | 906,501 | 12 | 35,126 01 | 39.647 | 3.290 | 1.817 | 983 33 |
| Bradford, Eldred and Cuba, | 9,623 | 192,460 | 20 | 10,192 73 | 106.920 | 5.296 | 6.486 | 297 25 |
| Bradford and Western Pennsylvania, | 14,297 | 42,891 | 3 | 1,766 96 | 12.370 | 4.480 | 4.000 | 58 90 |
| Brownstone and Middletown, | 38,657 | | | 7,102 70 | | | | |
| Buffalo, Rochester and Pittsburgh, | 2,844,466 | 405,646,685 | 143 | 2,410,507 31 | 64.744 | .504 | .412 | 7,917 32 |
| Catawqua and Fogelsville, | 326,888 | 3,616,966 | 11 | 95,258 11 | 23.141 | 2.634 | | 3,488 31 |
| Chambersburg and Gettysburg, | 2,833 | 11,334 | 4 | 989 37 | 34.000 | 5.666 | 3.000 | 96 94 |
| Chartiers, | 906,311 | 5,542,276 | 6 | 108,425 03 | 11.976 | 1.956 | 1.521 | 4,617 76 |
| Chester and Delaware River, | 356,092 | 865,553 | 2 | 13,089 17 | 03.662 | 1.506 | | 2,287 57 |
| Charion River, | | | | 8,161 06 | | | | |
| Cleveland and Pittsburgh, | 4,971,769 | 382,830,260 | 77 | 2,791,671 61 | 56.150 | .729 | .446 | 12,463 63 |
| Corning, Covaneeque and Antrim, | 3,760,604 | 123,396,459 | 33 | 727,209 64 | 19.375 | .589 | .388 | 7,777 68 |
| Cornwall, | 794,257 | 4,765,542 | 6 | 103,755 22 | 13.063 | 2.177 | .846 | 8,198 05 |
| Cornwall and Lebanon, | 745,841 | 11,644,888 | 16 | 182,007 06 | 24.408 | 1.563 | .767 | 7,545 90 |

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

| NAME OF COMPANY. | Number of tons carried of freight revenue. | Number of tons carried one mile. | Average distance hauled of one ton. | Total freight revenue. | Average amount received for each ton of freight. | Average receipts per ton per mile. | Estimated cost of carrying one ton one mile. | Freight earnings per mile of road. |
|--|--|----------------------------------|-------------------------------------|------------------------|--|------------------------------------|--|------------------------------------|
| | | | | Cts. Milla. | Cts. Milla. | Cts. Milla. | Cts. Milla. | |
| Confluence and Oakland, | 25,333 | 283,003 | 11 | \$10,906 49 | 44.000 | ..... | ..... | \$2,637 59 |
| Coudersport and Port Allegheny, | 136,347 | 236,421 | 12 | 58,023 89 | 44.000 | ..... | ..... | 2,780 75 |
| Cresson, Clearfield County and New York Short Route, | 307,304 | 4,873,943 | 44 | 76,470 47 | 24.009 | ..... | 1.058 | 3,489 59 |
| Cumberland Valley, | 886,604 | 39,346,820 | 44 | 505,746 11 | 57.043 | ..... | ..... | 8,153 16 |
| Delaware and Hudson Canal Company's Railroad, | 2,791,499 | 86,437,128 | 31 | 834,833 61 | 29.908 | ..... | 1.212 | 27,521 93 |
| Delaware, Lackawanna and Western, | 10,870,475 | 633,199,021 | 58 | 5,816,485 01 | 53.571 | ..... | .923 | 416 39 |
| Delaware River and Lancaster, | 16,141 | 63,177,067 | 11 | 5,246 54 | 32.500 | ..... | 5.180 | 8,896 09 |
| Delaware, Susquehanna and Schuylkill, | 1,537,423 | 8,001,958 | 5 | 422,533 79 | 27.483 | ..... | 1.932 | 1,942 41 |
| Dunkirk, Allegheny Valley and Pittsburgh, | 256,500 | 12,604,979 | 49 | 175,782 07 | 68.531 | ..... | 1.889 | 1,890 56 |
| East Broad Top, | 234,943 | 4,946,173 | 19 | 84,366 78 | 33.049 | ..... | 1.462 | 5,444 22 |
| Erie and Pittsburgh, | 1,694,781 | 101,101,233 | 60 | 551,009 53 | 32.512 | ..... | .820 | 10,551 11 |
| Erie and Wyoming Valley, | 2,231,211 | 79,842,335 | 35 | 656,809 68 | 28.792 | ..... | 2.450 | 3,074 42 |
| Falls Creek, | 136,974 | 205,461 | 11 | 0,223 25 | 06.730 | ..... | ..... | 1,573 70 |
| Gettysburg and Harrisburg, | 165,923 | 2,723,028 | 17 | 54,450 04 | 34.921 | ..... | ..... | 555 37 |
| Huntington and Broad Top Mountain, | 2,635,755 | 96,645,273 | 37 | 602,650 02 | 23.000 | ..... | ..... | 4,144 85 |
| Hunter's Run and Slate Belt, | 25,743 | 139,517 | 5 | 4,442 98 | 17.038 | ..... | ..... | ..... |
| Ironton, | 178,800 | 715,200 | 4 | 37,303 62 | 20.863 | ..... | 3.713 | ..... |
| Kinzua Creek and Kane, | 58,249 | ..... | ..... | 26,601 76 | 43.952 | ..... | ..... | ..... |
| Kinzua Valley, | ..... | ..... | ..... | 9,092 03 | ..... | ..... | ..... | ..... |
| Lackawanna and Montrose, | 12,418 | 135,989 | 11 | 2,348 29 | 18.909 | ..... | 2.775 | 214 07 |
| Lake Shore and Michigan Southern, | 13,332,619 | 2,429,610,032 | 182 | 14,617,655 45 | 109.000 | ..... | .416 | 10,239 59 |
| Lehigh and Lackawanna, | 232,988 | 3,515,649 | 15 | 58,489 91 | 25.104 | ..... | 1.602 | 1,627 43 |
| Lehigh and Susquehanna, | 10,301,574 | 561,111,943 | 54 | 5,151,991 02 | 50.010 | ..... | .933 | 22,913 63 |
| Lehigh Valley, | 7,104,625 | 303,636,179 | 12 | 6,418,275 84 | 46.970 | ..... | .788 | ..... |
| Ligonier Valley, | 131,124 | 686,724 | 5 | 25,323 36 | 19.164 | ..... | 3.737 | 2,422 03 |

| | | | | | | | | |
|--|------------|---------------|-----|---------------|------------|--------|--------|-----------|
| Little Saw Mill Run, | 283,887 | 791,661 | 3 | 51,547 99 | 19,594 | 6,511 | 4,171 | 17,182 06 |
| Mahoning Valley, | 150,401 | 1,929,644 | 8 | 13,293 15 | 8,888 | .688 | .511 | 1,022 55 |
| Mauch Chunk, Summit Hill and Switch Back, | 171 | 1,539 | 9 | 85 83 | 50,000 | 5,500 | 4,500 | 4 76 |
| Middletown and Hummelstown, | 53,116 | 174,352 | 3 | 8,905 79 | 16,578 | 5,060 | | 1,334 21 |
| Monongahela and Streets Run, | 7,535 | | 1 | 714 00 | 9,480 | 8,610 | 8,610 | 649 09 |
| Mont Alto, | 43,300 | 774,637 | 14 | 12,092 53 | 27,927 | 1,995 | 1,412 | 675 93 |
| Montour, | 187,350 | | | 34,480 36 | | | | |
| Montrose, | 11,488 | 19,523,556 | 17 | 11,129 25 | 93,664 | 5,700 | 2,650 | 393 90 |
| Neversink Mountain, | 3,890 | 19,450 | 5 | 1,536 00 | 40,000 | 8,000 | | 9,064 41 |
| Newcastle and Beaver Valley, | 1,972,261 | 7,137,710 | 4 | 135,784 82 | 6,885 | 1,902 | 1,724 | 2,794 39 |
| Newcastle and Butler, | 69,859 | | | 6,985 92 | 10,000 | 4,000 | 2,400 | 328 01 |
| Newport and Sherman's Valley, | 8,161 | 164,590 | 20 | 8,200 42 | \$1 00,008 | 4,009 | | 328 01 |
| New York, Lake Erie and Western, | 18,614,822 | 3,062,443,147 | 165 | 19,272,601 88 | 1 03,534 | .629 | .406 | 17,430 91 |
| New York, Chicago and St. Louis, | 3,445,947 | 1,065,493,592 | 315 | 5,823,881 74 | 1 69,007 | .537 | 4,628 | 11,018 18 |
| New York and North Pennsylvania, | 34,840 | 139,360 | 4 | 7,413 81 | 21,280 | 5,320 | | 1,482 76 |
| New York, Susquehanna and Western, Nittany Valley, | 1,446,167 | 113,149,546 | 78 | 1,265,638 99 | 87,517 | 1,119 | .467 | 8,047 04 |
| Northern Central, | 13,162,304 | 888,119,971 | 67 | 5,368,470 28 | 40,737 | .604 | .454 | 14,399 24 |
| Northeast Pennsylvania, | 56,992 | 705,060 | 12 | 30,180 79 | 52,956 | 4,281 | | 1,178 94 |
| Ohio and Baltimore Short Line, | 196,026 | 1,251,748 | 6 | 12,217 41 | | | | |
| Pennsylvania, | 69,195,928 | 7,362,618,999 | 106 | 47,619,290 40 | 68,819 | .647 | .454 | 18,667 05 |
| Pennsylvania, Poughkeepsie and Boston, | 330,823 | 24,341,998 | 74 | 170,880 83 | 51,653 | 7,02 | | 1,782 98 |
| Pennsylvania and North Western, | 1,748,977 | 82,776,367 | 47 | 811,224 56 | 46,400 | .009 | .007 | 11,249 82 |
| Penn Gas Coal Company's Railroad, Perkiomen, | 1,200 | 12,000 | 10 | 1,902 53 | 1 60,000 | 16,000 | | 190 25 |
| Perry County, | 8,192 | 80,228,194 | 36 | 258,790 92 | 30,417 | 2,815 | .440 | 6,721 84 |
| Philadelphia and Chester Valley, | 159,282 | 1,698,163 | 11 | 3,812 74 | | | | |
| Philadelphia, Newtown and New York, | 70,284 | 1,773,124 | 11 | 41,265 45 | 25,907 | 2,430 | | 1,919 32 |
| Philadelphia and Reading, | 32,174,989 | 3,055,824,994 | 95 | 27,297 27 | 38,838 | 3,531 | | 1,806 09 |
| Philadelphia, Wilmington and Baltimore, Pine Creek, | 4,865,326 | 274,728,163 | 56 | 26,792,121 20 | 88,370 | .877 | | |
| Pittsburg and Castle Shannon, | 4,941,410 | 237,819,740 | 48 | 3,894,209 96 | 80,400 | 1,417 | 1,070 | 5,839 67 |
| Pittsburg, Chartiers and Youngioghery, Pittsburg, Cincinnati, Chicago and St. Louis, | 56,350 | 175,050 | 3 | 958,319 74 | 19,393 | 403 | .249 | 12,811 76 |
| Pittsburg and Connellyville, | 713,570 | 8,426,297 | 12 | 79,534 03 | 141,140 | 47,046 | 42,200 | 12,236 00 |
| Pittsburg, Fort Wayne and Chicago, | 10,590,396 | 1,605,319,072 | 152 | 129,813 59 | 18,192 | 1,541 | 1,077 | 8,640 37 |
| Pittsburg Junction, | 5,662,156 | 264,450,006 | 47 | 10,950,876 38 | 103,404 | .682 | .513 | 9,582 58 |
| Pittsburg and Lake Erie, | 8,331,950 | 1,268,721,552 | 152 | 2,165,721 79 | | | | |
| Pittsburg, Sheougan and Lake Erie, | 7,561,912 | 479,306,438 | 63 | 8,575,250 85 | 102,920 | .679 | .464 | 18,249 48 |
| Pittsburg and Western, | 569,361 | 26,832,963 | 47 | 287,114 18 | | | | |
| Pittsburg and Western, | 3,026,357 | 149,990,652 | 50 | 3,691,736 39 | 48,820 | .770 | .438 | 22,680 45 |
| Pittsburg, Youngstown and Ashtabula, | 4,471,659 | 214,287,558 | 48 | 216,189 59 | 37,971 | .806 | | 1,413 98 |
| | | | | 1,046,431 67 | 36,223 | .731 | | 4,901 43 |
| | | | | 1,350,387 54 | 30,199 | .630 | .319 | 10,558 98 |

TABLE I.—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

| NAME OF COMPANY. | Number of tons carried of freight earnings. | Number of tons carried one mile. | Average distance haul of one ton. | Total freight revenue. | Average amount received for each ton of freight. | Average receipts per ton per mile. | Estimated cost of carrying one ton one mile. | Freight earnings per mile of road. |
|--|---|----------------------------------|-----------------------------------|------------------------|--|------------------------------------|--|------------------------------------|
| | | | | | | | | |
| Reading and Columbia, | 467, 185 | 11, 065, 016 | 26 | \$200, 301 39 | 42, 874 | 1. 074 | | \$2, 718 16 |
| Reynoldsville and Falls Creek, | 1, 391, 136 | | 2 | 116, 226 09 | 8, 280 | | | 7, 946 62 |
| Rupert and Bloomsburg, | 19, 282 | 38, 153 | 7 | 4, 104 73 | 21, 509 | 10. 916 | | 2, 602 96 |
| Salisbury, | 432, 972 | 2, 835, 566 | 5 | 56, 931 49 | | | | |
| Schuylkill River, East Side, | 2, 092, 934 | 10, 460, 470 | 1 | 166, 841 73 | 10, 000 | 1. 585 | | |
| Shade Creek, | 11, 556 | | 14 | 1, 155 60 | 12, 062 | 10. 000 | 11. 000 | |
| Sharpville, | 183, 588 | 2, 573, 782 | 12 | 22, 173 38 | 67, 823 | . 873 | 1. 020 | 1, 080 14 |
| Sinnemahoning Valley, | 253, 362 | 3, 086, 017 | 15 | 146, 502 14 | 27, 521 78 | 3. 014 | 2. 577 | 1, 834 78 |
| Slate Run, | 60, 875 | 9, 913, 125 | 34 | 5, 373 17 | 108, 000 | | | |
| Somerset County, | 4, 993 | 11, 606, 084 | 3 | 111, 832 66 | | | | |
| Somerset and Cambria, | 339, 845 | 15, 048 18 | 7 | 15, 048 18 | | | | |
| State Line, | 268, 033 | 669, 714 | 5 | 12, 303 22 | 26, 454 | 5. 320 | 4. 526 | 957 27 |
| Stewartstown, | 38, 796 | 185, 329 | 9 | 9, 859 89 | 3, 909 17 | 4. 25 | | 1, 856 36 |
| Stony Creek, | 166, 677 | | 20 | 18, 378 35 | 08, 761 | 4. 615 | 6. 011 | 4, 824 04 |
| Susquehanna and Buffalo, | 468, 629 | 4, 323, 120 | 36 | 2, 976 21 | 20, 767 | . 876 | | 5, 686 24 |
| Tamaqua, Hazleton and Northern, | 14, 331 | 64, 439 | 10 | 279, 594 36 | 31, 541 | 1. 938 | 2. 070 | 1, 283 86 |
| Tidaghton and Fahnastalk, | 886, 439 | 31, 936, 161 | 12 | 55, 205 59 | 83, 843 | 3. 000 | 5. 500 | 828 31 |
| Toga, | 66, 239 | 17, 770, 200 | 12 | 8, 782 20 | 88, 000 | 7. 300 | 5. 200 | 247 85 |
| Tionesta Valley, | 17, 510 | 175, 100 | 42 | 23, 336 54 | 146, 651 | 6. 722 | 5. 200 | 829 61 |
| Trout Run, | 4, 238 | 51, 576 | 100 | 410, 442 98 | 57, 600 | 1. 400 | . 396 | 3, 307 36 |
| Warren and Farnsworth, | 15, 913 | 347, 179 | 45 | 2, 689, 900 66 | 60, 200 | | | 4, 197 16 |
| Waynesburg and Washington, | 712, 444 | 29, 567, 468 | | 418, 136 03 | | | | |
| Western Maryland, | 4, 433, 947 | 448, 332, 206 | | 12, 867 32 | | | | |
| Western New York and Pennsylvania, | 1, 220, 597 | 54, 918, 447 | | | | | | |
| Wheeling, Pittsburg and Baltimore, | 19, 772 | | | | | | | |
| Wilkes-Barre and Western, | | | | | | | | |

| | | | | |
|--|----------------|------------------|--------|----------|
| Williamsport and North Branch, | 71,350 | 57,011 05 | 79,903 | 2,111 52 |
| Wilmington and Northern, | 803,521 | 844,233 60 | 42,841 | 8,741 23 |
| | 26,199,289 | 33 | 1,314 | 1,054 |
| | 27,319,013,553 | \$198,337,535 22 | | |

TABLE J—EARNINGS AND INCOME DURING THE YEAR.

| NAME OF COMPANY. | Passenger earnings. | Freight earnings. | Other earnings from operations. | Total earnings from operation. | Income from other sources, including interest on bonds, dividends on stock, rentals, etc. | Total earnings and income. |
|---|---------------------|-------------------|---------------------------------|--------------------------------|---|----------------------------|
| Addison and Pennsylvania, | \$25,522 00 | \$64,157 95 | \$2,550 00 | \$92,229 95 | \$12,620 84 | \$104,850 79 |
| Allegheny and Kinzua, | 572 63 | 56,845 97 | 241 67 | 59,660 32 | | 59,660 32 |
| Allegheny Valley, | 791,533 14 | 1,806,659 16 | 15,000 54 | 2,612,192 84 | 13,987 64 | 2,626,180 48 |
| Allentown, | | | | | 3,972 07 | 3,972 07 |
| Altoona, Clearfield and Northern, | 6,597 50 | 1,252 92 | | 7,850 42 | | 7,850 42 |
| Bald Eagle Valley, | | | | | 248,618 68 | 248,618 68 |
| Baltimore and Cumberland Valley, | | | | | 4,368 00 | 4,368 00 |
| Baltimore and Cumberland Valley Extension, | | | | | | |
| Baltimore and Harrisburg, | 79,971 84 | 106,440 00 | | 186,411 84 | 32,700 00 | 32,700 00 |
| Baltimore and Harrisburg Western Extension, | | | | | | |
| Baltimore and Lehigh, | 110,131 69 | 93,130 84 | 1,608 04 | 204,870 57 | 12,000 00 | 12,000 00 |
| Baltimore and Philadelphia, | 373,874 53 | 422,957 90 | | 796,832 43 | | 204,870 57 |
| Bangor and Portland, | 33,655 13 | 112,042 35 | | 145,697 48 | | 145,697 48 |
| Barclay Coal Company's Railroad, | 7,033 98 | 25,167 21 | | 32,226 19 | 5,317 44 | 37,543 63 |

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

| NAME OF COMPANY. | Passenger earnings. | Freight earnings. | Other earnings from operation. | Total earnings from operation. | Income from other sources, including interest on bonds, dividends on stock, rentals, etc. | Total earnings and income. |
|--|---------------------|-------------------|--------------------------------|--------------------------------|---|----------------------------|
| Beaver and Elwood, | \$1,218 88 | \$906 71 | | \$2,125 59 | | \$2,125 59 |
| Bedford and Bridgeport, | 83,982 03 | 1,129,431 85 | \$17,419 49 | 1,230,833 97 | \$108,190 46 | 1,08,190 46 |
| Beech Creek, | 3,880 55 | 5,860 70 | 87 37 | 9,838 62 | | 9,838 62 |
| Bellefonte Central, | 2,256 36 | 5,240 87 | | 7,497 23 | | 7,497 23 |
| Berlin, | 1,421 04 | 3,144 71 | 243 77 | 4,809 52 | | 4,809 52 |
| Bloomburg and Sullivan, | 22,893 07 | 42,377 84 | | 65,270 91 | | 65,270 91 |
| Bedford, Bordell and Kinzua, | 28,507 53 | 35,126 01 | | 63,633 54 | 7 65 | 63,641 19 |
| Bradford, Eldred and Cuba, | 16,767 88 | 10,182 73 | | 26,960 61 | 2 21 | 26,962 82 |
| Bradford and Western Pennsylvania, | 109 35 | 1,766 96 | 671 50 | 2,438 46 | | 2,438 46 |
| Brownstone and Middletown, | 391,149 31 | 7,102 70 | 1,649 00 | 8,961 05 | | 8,961 05 |
| Buffalo, Rochester and Pittsburg, | | 2,410,507 31 | 3,083 41 | 2,804,740 03 | | 2,804,908 30 |
| Buxton, | | | | | 56,163 27 | 56,163 27 |
| Cambria and Clearfield, | | | | | 8,106 55 | 8,106 55 |
| Catawqua and Fogelsville, | 3,068 21 | 95,256 11 | 509 27 | 98,835 59 | | 98,835 59 |
| Catawissa, | 458 46 | | 30 49 | 1,476 32 | | 1,476 32 |
| Chambersburg and Gettysburg, | 151,214 23 | 108,425 03 | 1,574 44 | 261,213 70 | | 261,213 70 |
| Chartiers, | 382 52 | 13,039 17 | | 13,431 69 | | 13,431 69 |
| Chester and Delaware River, | | | | | 2,973 60 | 2,973 60 |
| Chestnut Hill, | | | | | 16,478 00 | 16,478 00 |
| Clearon River, | 2,007 32 | 8,161 06 | | 10,168 38 | | 10,168 38 |
| Cleveland and Pittsburg, | 801,948 43 | 2,791,671 01 | 43,217 36 | 3,636,837 40 | | 3,640,429 70 |
| Colebrookdale, | | | | | 3,592 30 | 3,592 30 |
| Columbia and Port Deposit, | | | | | 12,789 42 | 12,789 42 |
| Connecting, | | | | | 203,966 81 | 203,966 81 |
| Corning, Lowanesque and Antrim, | 87,565 30 | 727,209 64 | 1,128 62 | 815,893 56 | 153,444 06 | 153,444 06 |
| Cornwall, | 20,431 15 | 108,755 22 | | 124,386 37 | | 124,386 37 |

| | | | | | | |
|--|--------------|---------------|------------|---------------|--------------|---------------|
| Cornwall and Lebanon, | 38,577 88 | 182,007 06 | 3,107 69 | 223,682 63 | 6,972 13 | 230,664 76 |
| Confluence and Oakland, | 8,816 33 | 10,906 49 | | 14,722 82 | | 14,722 82 |
| Coudersport and Port Allegheny, | 19,333 85 | 58,026 29 | | 77,860 14 | | 77,860 14 |
| Oreocent Connecticut, | | 1,322 57 | | 1,322 57 | | 1,322 57 |
| Cresson, Clearfield County and New York Short Route, | 22,519 15 | 76,470 47 | 11,614 41 | 110,604 03 | | 110,604 08 |
| Gumberland Valley, | 394,328 32 | 505,746 11 | 23,959 92 | 924,034 35 | | 924,034 35 |
| Delaware and Hudson Canal Company's Railroad, | 296,570 57 | 834,833 61 | 886 16 | 1,131,840 34 | 300,888 39 | 1,432,678 73 |
| Delaware, Lackawanna and Western, | 1,188,888 62 | 5,816,485 01 | 709,485 98 | 7,714,809 61 | 6,642,405 49 | 14,357,215 10 |
| Delaware River and Lancaster, | 3,423 74 | 5,246 54 | | 8,670 28 | | 8,670 28 |
| Delaware, Susquehanna and Schuylkill, | 59 25 | 422,533 79 | | 422,593 04 | 46 19 | 422,639 23 |
| Dillsburg and Mechanicsburg, | | | | 22,972 25 | 75 00 | 23,047 25 |
| Downingtown and Lancaster, | | | | | 22,835 91 | 279,085 42 |
| Dunkirk, Allegheny Valley and Pittsburg, | 102,911 49 | 175,981 93 | 142 00 | 279,085 42 | | 114,469 98 |
| East Broad Top, | 23,737 62 | 88,847 73 | 774 58 | 113,359 93 | | 32,045 50 |
| East Mahanoy, | | | | | | 123,627 00 |
| East Pennsylvania, | | | | | | 151,766 58 |
| Elmira and Williamsport, | | | | | | 721,797 36 |
| Erie and Pittsburg, | 137,041 29 | 551,009 53 | 20,323 81 | 708,374 63 | 13,422 73 | 746,679 63 |
| Erie and Wyoming Valley, | 37,731 34 | 656,809 08 | 2,139 21 | 696,679 63 | 50,000 00 | 9,223 25 |
| Falls Creek, | | 9,223 25 | | 9,223 25 | | 9,000 00 |
| Fayette County, | | | | | | 88,877 12 |
| Gettysburg and Harrisburg, | 33,490 64 | 54,450 04 | 986 44 | 88,877 12 | | 27,294 50 |
| Hanover and York, | | | | | | 126,241 58 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | | | | | | 664,553 10 |
| Huntington and Broad Top Mountain, | 60,047 06 | 602,650 02 | 1,856 02 | 664,553 10 | | 6,224 01 |
| Hunter's Run and Slate Belt Railroad, | 1,762 03 | 4,442 93 | 19 05 | 37,303 62 | | 43,428 25 |
| Ironton, | | 37,303 62 | | | 0,124 63 | 56,860 50 |
| Jamestown and Franklin, | | | | | 24,186 07 | 24,186 07 |
| Johnsonburg, | | | | | 1,200 00 | 1,200 00 |
| Jones' Lake, | | | | | 1,385 42 | 210,800 04 |
| Junction, | | | | | 30 00 | 25,601 76 |
| Kensington and Tacony, | | 25,601 76 | | 25,601 76 | | 47,056 78 |
| Kinzua Valley, | 170 75 | 8,082 08 | | 9,262 78 | 37,794 00 | 10,547 08 |
| Lackawanna and Montrose, | 8,173 79 | 2,348 29 | | 10,547 08 | | 23,155,904 77 |
| Lake Shore and Michigan Southern, | 7,421,844 48 | 14,884,871 53 | 25 00 | 23,469,171 03 | 686,823 74 | 92,105 77 |
| Lehigh and Lackawanna, | 33,615 86 | 58,489 91 | 162,455 02 | 92,105 77 | | 5,423,599 90 |
| Lehigh and Susquehanna, | 268,080 90 | 5,151,901 02 | 3,617 98 | 5,423,599 90 | | 12,250,806 45 |
| Lehigh Valley, | 1,111,886 41 | 6,816,275 34 | 335,495 22 | 8,205,665 97 | 3,991,140 48 | 13,891 27 |
| Lewisburg and Tyrone, | | | | | | |

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

| NAME OF COMPANY. | Passenger earnings. | Freight earnings. | Other earnings from operation. | Total earnings from operation. | Income from other sources, including interest on bonds, rentals, etc. | Total earnings and income. |
|---|---------------------|-------------------|--------------------------------|--------------------------------|---|----------------------------|
| Lugoner Valley, | \$29,642 86 | \$25,326 36 | .. | \$54,069 22 | .. | \$54,069 22 |
| Little Saw Mill Run, | 8,557 55 | 51,547 99 | .. | 58,340 71 | \$200 00 | 58,540 71 |
| Little Schuylkill Navigation, | .. | .. | .. | .. | 226,253 18 | 226,253 18 |
| Littlestown, | .. | .. | .. | .. | 888 44 | 888 44 |
| Lykens Valley, | .. | .. | .. | .. | 62,086 76 | 62,086 76 |
| McKeesport and Bessemer, | .. | .. | .. | .. | 24,120 00 | 24,120 00 |
| McKeesport and Bessemer, | .. | 26,907 75 | .. | 26,907 75 | .. | 26,907 75 |
| Mahoning Valley, | 762 74 | 18,283 15 | 8,581 88 | 22,627 77 | .. | 22,627 77 |
| Mapleton and Rocky Run, | .. | 60 00 | .. | 60 00 | .. | 60 00 |
| Mauch Chunk, Summit Hill and Switch Rack, | 23,284 70 | 85 83 | 367 85 | 23,718 38 | .. | 23,718 38 |
| Middletown and Hummelstown, | 6,649 67 | 8,805 79 | 72 41 | 15,527 87 | .. | 15,527 87 |
| Mifflin and Centre County, | .. | .. | .. | .. | 84,630 11 | 84,630 11 |
| Mill Creek and Mine Hill, | .. | .. | .. | .. | 33,000 00 | 33,000 00 |
| Mine Hill and Schuylkill Haven, | .. | .. | .. | .. | 338,316 00 | 338,316 00 |
| Monongahela Connecting, | .. | 151,917 77 | .. | 151,917 77 | .. | 151,917 77 |
| Monongahela River and Streets Run, Mont Alto, | .. | 1714 00 | .. | 1714 00 | .. | 1714 00 |
| Montrose, | 15,813 87 | 12,082 53 | .. | 27,906 40 | .. | 27,906 40 |
| Mount Carbon and Port Carbon, Mount Carmel and Natalia, | 7,278 58 | 84,480 36 | .. | 41,753 94 | .. | 41,753 94 |
| Mount Jewett, Kinzua and Wrightsville, Mount Penn Gravitv, | 9,483 07 | 11,123 25 | .. | 20,563 32 | 88 74 | 20,651 06 |
| Mount Pleasant and Broadford, Nesqueop, | .. | .. | .. | .. | 36,250 00 | 36,250 00 |
| Nesquehoning Valley, | 1,102 99 | 24,747 43 | .. | 25,850 42 | 9,442 21 | 9,442 21 |
| .. | 18,323 87 | 6 90 | 146 27 | 18,477 04 | .. | 18,477 04 |
| .. | 5,196 76 | 18,219 56 | .. | 18,415 32 | 2,700 00 | 18,415 32 |
| .. | .. | .. | .. | .. | 1,188 42 | 1,188 42 |
| .. | .. | .. | .. | .. | 76,441 15 | 76,441 15 |

| | | | | | |
|---|---------------|---------------|--------------|---------------|---------------|
| Neverink Mountain, | 12,899 84 | 1,556 00 | 487 00 | 14,882 84 | 14,882 84 |
| Newcastle and Beaver Valley, | 22,383 07 | 135,784 82 | 575 83 | 156,683 72 | 156,683 72 |
| Newcastle and Butler, | | 6,986 92 | | 6,986 92 | 6,986 92 |
| Newport and Shenango Valley, | 4,065 96 | 8,200 42 | 70 96 | 12,357 34 | 12,357 34 |
| New York, Lake Erie and Western, | 6,530,134 27 | 24,985,983 96 | 286,794 18 | 31,692,912 41 | 31,692,912 41 |
| New York, Lackawanna and Western, | | | | 181,823 99 | 181,823 99 |
| New York, Chicago and St. Louis, | 465,306 28 | 5,823,881 74 | 8,174 33 | 6,297,362 35 | 6,297,362 35 |
| New York and North Pennsylvania, | 2,214 35 | 7,413 81 | | 9,628 16 | 9,628 16 |
| New York, Pennsylvania and Ohio, | | | | | 2,322,984 20 |
| New York, Susquehanna and Western, | 331,468 36 | 1,285,638 99 | 43,479 37 | 23,587 87 | 1,664,202 59 |
| Nittany Valley, | | | | 8,751 56 | 8,751 56 |
| Northern Central, | 1,463,710 50 | 5,368,470 28 | 141,264 47 | 6,973,445 25 | 7,373,483 34 |
| North East-Pennsylvania, | 39,180 77 | 30,180 79 | 1,554 91 | 70,916 47 | 70,916 47 |
| North Pennsylvania, | | | | | 881,700 00 |
| North and West Branch, | | | | | 942,348 68 |
| Ohio and Baltimore Short Line, | | 12,217 41 | | 12,217 41 | 12,217 41 |
| Ohio Connecting, | | | 103,067 50 | 103,067 50 | 103,067 50 |
| Ontario, Carbondale and Scranton, | | | | | 97,880 65 |
| Pennsylvania, | 19,636,075 77 | 47,619,280 40 | 1,005,544 69 | 68,280,900 86 | 74,218,020 41 |
| Pennsylvania Company, | | | | | 2,738,210 45 |
| Pennsylvania, Poughkeepsie and Boston, | 23,272 66 | 170,880 83 | 3,831 09 | 197,984 60 | 197,984 60 |
| Pennsylvania Schuylkill Valley, | | | | | 590,853 57 |
| Pennsylvania and North Western, | 82,205 60 | 811,224 56 | 2,875 96 | 896,306 12 | 896,306 12 |
| Penn Gas Coal Company's Railroad, | 5,716 98 | 1,902 53 | | 7,619 51 | 7,619 51 |
| People's, | 20,897 36 | 1,884 97 | | 22,782 33 | 22,782 33 |
| Perkiomen, | 54,869 48 | 258,790 92 | | 318,090 40 | 314,288 98 |
| Perry County, | 7,499 99 | 3,812 74 | | 11,312 73 | 11,312 73 |
| Philadelphia and Baltimore Central, | | | | | 284,416 87 |
| Philadelphia and Chester Valley, | 8,490 13 | 41,265 45 | 582 02 | 50,337 60 | 50,337 60 |
| Philadelphia and Erie, | | | | | 1,676,902 97 |
| Philadelphia, Germantown and Chestnut Hill, | | | | | 86,298 07 |
| Philadelphia, Germanstown and Norristown, | | | | | 278,722 59 |
| Philadelphia, Newtown and New York, | 82,822 22 | 27,297 27 | 286 76 | 110,413 25 | 110,413 25 |
| Philadelphia and Reading, | 5,966,711 24 | 26,792,121 20 | 283,384 53 | 32,942,216 97 | 33,517,380 66 |
| Philadelphia and Trenton, | | | | | 54,175 50 |
| Philadelphia, Wilmington and Baltimore, | 4,591,661 68 | 3,884,209 96 | 251,318 82 | 8,737,190 46 | 9,029,985 87 |
| Pickering Valley, | | | | | 4,856 89 |
| Pine Creek, | 67,863 41 | 958,319 74 | | 1,026,173 15 | 1,026,173 15 |
| Pittsburg and Castle Shannon, | 46,028 95 | 79,534 03 | | 124,562 98 | 127,388 61 |
| Pittsburg, Chartiers and Youghiogheny, | 13,160 49 | 130,164 59 | 2,309 88 | 145,634 96 | 145,634 96 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 4,506,983 42 | 10,950,876 38 | 143,256 42 | 15,601,126 22 | 16,275,238 54 |

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

| NAME OF COMPANY. | Passenger earnings. | Freight earnings. | Other earnings from operation. | Total earnings from operation. | Income from other sources, including interest on bonds, dividends on stocks, rentals, &c. | Total earnings and income. |
|--|---------------------|-------------------|--------------------------------|--------------------------------|---|----------------------------|
| | | | | | | |
| Pittsburg and Connelleville, | \$776,892 22 | \$2,165,786 44 | \$90,908 01 | \$2,912,678 66 | \$36,710 20 | \$2,979,388 86 |
| Pittsburg, Fort Wayne and Chicago, | 3,662,119 06 | 8,575,250 85 | | 12,328,277 92 | 143,998 37 | 12,472,271 29 |
| Pittsburg Junction, | | 287,114 18 | | 287,114 18 | | 287,114 18 |
| Pittsburg and Lake Erie, | 578,387 04 | 3,710,342 67 | 24,787 91 | 4,313,517 62 | | 4,313,517 62 |
| Pittsburg, McKeesport and Youngblood, | | | | | 506,714 44 | 506,714 44 |
| Pittsburg and Northorn, | 1,957 52 | | | 1,957 52 | | 1,957 52 |
| Pittsburg, Shenango and Lake Erie, | 160,009 78 | 217,935 45 | | 377,945 23 | | 377,945 23 |
| Pittsburg, Virginia and Charleston, | 378,634 47 | 1,096,431 67 | 13,814 39 | 1,488,880 53 | 415,313 97 | 1,488,880 53 |
| Pittsburg and Western, | 181,420 55 | 1,350,387 54 | 29,178 04 | 1,560,986 13 | | 1,560,986 13 |
| Pittsburg, Youngstown and Ashtabula, | | | | | 31,018 79 | 31,018 79 |
| Pomeroy and Newark, | 139,460 09 | 201,959 59 | | 341,419 68 | | 341,419 68 |
| Reading and Columbia, | | 115,226 09 | | 115,226 09 | | 115,226 09 |
| Reynoldsville and Falls Creek, | | | | | 114,716 42 | 114,716 42 |
| Ridgway and Clearfield, | | | | | 23,090 00 | 23,090 00 |
| River Front, | | | | | | |
| Rupert and Bloomsburg, | 2,884 62 | 4,164 73 | 270 69 | 7,320 04 | | 7,320 04 |
| Salisbury, | 562 72 | 56,031 49 | | 57,494 21 | | 57,494 21 |
| Schuylkill and Lehigh, | | | | | 61,000 00 | 61,000 00 |
| Schuylkill River East Side, | | | | | | |
| Schuylkill Valley Navigation Railroad, | 99,653 42 | 165,841 73 | | 265,495 15 | | 265,495 15 |
| Shade Creek, | | | | | 29,450 00 | 29,450 00 |
| Shamokin, Sunbury and Lewisburg, | | 1,155 69 | | 1,155 69 | | 1,155 69 |
| Shamokin Valley and Pottsville, | | | | | 110,000 00 | 110,000 00 |
| Sharon, | | | | | 206,272 07 | 206,272 07 |
| Sharsville, | 3,513 73 | 22,175 83 | 6,464 25 | 32,153 36 | 36,426 00 | 36,426 00 |
| Sheffield and Spring Creek, | | | | | 260 00 | 260 00 |
| Sinnemahoning Valley, | 17,399 43 | 146,502 14 | | 163,901 57 | 300 00 | 163,901 57 |

| | | | | | | |
|---|-----------------|------------------|----------------|------------------|-----------------|------------------|
| Slate Run, | 27,521 78 | 27,521 78 | 27,521 78 | 27,521 78 | 27,521 78 | 27,521 78 |
| Somerset County, | 5,440 52 | 5,440 52 | 5,440 52 | 5,440 52 | 5,440 52 | 5,440 52 |
| Somerset and Cambria, | 159,377 71 | 159,377 71 | 159,377 71 | 159,377 71 | 159,377 71 | 159,377 71 |
| Southwest Pennsylvania, | | | 496,696 72 | | | |
| State Line, | 15,066 18 | 15,066 18 | 15,066 18 | 15,066 18 | 15,066 18 | 15,066 18 |
| State Line and Sullivan, | | | | 40,000 00 | | |
| Stewartstown, | 15,630 34 | 15,630 34 | 15,630 34 | 15,630 34 | 15,630 34 | 15,630 34 |
| Stony Creek, | 26,752 20 | 26,752 20 | 26,752 20 | 26,752 20 | 26,752 20 | 26,752 20 |
| Sunbury, Hazleton and Wilkes-Barre, | | | | 1,545 19 | | |
| Sunbury and Lewistown, | | | | 226,814 05 | | |
| Susquehanna and Buffalo, | 3,910 17 | 3,910 17 | 3,910 17 | 3,910 17 | 3,910 17 | 3,910 17 |
| Susquehanna and Clearfield, | | | | 5,226 59 | | |
| Tamaqua and Hazleton, | 18,378 35 | 18,378 35 | 18,378 35 | 18,378 35 | 18,378 35 | 18,378 35 |
| Thadgton and Fahnstalk, | 2,976 21 | 2,976 21 | 2,976 21 | 2,976 21 | 2,976 21 | 2,976 21 |
| Tioga, | 66,410 92 | 3,777 50 | 3,777 50 | 3,777 50 | 3,777 50 | 3,777 50 |
| Tionesta Valley, | 1,133 83 | | | | | |
| Tipton, | | | | 4,902 80 | | |
| Trout Run, | 5,252 90 | 5,252 90 | 5,252 90 | 5,252 90 | 5,252 90 | 5,252 90 |
| Turtle Creek Valley, | | | | 8,207 09 | | |
| Tyrone and Clearfield, | | | | 112,500 00 | | |
| Ursina and North Fork, | 68 01 | 1,810 63 | 1,810 63 | 1,810 63 | 1,810 63 | 1,810 63 |
| Waynesburg and Farnsworth, | 1,091 16 | 4,971 62 | 4,971 62 | 4,971 62 | 4,971 62 | 4,971 62 |
| Waynesburg and Washington, | 33,595 08 | 66,941 30 | 66,941 30 | 66,941 30 | 66,941 30 | 66,941 30 |
| West Chester, | | | | 13,104 23 | | |
| Western Maryland, | 417,838 30 | 410,442 98 | 410,442 98 | 410,442 98 | 410,442 98 | 410,442 98 |
| Western New York and Pennsylvania, | 896,870 25 | 2,688,285 45 | 2,688,285 45 | 2,688,285 45 | 2,688,285 45 | 2,688,285 45 |
| Western Pennsylvania, | | | | 828,281 28 | | |
| Wheeling, Pittsburg and Baltimore, | 231,554 25 | 413,148 76 | 413,148 76 | 413,148 76 | 413,148 76 | 413,148 76 |
| Wilcox and Rocky Run, | | | | 3,580,155 70 | | |
| Wilkes-Barre and Scranton, | | | | 644,703 01 | | |
| Wilkes-Barre and Western, | 9,827 27 | 12,867 32 | 12,867 32 | 12,867 32 | 12,867 32 | 12,867 32 |
| Williamsport and North Branch, | 21,672 91 | 57,011 05 | 57,011 05 | 57,011 05 | 57,011 05 | 57,011 05 |
| Williamsport and Northern, | 101,593 00 | 345,315 28 | 345,315 28 | 345,315 28 | 345,315 28 | 345,315 28 |
| Winnington and Northern, | | | | 3,603 36 | | |
| | \$66,109,281 00 | \$199,522,802 35 | \$3,810,261 67 | \$269,856,555 80 | \$35,823,795 32 | \$905,680,351 20 |

TABLE K—EXPENSES DURING THE YEAR.

| NAME OF COMPANY. | Maintenance of way and structures. | Maintenance of equipment. | Conducting transportation. | General expenses. | Total operating expenses. |
|------------------------------------|------------------------------------|---------------------------|----------------------------|-------------------|---------------------------|
| Addison and Pennsylvania, | \$21,513 82 | \$6,342 81 | \$25,374 02 | \$6,070 61 | \$59,801 28 |
| Allegheny and Kinzua, | 14,867 69 | 8,848 69 | 22,901 57 | 9,180 06 | 56,887 91 |
| Allegheny Valley, | 405,806 33 | 301,919 18 | 717,852 12 | 99,931 10 | 1,624,908 73 |
| Altoona, Clearfield and Northern, | 84,279 63 | 12,634 21 | 58,008 30 | 4,710 25 | 4,710 25 |
| Baltimore and Harrisburg, | 40,404 65 | 24,849 32 | 88,961 93 | 4,452 65 | 109,874 79 |
| Baltimore and Lehigh, | 184,289 28 | 85,109 77 | 427,600 87 | 23,153 44 | 177,969 34 |
| Baltimore and Philadelphia, | 39,169 81 | 12,730 52 | 36,872 71 | 53,694 62 | 750,594 54 |
| Bangor and Portland, | 3,589 18 | ..... | ..... | 11,824 68 | 99,597 70 |
| Harclay Railroad, | 983 81 | ..... | ..... | 2,425 00 | 6,014 18 |
| Beaver and Elwood, | 168,129 06 | 116,205 23 | 298,800 48 | 151,953 75 | 5,078 24 |
| Beech Creek, | 3,364 64 | 2,594 50 | 5,801 59 | 2,885 71 | 700,068 52 |
| Bellefonte Central, | 6,721 30 | 923 77 | 5,481 70 | 3,108 09 | 14,636 44 |
| Berlin, | 1,950 70 | ..... | 1,887 29 | 1,361 87 | 16,234 86 |
| Berlin Branch, | 8,221 91 | 15,310 83 | 8,016 52 | 1,346 04 | 4,149 86 |
| Bloomsburg and Sullivan, | 12,869 32 | 6,679 22 | 33,321 97 | 5,842 33 | 32,695 30 |
| Bradford, Bortell and Kinzua, | 6,763 38 | 2,721 74 | 15,400 87 | 4,544 36 | 58,812 84 |
| Bradford, Eldred and Cuba, | 780 47 | 1,499 80 | 1,191 76 | 605 41 | 29,490 35 |
| Bradford and Western Pennsylvania, | 2,898 29 | 1,138 30 | 3,556 62 | 823 44 | 4,077 44 |
| Brownstone and Middletown, | 304,371 98 | 490,212 16 | 875,098 88 | 166,717 69 | 1,886,400 21 |
| Buffalo, Rochester and Pittsburg, | 12,810 28 | 5,652 11 | 23,066 47 | 520 13 | 42,064 99 |
| Catsaqua and Fogelsville, | 32,156 30 | 174 14 | 1,971 44 | 742 02 | 4,686 28 |
| Chambersburg and Gettysburg, | 4,781 78 | 2,770 61 | 12,116 79 | 4,678 25 | 146,050 50 |
| Chartiers, | 478,686 75 | 487,488 81 | 1,267,871 10 | 89,139 54 | 20,397 72 |
| Chester and Delaware River, | 96,825 25 | 70,577 68 | 318,157 46 | 41,981 12 | 2,823,060 42 |
| Cleveland and Pittsburg, | 16,915 11 | 14,350 37 | 33,644 58 | 4,283 65 | 580,041 46 |
| Corning, Cowanesque and Antrim, | ..... | ..... | ..... | ..... | 67,906 71 |
| Cornwall, | ..... | ..... | ..... | ..... | ..... |

| | | | | | |
|---|--------------|--------------|--------------|--------------|---------------|
| Cornwall and Lebanon, | 20,119 11 | 10,455 55 | 80,628 41 | 19,008 47 | 130,211 54 |
| Confluence and Oakland, | 7,737 30 | 1,244 33 | 5,667 87 | 4,687 88 | 19,277 08 |
| Condersport and Port Allegheny, | 15,534 00 | 1,505 00 | 16,355 00 | 2,255 00 | 35,649 00 |
| Cresson, Clearfield County and New York Short Route, | 21,109 96 | 5,811 84 | 27,943 64 | 7,488 16 | 62,353 60 |
| Crescent Connecting, | 229,546 25 | 168,641 70 | 317,689 06 | 56,356 26 | 694 06 |
| Cumberland Valley, | 194,710 28 | 168,011 81 | 796,821 65 | 761,218 27 | 761,218 27 |
| Delaware and Hudson Canal Company's Railroad, | 601,566 92 | 1,202,324 53 | 2,333,304 42 | 330,498 57 | *1,456,781 09 |
| Delaware, Lackawanna and Western, | 1,707 19 | 8,067 53 | 8,067 53 | 12,256 31 | 4,468,064 44 |
| Delaware River and Lancaster, | 13,680 13 | 5,903 73 | 42,056 76 | 97,774 77 | 12,256 31 |
| Delaware, Susquehanna and Schuylkill, | 67,349 09 | 13,253 21 | 94,406 11 | 20,171 84 | 159,416 39 |
| Dunkirk, Allegheny Valley and Pittsburg, | 28,648 17 | 17,778 76 | 34,670 06 | 7,890 42 | 196,180 25 |
| East Broad Top, | 136,697 08 | 108,906 24 | 283,682 95 | 15,338 94 | 88,977 41 |
| Erie and Pittsburg, | 80,839 73 | 66,406 92 | 266,353 24 | 19,675 79 | 523,994 61 |
| Erie and Wyoming Valley, | 1,867 32 | 2,564 20 | 2,564 20 | 351 52 | 483,256 68 |
| Falls Creek, | 39,146 67 | 16,490 34 | 52,709 16 | 1,160 33 | 5,060 57 |
| Gettysburg and Harrisburg, | 2,887 96 | 5,587 90 | 2,970 07 | 1,608 93 | 109,506 50 |
| Hunter's Run and Slate Belt, | 70,077 05 | 25,985 24 | 149,153 02 | 64,457 55 | 8,104 88 |
| Huntington and Broad Top Mountain, | Ironton, | 7,218 57 | 8,529 69 | 1,977 05 | 26,569 34 |
| Junction, | 18,968 12 | 5,696 06 | 6,141 34 | 4,015 11 | 92,868 76 |
| Kinzua Creek and Kane, | 2,138 90 | 812 73 | 5,541 90 | 1,531 25 | 10,924 78 |
| Kinzua Valley, | 1,942 33 | 21 88 | 5,452 94 | 273 00 | 7,690 10 |
| Lackawanna and Montrose, | 3,617,508 66 | 2,372,582 38 | 7,919,425 93 | 1,018,859 49 | 14,928,377 21 |
| Lake Shore and Michigan Southern, | 26,965 21 | 52,966 69 | 447 10 | 80,379 00 | 80,379 00 |
| Lehigh and Lackawanna, | 368,514 46 | 662,709 98 | 1,285,818 64 | 144,223 62 | 2,461,266 65 |
| Lehigh and Susquehanna, | 853,743 31 | 804,568 90 | 2,493,189 84 | 1,332,662 96 | 5,464,165 01 |
| Lehigh Valley, | 7,186 89 | 2,769 80 | 10,027 12 | 31,734 73 | 81,748 54 |
| Ligonier Valley, | 7,036 60 | 11,150 51 | 13,241 74 | 3,751 83 | 36,180 68 |
| Little Saw Mill Run, | 88 77 | 1,041 52 | 2,287 40 | 1,034 62 | 4,452 31 |
| McKeesport Connecting, | 1,522 79 | 716 83 | 6,690 52 | 4,226 25 | 13,156 39 |
| Maconing Valley, | 5,000 00 | 1,328 00 | 6,415 23 | 8,604 15 | 16,847 38 |
| Mauch Chunk, Summit Hill and Switch-Back, | 4,250 07 | 3,641 63 | 10,267 27 | 4,491 07 | 18,650 04 |
| Middletown and Hummelstown, | 15,789 91 | 16,520 25 | 30,454 67 | 10,707 28 | 78,372 11 |
| Monongahela Connecting, | 394 00 | 320 00 | 320 00 | 714 00 | 714 00 |
| Monongahela River and Streets Run, | 17,595 24 | 2,823 87 | 10,357 76 | 1,656 12 | 31,892 99 |
| Mont Alto, | 8,986 85 | 17,368 50 | 11,392 93 | 1,510 00 | 39,258 28 |
| Montour, | 7,867 88 | 922 56 | 6,898 68 | 1,115 63 | 16,904 66 |
| Montrose, | 7,419 24 | 1,913 66 | 13,420 03 | 1,516 07 | 24,268 00 |
| Mount Jewett, Kinzua and Wrightsville, | 7,792 12 | 2,593 71 | 29,229 60 | 3,575 05 | 36,190 48 |
| Mount Penn Gravitv, | | | | 213 74 | 213 74 |
| Mount Pleasant and Broadford, | | | | | |

* Includes \$256,862 61 expenses, gravity road

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

| NAME OF COMPANY. | Maintenance of way and structures. | Maintenance of equipment. | Conducting transportation. | General expenses. | Total operating expenses. |
|---|------------------------------------|---------------------------|----------------------------|-------------------|---------------------------|
| Never sink Mountain, | \$17,887 98 | \$12,078 45 | \$70,382 64 | \$12,855 36 | \$12,855 36 |
| Newcastle and Beaver Valley, | 2,800 67 | 1,200 00 | 3,527 74 | 5,500 75 | 105,854 77 |
| Newport and Sherman's Valley, | 918 61 | 2,907 76 | | 300 00 | 7,528 41 |
| New York, Lake Erie and Western, | 3,039,080 84 | 3,319,120 10 | 12,646,440 99 | 1,780,116 44 | 21,234,717 37 |
| New York, Lackawanna and Western, | 773,363 08 | 671,406 62 | 3,066,858 68 | 558,919 57 | 93,913 29 |
| New York, Chicago and St. Louis, | 4,435 18 | | 3,396 55 | 230 75 | 5,070,637 95 |
| New York and North Pennsylvania, | 123,274 03 | 124,435 30 | 464,105 58 | 161,230 17 | 878,105 08 |
| New York, Susquehanna and Western, | 1,094,684 39 | 1,157,703 21 | 2,697,811 97 | 249,368 04 | 5,190,658 51 |
| Northern Central, | 18,733 68 | | 55,614 74 | 1,505 40 | 75,853 82 |
| North East Pennsylvania, | 9,035 53 | 3,266 17 | 12,858 38 | 2,732 93 | 27,883 01 |
| Ohio and Baltimore Short Line, | 4,813 28 | | 8,019 02 | 120 75 | 12,453 05 |
| Ohio Connecting, | 9,533,573 70 | 9,857,305 29 | 24,506,815 06 | 3,049,692 02 | 46,947,686 07 |
| Pennsylvania, | 20,788 43 | 25,629 16 | 110,700 21 | 112,288 87 | 269,406 67 |
| Pennsylvania, Poughkeepsie and Boston, | 164,690 85 | 132,133 89 | 293,532 70 | 53,782 92 | 644,159 86 |
| Pennsylvania and North Western, | 10,879 15 | 242 71 | 6,725 55 | 47 75 | 17,885 16 |
| Penn Gas Coal Company's Railroad, | 4,321 25 | 2,979 82 | 3,636 67 | 2,476 66 | 13,414 40 |
| Peoples, | 33,436 75 | | 142,123 21 | 11,715 93 | 187,274 80 |
| Perkymen, | 2,938 49 | 152 12 | 4,353 10 | 1,572 44 | 9,016 15 |
| Perry County, | 16,724 08 | 10,885 14 | 23,183 54 | 988 46 | 51,841 22 |
| Philadelphia and Chester Valley, | 24,477 80 | | 67,478 02 | 4,302 91 | 96,258 76 |
| Philadelphia, Newtown and New York, | 3,367,121 38 | 3,277,939 68 | 10,570,264 46 | 1,537,872 47 | 18,853,188 19 |
| Philadelphia and Reading, | 1,575,927 17 | 979,512 96 | 3,477,862 63 | 518,964 68 | 6,562,267 44 |
| Philadelphia, Wilmington and Baltimore, | 163,661 24 | 64,812 68 | 391,248 80 | 4,486 32 | 650,204 13 |
| Pine Creek, | 10,584 16 | 2,525 20 | 87,010 51 | 7,754 21 | 107,874 08 |
| Pittsburg and Oatle Shannon, | 24,487 34 | 22,032 54 | 44,160 41 | 23,067 53 | 113,767 61 |
| Pittsburg, Chartiers and Youghiogheny, | | | | | |

| | | | | | |
|---|-------------------|-------------------|-------------------|-------------------|--------------------|
| Pittsburg, Cincinnati, Chicago and St. Louis, | 2, 070, 995 57 | 2, 604, 203 66 | 5, 720, 903 17 | 822, 551 43 | 11, 223, 553 83 |
| Pittsburg and Connellville, | 377, 777 88 | 328, 253 32 | 1, 097, 196 02 | 139, 432 38 | 1, 942, 719 60 |
| Pittsburg, Fort Wayne and Chicago, | 1, 340, 007 17 | 1, 799, 808 90 | 4, 451, 771 08 | 574, 299 50 | 8, 165, 884 65 |
| Pittsburg Junction, | 23, 291 91 | 1, 639 03 | 98, 222 84 | 11, 235 11 | 74, 388 89 |
| Pittsburg and Lake Erie, | 1, 145, 184 01 | 399, 782 26 | 1, 244, 571 58 | 194, 591 31 | 2, 984, 429 16 |
| Pittsburg and Northern, | 990 00 | 128 82 | 3, 026 74 | 118 64 | 4, 264 20 |
| Pittsburg, Shenango and Lake Erie, | 61, 474 56 | 27, 177 71 | 141, 807 99 | 31, 773 11 | 262, 293 37 |
| Pittsburg and Western, | 198, 570 44 | 261, 867 00 | 610, 800 61 | 108, 562 30 | 1, 179, 920 41 |
| Pittsburg, Youngstown and Ashabula, | 212, 356 57 | 162, 890 33 | 436, 022 57 | 29, 102 40 | 840, 371 87 |
| Reading and Columbia, | 62, 890 25 | 39, 929 68 | 195, 995 27 | 8, 399 20 | 247, 214 40 |
| Reynoldsville and Falls Creek, | 13, 679 67 | 8, 174 87 | 41, 441 46 | 14, 744 63 | 69, 885 76 |
| Rupert and Bloomsburg, | 894 76 | 2, 109 78 | 6, 612 36 | 6, 478 99 | 10, 095 79 |
| Salisbury, | 7, 296 64 | 1, 154 45 | 12, 433 43 | 4, 198 54 | 25, 053 06 |
| Shade Creek, | 90 55 | 44 25 | 1, 027 69 | 99 30 | 1, 261 79 |
| Sharpsville, | 10, 156 33 | 2, 350 09 | 15, 348 50 | 1, 574 70 | 26, 729 62 |
| Sinemahoning Valley, | 25, 646 29 | 23, 716 86 | 31, 680 24 | 85, 067 72 | 166, 131 11 |
| Slate Run, | 7, 471 15 | 7, 884 09 | 9, 643 24 | ..... | 24, 448 48 |
| Somerset County, | 1, 238 76 | 98 39 | 2, 594 65 | 1, 431 00 | 5, 302 80 |
| Somerset and Cambria, | 40, 612 13 | 12, 180 35 | 56, 457 92 | 19, 287 04 | 127, 547 44 |
| Slate Line, | 4, 629 97 | 1, 086 19 | 7, 323 25 | 1, 214 59 | 14, 264 00 |
| Stewartstown, | 3, 183 04 | 1, 253 43 | 4, 961 36 | 150 00 | 9, 448 73 |
| Stony Creek, | 6, 174 82 | ..... | 20, 936 58 | 3, 771 62 | 30, 883 02 |
| Susquehanna and Buffalo, | 3, 910 17 | ..... | ..... | ..... | 3, 910 17 |
| Tamaqua, Hazleton and Northern, | 1, 026 28 | 3, 624 69 | 12, 843 74 | 98 02 | 17, 692 73 |
| Tiadaghton and Fahnstalk, | 2, 340 62 | 406 19 | 916 01 | 214 22 | 3, 877 04 |
| Tioga, | 37, 694 22 | 25, 427 26 | 102, 618 60 | 8, 989 21 | 174, 729 29 |
| Tionesta Valley, | 21, 472 13 | 1, 880 00 | 11, 739 29 | 7, 660 08 | 42, 751 55 |
| Trout Run, | 1, 541 43 | 250 00 | 1, 883 77 | ..... | 3, 675 20 |
| Ursina and North Fork, | 1, 066 12 | 75 33 | 803 12 | ..... | 1, 934 57 |
| Warren and Farnsworth, | 1, 229 50 | 350 36 | 3, 589 03 | 207 68 | 5, 376 62 |
| Waynesburg and Washington, | 19, 051 13 | 4, 131 07 | 16, 309 28 | 559 59 | 40, 051 07 |
| Western Maryland, | 101, 421 60 | 75, 065 88 | 301, 600 57 | 58, 144 70 | 536, 252 76 |
| Western New York and Pennsylvania, | 633, 245 97 | 478, 069 89 | 1, 088, 025 90 | 194, 028 99 | 2, 398, 359 84 |
| Wheeling, Pittsburg and Baltimore, | 147, 794 27 | 68, 683 41 | 335, 853 94 | 44, 762 06 | 597, 093 88 |
| Wilkes-Barre and Western, | 5, 253 50 | 6, 625 17 | 9, 356 11 | ..... | 21, 234 78 |
| Williamsport and North Branch, | 16, 268 00 | 3, 910 73 | 17, 617 74 | 5, 878 55 | 43, 675 02 |
| Wilmington and Northern, | 68, 596 79 | 42, 868 61 | 206, 108 90 | 45, 767 51 | 368, 366 81 |
| | \$35, 139, 507 41 | \$34, 056, 507 93 | \$95, 827, 936 70 | \$14, 434, 214 18 | \$179, 797, 972 12 |

TABLE K.—EXPENSES DURING THE YEAR.

| NAME OF COMPANY. | Other expenses, including interest, rentals, taxes, etc. | Total expenditures for the year. | Surplus on June 30, 1892. | Deficit on June 30, 1892. | Percent of operating expenses to earnings. | Expenses per mile of road operated. |
|------------------------------------|--|----------------------------------|---------------------------|---------------------------|--|-------------------------------------|
| Addison and Pennsylvania, | \$30,707 27 | \$90,008 53 | \$14,842 26 | .. | 64.00 | \$1,446 37 |
| Allegheny and Kinzua, | 15,423 41 | 71,261 32 | .. | \$11,601 00 | 106.00 | 1,298 56 |
| Allegheny Valley, | 1,257 390 98 | 2,782,239 71 | .. | 198,611 62 | 58.38 | 5,868 27 |
| Allentown, | 398 13 | 398 13 | 3,573 94 | .. | .. | .. |
| Allentown Terminal, | 18,000 00 | 18,000 00 | .. | .. | .. | .. |
| Altoona, Clearfield and Northern, | .. | 4,710 25 | .. | .. | 60.00 | 4 20 |
| Bald Eagle Valley, | 40,687 89 | 40,687 89 | 67,305 79 | .. | .. | .. |
| Baltimore and Harrisburg, | 56,338 55 | 165,713 34 | 20,702 50 | .. | .. | .. |
| Baltimore and Lehigh, | 96,293 05 | 273,645 99 | .. | 68,795 43 | .. | 2,101 53 |
| Baltimore and Philadelphia, | 253,918 12 | 1,004,512 68 | .. | 207,650 23 | 94.19 | 12,572 77 |
| Bangor and Portland, | 21,019 20 | 120,616 90 | 17,814 58 | .. | 68.36 | 2,458 96 |
| Barclay Coal Company's Railroad, | .. | 70,769 18 | 7,736 45 | .. | 230.00 | 1,192 16 |
| Beaver and Elwood, | 5,078 24 | 5,078 24 | 15,416 03 | 1,450 90 | .. | .. |
| Bedford and Bridgeport, | 92,774 43 | 1,017,890 86 | 15,642 49 | .. | 56.88 | 5,087 11 |
| Beech Creek, | 317,802 84 | 1,017,890 86 | .. | 4,777 82 | 50.00 | 6,003 07 |
| Bellefonte Central, | .. | 14,636 44 | .. | 8,777 97 | 216.06 | .. |
| Berlin, | 16,275 20 | 32,510 03 | .. | 2,256 64 | .. | .. |
| Berlin Brauch, | 2,992 82 | 7,142 68 | .. | 124 39 | .. | .. |
| Bloomsburg and Sullivan, | 32,500 00 | 65,395 30 | .. | .. | 60.00 | .. |
| Bradford, Hordell and Kinzua, | 2,391 83 | 61,204 77 | 2,444 07 | .. | 92.50 | 1,495 75 |
| Bradford, Eldred and Cuba, | 34,552 11 | 63,982 46 | .. | 37,019 04 | 109.00 | 868 28 |
| Bradford and Western Pennsylvania, | 4,077 44 | 4,077 44 | .. | 1,638 98 | .. | .. |
| Brownstone and Middleton, | 8,416 65 | 8,416 65 | 444 40 | .. | .. | .. |
| Buffalo, Rochester and Pittsburg, | 830,913 61 | 2,667,318 82 | 43,594 48 | .. | 85.98 | .. |
| Bustleton, | .. | .. | .. | 8,621 20 | 65.47 | 6,025 05 |
| Cambria and Clearfield, | 25,741 13 | 25,741 13 | 10,866 89 | .. | .. | .. |
| Catsaqua and Fogelsville, | 10,410 62 | 52,466 61 | 4,504 70 | .. | 42.55 | .. |

| | | | | | |
|--|--------------|------------|--------------|--------|-----------|
| Catawissa, | 8,626 13 | 225 373 87 | 4,225 09 | 316.00 | 468 63 |
| Chambersburg and Gettysburg, | 1,016 08 | 24,966 49 | 7,668 03 | 55.91 | 6,220 21 |
| Chartiers, | 55,754 41 | | | | |
| Chester Creek, | 11,449 98 | | | | |
| Chester and Delaware River, | 21,069 72 | | | | |
| Chestnut Hill, | 2,000 00 | | | | |
| Clarion River, | 5,608 42 | 4,569 96 | | | 3,578 55 |
| Cleveland and Pittsburg, | 3,589,019 52 | 51,410 18 | | | 10,371 89 |
| Colebrookdale, | 36,262 21 | | 23,472 79 | | |
| Columbia and Fort Deposit, | 78,454 07 | 87,911 74 | | | |
| Connecting, | 76,746 06 | | | | |
| Corning, | 697,896 47 | 117,997 09 | | 64.96 | 5,668 89 |
| Cornwall, | 167,855 01 | 72,987 63 | | 54.06 | 5,859 57 |
| Cornwall and Lebanon, | 5,081 92 | 51,448 74 | | 58.21 | 5,898 49 |
| Confluence and Oakland, | 46,267 34 | 9,261 65 | | 131.00 | |
| Coudersport and Port Allegheny, | 30,181 22 | | 15,458 40 | | 1,620 46 |
| Cresson, Clearfield County and New York Short Route, | 10,110 00 | 3,917 00 | | 47.00 | |
| Crescent Connecting, | 62,353 60 | 48,250 48 | | 56.00 | |
| Cumberland Valley, | 634 08 | 688 49 | | | |
| Delaware and Hudson Canal Company's Railroad, | 811,762 32 | | 29,965 97 | | 5,252 29 |
| Delaware, Lackawanna and Western, | 1,055,260 78 | | 1,079,363 14 | 105.00 | 11,629 77 |
| Delaware River and Lancaster, | 7,864,860 98 | 690,269 70 | | 57.91 | 21,141 68 |
| Delaware, Susquehanna and Schuylkill, | 18,704 57 | | 22,290 60 | 141.00 | 972 72 |
| Dillsburg and Mechanicsburg, | 9,666 44 | 258,557 40 | | 36.61 | 3,852 58 |
| Downingtown and Lancaster, | 6,050 00 | | | | |
| Dunkirk, Allegheny Valley and Pittsburg, | 16,491 16 | 1,903 68 | | | |
| East Broad Top, | 204,961 01 | 39,827 07 | | | |
| East Mahanoy, | 124,446 28 | 63,810 92 | | 70.00 | 2,154 31 |
| East Pennsylvania, | 3,176 00 | 9,976 30 | | 78.49 | 1,994 11 |
| Elmira and Williamsport, | 19,800 00 | | | | |
| Erie and Pittsburg, | 95,951 63 | 14 95 | | | |
| Erie and Wyoming Valley, | 896,217 41 | | 1,489 99 | 73.97 | 5,177 30 |
| Falls Creek, | 234,334 90 | 79,069 05 | | 62.88 | 6,969 93 |
| Fayette County, | 5,060 57 | 4,172 68 | | 54.75 | |
| Gettysburg and Harrisburg, | 451 76 | | 43 75 | | |
| Hanover and York, | 30,679 92 | 51,309 28 | | 123.21 | 3,164 93 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 15,455 26 | 11,859 24 | | | |
| Huntingdon and Broad Top Mountain, | 39,447 73 | 4,015 35 | | | |
| Hunter's Run and Slate Belt, | 117,215 00 | 33,533 99 | | 46.59 | |
| Ironton, | 8,104 88 | | 1,880 87 | | 1,013 11 |
| | 968 93 | 3,899 98 | | 61.82 | |

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

| NAME OF COMPANY. | Other expenses, including interest, rentals, taxes, etc. | Total expenditures for the year. | Surplus on June 30, 1892. | Deficit on June 30, 1892. | Per cent of operating expenses to earnings. | Expenses per mille of road operated. |
|--|--|----------------------------------|---------------------------|---------------------------|---|--------------------------------------|
| Jamestown and Franklin, | \$48,117 92 | \$48,117 92 | \$11,242 68 | | | |
| Johnsonburg, | 18,811 37 | 18,811 37 | 10,574 70 | | | |
| Junction, | 42,894 50 | 135,763 26 | | \$24,963 22 | 44 08 | |
| Kensington and Tacony, | 12 00 | 12 00 | 18 00 | | | |
| Kinzua Creek and Kane, | 287 50 | 19,001 93 | | | | |
| Kinzua Valley, | 478 18 | 10,502 96 | 36,553 82 | | 106.23 | |
| Lackawanna and Montrose, | | 7,690 10 | 2,856 98 | | 74.72 | \$783 78 |
| Lake Shore and Michigan Southern, | 4,974,600 51 | 19,902,977 72 | 37,699 55 | | 66.17 | 10,329 70 |
| Lehigh and Lackawanna, | 1,890,894 40 | 80,879 00 | 11,728 77 | | | 2,236 47 |
| Lehigh and Susquehanna, | 2,851,372 35 | 4,842,161 05 | 1,081,483 85 | | | 10,946 75 |
| Lehigh Valley, | 18,653 84 | 8,835,537 36 | 2,907,584 09 | | 66.35 | |
| Ligonier Valley, | 4,943 78 | 36,682 32 | 8,676 90 | 4,762 57 | | |
| Little Saw Mill Run, | 18,296 79 | 53,477 47 | | 711 76 | 57.75 | 3,023 67 |
| Little Schuylkill Navigation, | 44,117 24 | 44,117 24 | 7,986 44 | | 60.80 | 11,726 89 |
| Littlestown, | 940 00 | 940 00 | | 51 56 | | |
| Lykens Valley, | 1,910 67 | 1,910 67 | 776 09 | | | |
| McKeesport and Bessemer, | 10,366 00 | 10,366 00 | 18,763 00 | | | |
| McKeesport Connecting, | 10,366 00 | 4,452 31 | 22,455 44 | | | |
| Mahoning Valley, | 9,911 18 | 23,067 57 | | 429 80 | 16.55 | 1,012 03 |
| Mauch Chunk, Summit Hill and Switchback, | 123 71 | 16,347 38 | 7,414 75 | 3,245 88 | 58 | 908 19 |
| Middletown and Hummelstown, | 18,773 75 | 18,773 75 | | | 120.11 | 2,825 76 |
| Millin and Centre County, | 18,796 21 | 18,796 21 | 20,833 90 | | | |
| Mill Creek and Mine Hill, | 685 27 | 685 27 | | 82 77 | | |
| Mine Hill and Schuylkill Haven, | 22,170 75 | 22,170 75 | 860 25 | | | |
| Monongahela Connecting, | 24,944 60 | 98,420 71 | 27,047 06 | | | |
| Mont Alto, | 7,537 80 | 89,470 79 | | 4,020 59 | 48.303 | 1,784 96 |
| | | | | | 1.144 | |

| | | | | | |
|---|---------------|---------------|--------------|-----------|-----------|
| Montour, | 206 55 | 39,258 28 | 2,495 66 | 81.23 | 600 16 |
| Montrose, | 3,524 74 | 17,011 20 | 3,639 86 | | |
| Mount Carbon and Natale, | 3,524 74 | 5,591 48 | 3,850 73 | 27 34 | |
| Mount Carbon and Port Carbon, | 3,825 00 | 3,524 74 | | | |
| Mount Jewett, Kinzua and Wrightsville, | 313 42 | 24,268 00 | 1,582 42 | 23,838 44 | |
| Mount Penn Gravity, | | 40,015 48 | 18,101 90 | 10,121 74 | |
| Mount Pleasant and Broadford, | | 527 16 | | | |
| Nesqueop, | | 11,310 16 | | | |
| Nesquehoning Valley, | | 5,511 15 | | | |
| Neversink Mountain, | | 12,865 38 | 2,037 48 | 86.03 | |
| Newcastle and Beaver Valley, | 64,246 08 | 170,100 85 | | 66.70 | 7,066 41 |
| Newcastle and Butler, | 108 78 | 7,637 19 | | 651 27 | |
| Newcastle and Sherman's Valley, | 23,132 19 | 23,132 19 | 220 19 | | |
| Newport and Sherman's Valley, | 4,126 37 | 4,126 37 | | | |
| New York, Lake Erie and Western, | 9,964,768 70 | 31,199,496 07 | 1,004,285 23 | 67 | 14,393 65 |
| New York, Lackawanna and Western, | 1,026,391 04 | 98,913 29 | | 80.52 | 9,583 13 |
| New York, Chicago and St. Louis, | 3,015 70 | 6,097,028 99 | 10 74 | 84 | 1,612 30 |
| New York and North Pennsylvania, | | 11,077 18 | | 4,598 50 | |
| New York, Pennsylvania and Ohio, | 560,591 00 | 2,198,609 06 | 28,535 62 | 58.22 | 5,551 28 |
| New York, Susquehanna and Western, | | 1,433,696 08 | | 6,815 90 | |
| Nittany Valley, | 1,596,270 45 | 15,567 46 | | 74.56 | 13,946 46 |
| Northern Central, | 24,455 70 | 6,797,928 96 | 49,360 88 | 106.96 | 2,925 98 |
| North East Pennsylvania, | 504,000 00 | 100,309 52 | | | |
| North Pennsylvania, | | 504,000 00 | | | |
| North and West Branch, | 53,023 19 | 106,277 04 | 147,071 64 | | |
| Ohio and Baltimore Short Line, | 90,614 45 | 80,916 20 | | 12.8 | |
| Ohio Connecting, | 78,208 00 | 108,067 50 | 2,152 54 | | |
| Ontario, Carbondale and Scranton, | 17,580,698 90 | 78,208 00 | 19,622 65 | 68.78 | 18,403 78 |
| Pennsylvania, | 1,580,197 68 | 64,528,554 97 | 2,078,107 94 | 136.07 | 2,811 00 |
| Pennsylvania Company, | 404,369 31 | 1,580,197 68 | 318,012 77 | 72 | 8,983 02 |
| Pennsylvania, Poughkeepsie and Boston, | 104,742 50 | 1,580,197 68 | 186,484 26 | | |
| Pennsylvania Schuylkill Valley, | | 404,369 31 | 147,403 76 | | |
| Pennsylvania and North Western, | | 748,902 36 | | | |
| Penn Gas Coal Company's Railroad, | 1,800 00 | 17,895 18 | | 10,275 65 | |
| People's, | 101,532 87 | 16,214 40 | 7,567 93 | | |
| Perkiomen, | | 288,907 76 | 25,481 22 | 59.70 | 4,864 28 |
| Perry County, | 18,428 20 | 9,016 15 | 2,296 58 | | |
| Philadelphia and Baltimore Central, | 1,261,061 84 | 160,635 69 | 78,781 18 | 106.69 | 2,479 13 |
| Philadelphia and Chester Valley, | | 71,629 46 | | | |
| Philadelphia and Erie, | | 1,261,061 84 | 88,341 13 | | |
| Philadelphia, Germantown and Chestnut Hill, | 54,124 07 | 54,124 07 | 32,174 00 | | |
| Philadelphia, Germantown and Norristown, | 7,309 38 | 7,309 38 | 271,413 21 | | |

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

| NAME OF COMPANY. | Other expenses, including interest, rentals, taxes, etc. | Total expenditures for the year. | Surplus on June 30, 1892. | Deficit on June 30, 1892. | Per cent. of operating expenses to earnings. | Expenses per mile of road operated. |
|---|--|----------------------------------|---------------------------|---------------------------|--|-------------------------------------|
| Philadelphia, Newtown and New York, | \$44,586 49 | \$140,855 25 | ..... | \$69,302 22 | 87.18 | ..... |
| Philadelphia and Reading, | 14,280 480 45 | 33,133,668 64 | ..... | 598,384 51 | 57.23 | ..... |
| Philadelphia and Trenton, | 4,765 50 | 4,765 50 | \$49,410 00 | ..... | ..... | ..... |
| Philadelphia, Wilmington and Baltimore, | 1,276,717 90 | 7,830,865 34 | 371,586 03 | ..... | 74.99 | \$10,084 60 |
| Pickering Valley, | 23,507 63 | 23,507 63 | ..... | 18,660 74 | ..... | ..... |
| Pine Creek, | 306,276 80 | 959,480 93 | 66,692 22 | ..... | 63.36 | 8,692 57 |
| Pittsburg and Castle Shannon, | 21,165 45 | 129,039 53 | ..... | 1,635 92 | 86.06 | 16,598 01 |
| Pittsburg, Chartiers and Youghiogheny, | 43,890 16 | 157,647 77 | ..... | 5,271 25 | 78.118 | 7,484 70 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 4,039,665 09 | 15,263,218 92 | 116,446 62 | ..... | 71.94 | 9,821 19 |
| Pittsburg and Connelleville, | 3,429,172 35 | 5,371,891 96 | ..... | ..... | 66 | ..... |
| Pittsburg, Fort Wayne and Chicago, | 3,633,147 14 | 11,799,031 79 | 520,329 47 | ..... | 66.24 | 17,416 76 |
| Pittsburg Junction, | 132,434 45 | 206,823 34 | ..... | ..... | 25.09 | ..... |
| Pittsburg and Lake Erie, | 869,261 56 | 3,843,690 72 | 149,826 90 | ..... | 69.19 | 18,261 16 |
| Pittsburg, McKeesport and Youghiogheny, | 298,135 44 | 268,135 44 | 237,579 00 | ..... | ..... | ..... |
| Pittsburg and Northern, | ..... | 4,264 20 | ..... | 2,306 68 | 212.21 | 1,421 40 |
| Pittsburg, Shenango and Lake Erie, | 172,426 21 | 434,659 58 | ..... | 56,714 35 | 69.38 | 1,715 06 |
| Pittsburg, Virginia and Charleston, | 222,436 75 | 222,436 75 | 77,022 22 | ..... | ..... | ..... |
| Pittsburg and Western, | 583,180 64 | 1,763,101 05 | ..... | 274,220 52 | 79.24 | 5,274 56 |
| Pittsburg, Youngstown and Ashtabula, | 720,614 26 | 1,560,866 13 | 220,726 94 | ..... | 53.84 | 6,571 06 |
| Pomeroy and Newark, | 944 32 | 944 32 | ..... | 31,963 11 | ..... | ..... |
| Reading and Columbia, | 145,310 81 | 392,525 21 | ..... | 51,105 23 | 72.41 | 3,821 25 |
| Reynoldsville and Falls Creek, | 5,100 00 | 74,965 76 | 24,960 33 | ..... | 60.63 | ..... |
| Ridgway and Clearfield, | 28,529 63 | 28,529 63 | 56,728 76 | ..... | ..... | ..... |
| River Front, | 9,734 80 | 9,734 80 | 2,555 20 | ..... | ..... | ..... |
| Salisbury and Bloomsburg, | 51 19 | 10,146 98 | ..... | 2,826 94 | 187.92 | 6,309 87 |
| Schuykill River East Side, | 35,968 71 | 61,041 77 | 21,506 50 | ..... | 43.60 | ..... |
| ..... | 225,000 00 | 225,000 00 | 40,496 15 | ..... | ..... | ..... |

| | | | | | | | | | |
|---------------------------------------|-----------------|------------------|-----------------|--|--|--|--|--------|----------------|
| Soboykill Valley Navigation Railroad, | 696 65 | 696 65 | | | | | | | |
| Shade Creek, | 1,804 51 | 1,804 51 | | | | | | | |
| Shanokin, Sunbury and Lewisburg, | 110,000 00 | 110,000 00 | | | | | | | |
| Shamokin Valley and Pottsville, | 155,949 07 | 156 00 | 156 00 | | | | | | |
| Sharco, | 9,226 94 | 1 94 | | | | | | | |
| Sharpville, | 9,626 28 | 39,255 90 | | | | | | | 1,448 10 |
| Sinnemahoning Valley, | 167,754 21 | 167,754 21 | | | | | | | 18,583 90 |
| State Run, | 300 80 | 24,749 28 | 2,270 40 | | | | | | |
| Somerset County, | 5,302 80 | 5,302 80 | 137 72 | | | | | | |
| Somerset and Cambria, | 158,801 15 | 296,348 59 | 576 56 | | | | | 79 9 | |
| South Fork, | 438 60 | 438 60 | | | | | | | |
| South West Pennsylvania, | 97,842 94 | 246,708 78 | | | | | | | |
| State Line, | 14,854 24 | 28,618 24 | 711 94 | | | | | | |
| State Line and Sullivan, | 16,800 00 | 16,800 00 | 28,200 00 | | | | | | |
| Stewartstown, | 9,448 73 | 9,448 73 | 2,331 61 | | | | | 60 50 | |
| Stony Creek, | 27,838 46 | 58,716 46 | | | | | | 115 44 | |
| Sunbury, Hazleton and Wilkes Barre, | 151,278 67 | 151,278 67 | | | | | | | 2,988 35 |
| Sunbury and Lewisport, | 113,840 24 | 113,840 24 | | | | | | | |
| Susquehanna and Buffalo, | | | | | | | | | |
| Susquehanna and Clearfield, | 14,670 20 | 14,670 20 | | | | | | | |
| Tamaqua, Hazleton and Northern, | 17,592 73 | 17,592 73 | | | | | | | |
| Tioga, | 3,877 04 | 3,877 04 | | | | | | | 1,777 04 |
| Tiogahton and Fahnastalk, | 71,067 25 | 245,796 54 | 8,877 04 | | | | | 49 92 | 775 41 |
| Tionesta Valley, | 8,061 28 | 50,802 88 | 50,802 88 | | | | | 64 44 | 42,751 55 |
| Tipton, | 8 00 | 8 00 | | | | | | | |
| Trout Run, | 3,675 20 | 3,675 20 | | | | | | | |
| Turtle Creek Valley, | 421 30 | 421 30 | | | | | | | |
| Tyrone and Clearfield, | 52,500 00 | 52,500 00 | | | | | | | |
| Ursina and North Fork, | 2,013 12 | 2,013 12 | | | | | | | |
| Warren and Farnsworth, | 186 54 | 5,563 16 | | | | | | | 351 68 |
| Waynesburg and Washington, | 7,443 81 | 47,494 88 | 9,446 42 | | | | | 70 84 | 1,422 77 |
| West Chester, | 4,854 23 | 4,854 23 | | | | | | | |
| Western Maryland, | 366,788 45 | 902,991 20 | 8,250 00 | | | | | | |
| Western New York and Pennsylvania, | 1,635,066 31 | 4,083,446 15 | | | | | | | |
| Western Pennsylvania, | 246,608 84 | 246,608 84 | | | | | | | |
| Wheeling, Pittsburgh and Baltimore, | 877,579 59 | 1,474,873 27 | | | | | | | |
| Wilkes-Barre and Scranton, | 23,550 00 | 23,550 00 | | | | | | | |
| Wilkes-Barre and Western, | 3,235 00 | 24,469 78 | 1,449 81 | | | | | | |
| Williamsport and North Branch, | 25,452 35 | 69,127 37 | 10,333 02 | | | | | 54 | 1,617 59 |
| Wilmington and Northern, | 30,112 00 | 383,468 81 | 57,428 39 | | | | | 80 65 | 3,986 69 |
| | \$94,648,067 44 | \$276,748,992 26 | \$13,623,365 11 | | | | | | \$4,041,243 37 |

TABLE L—ACCIDENTS.

| NAME OF COMPANY. | PASSENGERS. | | EMPLOYER. | | OTHERS. | | TOTAL. | |
|---|---------------------------------|----------|-----------|----------|---------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | Allegheny and Kinzua, | 2 | 3 | 1 | 58 | 1 | 8 | 1 | 8 |
| Allegheny Valley, | | | 5 | 16 | 16 | 16 | 23 | 77 |
| Baltimore and Cumberland Valley Extension, | | | | 1 | | 1 | | 2 |
| Baltimore and Harrisburg, | | 1 | | 11 | | 1 | | 13 |
| Baltimore and Leigh, | | | 1 | | | | | |
| Bangor and Portland, | 1 | | 2 | | | | 1 | |
| Barclay, | | | 1 | | | | 3 | |
| Beech Creek, | | 1 | 1 | 1 | | | 1 | 1 |
| Bradford, Bordell and Kinzua, | | 1 | 1 | 13 | 5 | 5 | 6 | 19 |
| Buffalo, Rochester and Pittsburg, | | | 1 | 2 | | | 1 | 2 |
| Buffalo, Rochester and Pittsburg, | 1 | 5 | 6 | 297 | 5 | 25 | 12 | 327 |
| Catsaunus and Fogelsville, | | | 1 | | | | 1 | |
| Chartiers, | | 2 | 5 | 23 | 3 | 7 | 8 | 32 |
| Clarton River, | | | 1 | | | | 1 | |
| Cleveland and Pittsburg, | | | 5 | | 2 | | 2 | 2 |
| Corning, Cowanesque and Antrim, | | | | 36 | | | 1 | 37 |
| Cornwall and Lebanon, | | | | 2 | | | | 3 |
| Cumberland Valley, | 1 | | 2 | 2 | 1 | 1 | | 4 |
| Cumberland and Hudson Canal Company's Railroad, | | 2 | 12 | 55 | 15 | 26 | 18 | 83 |
| Delaware and Lackawanna and Western, | | | 3 | 20 | 21 | 24 | 34 | 50 |
| Delaware, Susquehanna and Schuylkill, | 1 | | 1 | 24 | 1 | | 2 | 24 |
| Dunkirk, Allegheny Valley and Pittsburg, | | | 2 | 10 | | | 3 | 13 |
| Erle and Pittsburg, | | 1 | 1 | 23 | | 8 | 2 | 27 |
| Huntingdon and Broad Top Mountain, | | | | 5 | 1 | 2 | 1 | 7 |
| Kinzua Creek and Kane, | | | 2 | | | | 2 | |
| Lackawanna and Montrose, | | | | 1 | | | | 1 |
| Lake Shore and Michigan Southern, | | | 3 | 8 | 7 | 4 | 10 | 12 |

| | | | | | | | | |
|--|----|-----|-----|-------|-----|-----|-----|-------|
| Lehigh and Lackawanna | 1 | 7 | 13 | 2 | 11 | 1 | 25 | 3 |
| Lehigh and Susquehanna | | 3 | 9 | 56 | 26 | 11 | 35 | 74 |
| Ligonier Valley | | | | 39 | 1 | 24 | 1 | 66 |
| Monongahela Connecting | | | | 5 | 1 | | 1 | 5 |
| Monongahela River and Streets Run | | | | 1 | 1 | | 1 | 4 |
| Mount Penn Gravity | | 3 | 1 | 1 | | | 1 | 1 |
| Newsink Mountain | | 1 | | | | | | 1 |
| Newcasie and Heaver Valley | | | | 8 | 1 | | 1 | 9 |
| Newport and Sherman's Valley | | | | 3 | | | | 3 |
| New York, Lake Erie and Western | | 6 | 6 | 114 | 10 | 15 | 16 | 135 |
| New York, Chicago and St. Louis | | 1 | 2 | 17 | 2 | 4 | 4 | 22 |
| New York, Susquehanna and Western | | 13 | 9 | 260 | 14 | 27 | 25 | 290 |
| Northern Central | 2 | | | | | | | 1 |
| Ohio Connecting | 18 | 374 | 148 | 3,061 | 354 | 560 | 520 | 3,996 |
| Pennsylvania, Poughkeepsie and Boston | | | 1 | 6 | | | 1 | 6 |
| Pennsylvania and North Western | | | 3 | 23 | 3 | 3 | 6 | 26 |
| Perkiomen | | | 3 | 9 | | | 3 | 10 |
| Philadelphia, Newtown and New York | | | | 3 | | | 1 | 4 |
| Philadelphia and Reading | 2 | 23 | 105 | 280 | 142 | 131 | 249 | 434 |
| Philadelphia, Wilmington and Baltimore | 7 | 54 | 24 | 205 | 54 | 82 | 85 | 341 |
| Pine Creek | | | 1 | 21 | 1 | 1 | 2 | 22 |
| Pittsburg and Castle Shannon | 1 | | | | | | 1 | 1 |
| Pittsburg, Chartiers and Youghiogheny | | 2 | 2 | 6 | | | 2 | 8 |
| Pittsburg, Cincinnati, Chicago and St. Louis | 3 | 111 | 55 | 1,420 | 147 | 200 | 205 | 1,731 |
| Pittsburg and Connelleville | | 8 | 10 | 90 | 38 | 22 | 48 | 120 |
| Pittsburg, Fort Wayne and Chicago | | 10 | 11 | 261 | 19 | 53 | 30 | 324 |
| Pittsburg Junction | | | | 15 | 1 | 3 | 1 | 18 |
| Pittsburg and Lake Erie | | 3 | 16 | 97 | 18 | 29 | 34 | 129 |
| Pittsburg, Shenango and Lake Erie | 1 | | 10 | 10 | | | 2 | 12 |
| Pittsburg and Western | 2 | 3 | 8 | 36 | 2 | 2 | 12 | 41 |
| Pittsburg, Youngstown and Astabula | | 3 | 1 | 9 | 1 | 2 | 2 | 7 |
| Reading and Columbia | | 1 | | 6 | 3 | | 3 | 7 |
| Reynoldsville and Falls Creek | | | 1 | 4 | | | 1 | 4 |
| Slate Run | | | | 1 | | | | 1 |
| Somerset and Cambria | | | | 1 | | | | 1 |
| Stony Creek | | | | 1 | | | 1 | 1 |
| Tiadaghton and Fahnstalk | | | | | | | | 1 |
| Tioga | | 1 | 1 | 14 | 1 | 1 | 2 | 16 |
| Ursina and North Fork | | | | 1 | | | | 1 |
| Western Maryland | | | 5 | 11 | | | 8 | 13 |
| Western New York and Pennsylvania | | 12 | 1 | 130 | 10 | 17 | 11 | 159 |

TABLE I—ACCIDENTS—CONTINUED.

| NAME OF COMPANY. | PASSENGERS. | | EMPLOYERS. | | OTHERS. | | TOTAL. | |
|--|-------------|----------|------------|----------|---------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | |
| Wheeling, Pittsburg and Baltimore, | 42 | 658 | 495 | 6,833 | 952 | 1,329 | 1,489 | 8,820 |
| Williamsport and North Branch, | | 2 | 1 | 10 | 4 | 2 | 5 | 12 |
| Wilmington and Northern, | | | 1 | 1 | | | 1 | 1 |
| | | | | | | | | 8 |
| | | | | | | | | |

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|-------------------------------------|--------------|--------------|--------------|---------------|
| | Addison and Pennsylvania, | \$590,500 00 | \$29,525 00 | \$29,525 00 | \$29,525 00 | $590,500 00 |
| Allegheny and Kinzua, | 2,166,500 00 | 2,166,500 00 | 2,166,500 00 | 500,000 00 | 500,000 00 |
| Allegheny Valley, | 1,268,844 47 | 1,268,844 47 | 1,268,844 47 | 1,268,844 47 | 28,188,889 70 |
| Allentown, | | 225,000 00 | 450,000 00 | 450,000 00 | 1,268,884 47 |
| Allentown Terminal, | | | | | 450,000 00 |
| Altoona, Clearfield and Northern, | | | | | 42,750 00 |
| Altoona and Wapasonock, | | | | 27,600 00 | |
| Arnold and Pine Creek, | 255,000 00 | 255,000 00 | 255,000 00 | 255,000 00 | 255,000 00 |
| Bald Eagle Valley, | 986,000 00 | 986,000 00 | 1,585,000 00 | 1,585,000 00 | 1,585,000 00 |
| Baltimore and Cumberland Valley, | 76,700 00 | 76,700 00 | 76,700 00 | 76,700 00 | 76,700 00 |
| Baltimore and Cumberland Valley Extension, | 270,000 00 | 270,000 00 | 270,000 00 | 270,000 00 | 270,000 00 |
| Baltimore and Harrisburg, | 720,000 00 | 720,000 00 | 720,000 00 | 720,000 00 | 720,000 00 |
| Baltimore and Harrisburg Western Extension, | | | | 240,000 00 | 240,000 00 |
| Baltimore and Lehigh, | | | | 240,000 00 | 3,876,000 00 |

| | | | | | |
|-------------------------------------|---------------|---------------|---------------|---------------|---------------|
| Baltimore and Philadelphia, | 3,000,000 00 | 5,000,000 00 | 4,968,850 00 | 4,968,850 00 | 4,968,850 00 |
| Baltimore and Ohio Short Line, | 3,000,000 00 | 121,100 00 | 121,100 00 | 121,100 00 | 121,100 00 |
| Bangor and Portland, | 121,100 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 20,000 00 |
| Barclay, | 1,000,000 00 | 599,650 00 | 599,650 00 | 599,650 00 | 50,000 00 |
| Beaver and Elwood, | 599,650 00 | 5,000,000 00 | 5,000,000 00 | 5,000,000 00 | 600,000 00 |
| Bedford and Bridgeport, | 5,000,000 00 | 50,000 00 | 50,000 00 | 50,000 00 | 5,000,000 00 |
| Beech Creek, | 50,000 00 | 250,000 00 | 250,000 00 | 250,000 00 | 50,000 00 |
| Berlin, | 43,195 19 | 43,195 19 | 43,195 19 | 43,195 19 | 43,195 19 |
| Bellefonte and Eastern, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 500,000 00 |
| Berlin Branch, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 597,650 00 |
| Bethlehem and Belvidere, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 84,000 00 |
| Bellefonte Central, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 500,000 00 |
| Bloomsburg and Sullivan, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 250,000 00 |
| Bradford, | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 | 84,000 00 |
| Bradford, Bordell and Kinzua, | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 | 500,000 00 |
| Bradford, Bordell and Smethport, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Bradford, Eldred and Cuba, | 480,000 00 | 480,000 00 | 480,000 00 | 480,000 00 | 480,000 00 |
| Bradford, Richburg and Cuba, | 31,000 00 | 31,000 00 | 31,000 00 | 31,000 00 | 31,000 00 |
| Bradford and Western Pennsylvania, | 31,000 00 | 31,000 00 | 31,000 00 | 31,000 00 | 31,000 00 |
| Brockport and Shawmut, | 22,500 00 | 22,500 00 | 22,500 00 | 22,500 00 | 22,500 00 |
| Brownstone and Middletown, | 2,286,400 00 | 2,286,400 00 | 2,286,400 00 | 2,286,400 00 | 2,286,400 00 |
| Buffalo, Bradford and Pittsburg, | 2,286,400 00 | 2,286,400 00 | 2,286,400 00 | 2,286,400 00 | 2,286,400 00 |
| Buffalo, New York and Philadelphia, | 20,333,268 88 | 20,333,268 88 | 20,333,268 88 | 20,333,268 88 | 20,333,268 88 |
| Buffalo, Rochester and Pittsburg, | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 |
| Buxton, | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 |
| Cambria and Clearfield, | 300,000 00 | 300,000 00 | 300,000 00 | 300,000 00 | 100,000 00 |
| Catawba and Fogelsville, | 426,900 00 | 426,900 00 | 426,900 00 | 426,900 00 | 600,000 00 |
| Catawissa, | 4,359,500 00 | 4,359,500 00 | 4,359,500 00 | 4,359,500 00 | 750,000 00 |
| Central Pennsylvania, | 4,359,500 00 | 4,359,500 00 | 4,359,500 00 | 4,359,500 00 | 4,359,500 00 |
| Chambersburg and Gettysburg, | 645,300 00 | 645,300 00 | 645,300 00 | 645,300 00 | 200,000 00 |
| Chartiers, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 645,300 00 |
| Cherry Grove, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 645,300 00 |
| Chester Creek, | 185,000 00 | 185,000 00 | 185,000 00 | 185,000 00 | 10,000 00 |
| Chester and Delaware River, | 39,550 00 | 39,550 00 | 39,550 00 | 39,550 00 | 272,100 00 |
| Chester Valley, | 871,900 00 | 871,900 00 | 871,900 00 | 871,900 00 | 40,000 00 |
| Chestnut Hill, | 120,650 00 | 120,650 00 | 120,650 00 | 120,650 00 | 120,650 00 |
| Clarion River, | 120,650 00 | 120,650 00 | 120,650 00 | 120,650 00 | 120,650 00 |
| Clarnont and Kinzua, | 3,125 00 | 3,125 00 | 3,125 00 | 3,125 00 | 91,100 00 |
| Cleveland and Pittsburg, | 11,236,350 00 | 11,236,350 00 | 11,236,350 00 | 11,236,350 00 | 11,247,314 36 |
| Coal Glen, | 297,215 00 | 297,215 00 | 297,215 00 | 297,215 00 | 297,215 00 |
| Colebrookdale, | 497,100 00 | 497,100 00 | 497,100 00 | 497,100 00 | 600,000 00 |
| Columbia and Fort Deposit, | 497,100 00 | 497,100 00 | 497,100 00 | 497,100 00 | 600,000 00 |

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|----------------|----------------|----------------|----------------|----------------|
| 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, | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 5,000,000 00 |
| Cornwall, | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 |
| Cornwall and Lebanon, | 600,000 00 | 600,000 00 | 600,000 00 | 600,000 00 | 800,000 00 |
| Confluence and Oakland, | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 |
| Coudersport, Galston and Ansonia, | 50,000 00 | 50,000 00 | 50,000 00 | 3,610 00 | 51,500 00 |
| Coudersport and Pine Creek, | 150,000 00 | 150,000 00 | 150,000 00 | 174,000 00 | 174,000 00 |
| Coudersport and Port Allegheny, | 88,500 00 | 88,500 00 | 88,500 00 | 85,000 00 | 1,000,000 00 |
| Coudersport and West Branch, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Cresson, Clearfield County and New York Short Route, | 1,777,850 00 | 1,777,850 00 | 1,777,850 00 | 1,777,850 00 | 1,777,850 00 |
| Cumberland Valley, | 3,790 00 | 3,790 00 | 3,790 00 | 3,790 00 | 10,000 00 |
| Crescent Connecting, | 26,710 00 | 26,710 00 | 26,710 00 | 26,710 00 | 26,710 00 |
| Danville and Riverside, | 26,710 00 | 26,710 00 | 26,710 00 | 26,710 00 | 100,000 00 |
| Danville and Shanokin, | 24,500,000 00 | 24,500,000 00 | 24,500,000 00 | 30,000,000 00 | 30,000,000 00 |
| Dauphin and Berks, | 26,200,000 00 | 26,200,000 00 | 26,200,000 00 | 26,200,000 00 | 26,200,000 00 |
| Delaware and Hudson Canal Company's Railroad, | 21,987 00 | 27,887 00 | 235,000 00 | 239,550 00 | 244,450 00 |
| Delaware, Lackawanna and Western, | 80,700 00 | 89,800 00 | 76,000 00 | 376,264 00 | 400,000 00 |
| Delaware, Susquehanna and Schuylkill, | 1,300,000 00 | 250,000 00 | 89,800 00 | 89,800 00 | 89,800 00 |
| Dillsburg and Mechanicsburg, | 786,448 00 | 1,300,000 00 | 300,000 00 | 406,650 00 | 406,650 00 |
| Downingtown and Lancaster, | 479,700 00 | 1,300,000 00 | 1,300,000 00 | 1,300,000 00 | 1,300,000 00 |
| Dunkirk, Allegheny Valley and Pittsburg, | 1,713,950 00 | 1,914,950 00 | 815,589 43 | 815,589 43 | 815,589 43 |
| East Broad Top, | 300,000 00 | 300,000 00 | 497,750 00 | 479,750 00 | 497,750 00 |
| East Mahanoy, | 1,000,000 00 | 1,000,000 00 | 1,730,450 00 | 1,730,450 00 | 1,730,450 00 |
| East Pennsylvania, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 200,000 00 |
| Easton and Bangor Railway, | 1,101,550 00 | 1,101,550 00 | 1,000,000 00 | 300,000 00 | 1,000,000 00 |
| Easton and Northern, | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 86,000 00 |
| Elmira and Williamsport, | 25,000 00 | 25,000 00 | 1,998,400 00 | 10,000 00 | 86,000 00 |
| Ellwood Short Line, | 126,996 71 | 126,996 71 | 1,500,000 00 | 1,500,000 00 | 1,998,400 00 |
| Emporium and Rich Valley, | 1,101,550 00 | 1,101,550 00 | 1,998,400 00 | 1,998,400 00 | 250,000 00 |
| Erie and Pittsburg, | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 250,000 00 |
| Erie and Wyoming Valley, | 25,000 00 | 25,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Evergreen, | 126,996 71 | 126,996 71 | 107,400 00 | 107,400 00 | 36,900 00 |
| Falls Creek, | 126,996 71 | 126,996 71 | 107,400 00 | 107,400 00 | 36,900 00 |
| Fayette County, | 126,996 71 | 126,996 71 | 107,400 00 | 107,400 00 | 36,900 00 |
| Ferney Mountain, | 126,996 71 | 126,996 71 | 107,400 00 | 107,400 00 | 20,000 00 |

| | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|
| Frankford and Delaware River, | 250,000 00 | 250,000 00 | 250,000 00 | 2,800 00 | 600,000 00 |
| Gettysburg and Harrisburg, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 |
| Grassy Island, | 224,250 00 | 224,250 00 | 224,250 00 | 224,250 00 | 224,250 00 |
| Hanover and York, | 1,182,550 00 | 1,182,550 00 | 1,182,550 00 | 1,182,550 00 | 1,182,550 00 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 150,180 00 | 150,180 00 | 150,180 00 | 150,180 00 | 150,180 00 |
| Harrisburg and Western, | 3,355,200 00 | 3,352,300 00 | 3,352,300 00 | 3,352,300 00 | 3,371,750 00 |
| Hunter's Run and Slate Belt, | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 |
| Huntingdon and Broad Top Mountain, | 601,810 50 | 607,243 00 | 607,243 00 | 607,243 00 | 607,243 00 |
| Ironton, | 2,096,050 00 | 2,096,050 00 | 2,096,050 00 | 2,096,050 00 | 2,096,050 00 |
| Jamestown and Franklin, | 21,000 00 | 21,000 00 | 21,000 00 | 21,000 00 | 21,000 00 |
| Jefferson, | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| Johnsonburg and Bradford, | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 |
| Jones Lake, | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| Junction, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Kendall and Eldred, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Kensington and Tacony, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Kinzua, | 21,000 00 | 54,600 00 | 54,600 00 | 65,600 00 | 84,000 00 |
| Kinzua Greek and Kane, | | | | 65,600 00 | 65,600 00 |
| Kinzua Hemlock, | | | | 60,000 00 | 60,000 00 |
| Kinzua Valley, | | | | 31,876 12 | 62,000 00 |
| Lackawanna and Montrose, | | | | 27,934 89 | 124,900 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 |
| Lehigh and Lackawanna, | 370,500 00 | 370,500 00 | 370,500 00 | 370,500 00 | 370,500 00 |
| Lehigh and Susquehanna, | | | | 15,046,687 42 | 15,046,687 42 |
| Lehigh Valley, | 38,294,850 00 | 40,441,100 00 | 40,441,100 00 | 40,441,100 00 | 40,441,100 00 |
| Lewisburg and Tyrone, | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 |
| Ligonier Valley, | 150,000 00 | 10,000 00 | 10,000 00 | 160,000 00 | 160,000 00 |
| Little Saw Mill Run, | 144,375 00 | 144,375 00 | 144,375 00 | 144,375 00 | 144,375 00 |
| Little Schuylkill Navigation, | 2,487,850 00 | 2,487,850 00 | 2,487,850 00 | 2,487,850 00 | 2,487,850 00 |
| Littletown, | 34,850 00 | 34,850 00 | 34,850 00 | 34,850 00 | 34,850 00 |
| Loyalsock, | 51,249 99 | 154,194 22 | 154,194 22 | 213,588 91 | 150,000 00 |
| Lykens Valley, | 600,000 00 | 600,000 00 | 600,000 00 | 600,000 00 | 600,000 00 |
| McKean and Buffalo, | 400,000 00 | 700,000 00 | 700,000 00 | 400,000 00 | 400,000 00 |
| McKeesport and Belle Vernon, | 15,400 00 | 15,400 00 | 15,400 00 | 15,400 00 | 15,400 00 |
| McKeesport and Bessemer, | 2,200 00 | 2,200 00 | 2,200 00 | 2,200 00 | 2,200 00 |
| McKeesport Connecting, | | 800 00 | 800 00 | | 800 00 |
| Mahoning Valley, | | | | 45,000 00 | 45,000 00 |
| Mapleton and Rocky Ridge, | | | | 30,000 00 | 30,000 00 |
| Martin's Creek, | 4,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Meadville and Linesville, | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 |
| Meadville, Conneaut Lake and Linesville, | | | | 175,000 00 | 175,000 00 |
| Middletown and Hummelstown, | 10,000 00 | 60,010 00 | 60,010 00 | 175,000 00 | 175,000 00 |
| Mifflin and Centre County, | 167,775 00 | 167,775 00 | 167,775 00 | 167,775 00 | 167,775 00 |

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|---------------|---------------|---------------|---------------|---------------|
| 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, | 4,081,900 00 | 4,081,900 00 | 4,081,900 00 | 4,210,200 00 | 4,210,200 00 |
| Monongahela Connecting, | 300,000 00 | 300,000 00 | 445,000 00 | 445,000 00 | 450,000 00 |
| Monongahela and Chartiers, | ..... | ..... | ..... | 2,800 00 | ..... |
| Monongahela River and Streets Run, | ..... | ..... | ..... | ..... | 3,000 00 |
| Mont Alto, | 110,000 00 | 110,000 00 | 110,000 00 | 110,000 00 | 110,000 00 |
| Montour, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Montrose, | 304,900 00 | 304,900 00 | 304,900 00 | 304,900 00 | 304,900 00 |
| Mount Carbon and Port Carbon, | 282,350 00 | 282,350 00 | 282,350 00 | 282,350 00 | 282,350 00 |
| Mount Carbon and Natalie, | ..... | ..... | ..... | ..... | 176,000 00 |
| Mount Jewitt, Kinzua and Wrightsville, | ..... | ..... | ..... | ..... | 80,000 00 |
| Mount Penn Gravity, | 150,500 00 | 150,500 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Mount Pleasant and Broadford, | 6,500 00 | 6,500 00 | 150,500 00 | 150,500 00 | 160,500 00 |
| Mount Pleasant and Latrobe, | 259,000 00 | 259,000 00 | 6,500 00 | 13,000 00 | ..... |
| Nescopec, | 1,400,000 00 | 1,412,500 00 | 259,000 00 | 259,000 00 | 259,000 00 |
| Nesquehoning, Valley, | ..... | ..... | 1,412,500 00 | 1,418,600 00 | 1,418,600 00 |
| Neverink Mountain, | 700,000 00 | 700,000 00 | 64,450 00 | 65,000 00 | 100,000 00 |
| Newcastle and Beaver Valley, | ..... | ..... | 700,000 00 | 700,000 00 | 700,000 00 |
| Newcastle and Butler, | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| Newcastle and Sherman's Valley, | 250,000 00 | 250,000 00 | 282,250 00 | 282,250 00 | 282,250 00 |
| Newport and Sherman's Valley, | ..... | ..... | ..... | 102,065 00 | 126,000 00 |
| New York, Lake Erie and Western, | 86,535,900 00 | 86,535,900 00 | 85,986,800 00 | 85,947,100 00 | 85,983,600 00 |
| New York, Lake Erie and Western, Coal, | 500,000 00 | 500,000 00 | 500,000 00 | 500,000 00 | 500,000 00 |
| New York, Lackawanna and Western, | 12,000 00 | 12,000 00 | 12,000 00 | 12,000 00 | 12,000 00 |
| New York, Chicago and St. Louis, | 30,000,000 00 | 30,000,000 00 | 30,000,000 00 | 30,000,000 00 | 30,000,000 00 |
| New York and North Pennsylvania, | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 |
| New York, Pennsylvania and Ohio, | 44,999,350 00 | 44,999,350 00 | 44,999,350 00 | 44,999,350 00 | 44,999,350 00 |
| New York, Philadelphia and Chicago, | ..... | ..... | ..... | 45,500 00 | ..... |
| New York, Susquehanna and Western, | 21,000,000 00 | 21,000,000 00 | 21,000,000 00 | 21,000,000 00 | 21,000,000 00 |
| Nittany Valley, | 58,000 00 | 58,000 00 | 75,000 00 | 75,000 00 | 75,000 00 |
| Northern Central, | 7,150,000 00 | 7,150,000 00 | 7,521,717 45 | 7,521,717 45 | 7,521,717 45 |
| North East Pennsylvania, | 81,550 00 | 81,550 00 | 400,000 00 | 400,000 00 | 400,000 00 |
| North Pennsylvania, | 4,556,600 00 | 4,646,700 00 | 4,686,460 00 | 4,720,760 00 | 4,720,760 00 |
| North and West Branch, | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 |
| Ohio and Baltimore Short Line, | 290,000 00 | 290,000 00 | 290,000 00 | 290,000 00 | 290,000 00 |
| Ohio Connecting, | ..... | ..... | ..... | 600,000 00 | 600,000 00 |
| Clean, Bradford and Warren, | 150,000 00 | 150,000 00 | ..... | 300,000 00 | 300,000 00 |

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Ontario, Carbondale and Scranton, | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 |
| Pennsylvania, | 126,774,050 00 | 126,774,050 00 | 126,774,050 00 | 126,774,050 00 | 126,774,050 00 | 126,774,050 00 |
| Pennsylvania Company, | 20,000,000 00 | 20,000,000 00 | 20,000,000 00 | 20,000,000 00 | 20,000,000 00 | 20,000,000 00 |
| Pennsylvania and Midland, | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 |
| Pennsylvania and New York Canal and Railroad, | 1,061,700 00 | 1,061,700 00 | 1,061,700 00 | 1,061,700 00 | 1,061,700 00 | 1,061,700 00 |
| Pennsylvania, Poughkeepsie and Boston, | 1,750,000 00 | 1,750,000 00 | 1,750,000 00 | 1,750,000 00 | 1,750,000 00 | 1,750,000 00 |
| Pennsylvania Schuylkill Valley, | 6,931,000 00 | 6,931,000 00 | 6,931,000 00 | 6,931,000 00 | 6,931,000 00 | 6,931,000 00 |
| Pennsylvania and Western, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| Pennsylvania and North Western, | 1,660,000 00 | 1,660,000 00 | 1,660,000 00 | 1,660,000 00 | 1,660,000 00 | 1,660,000 00 |
| Penn Gas Coal Company's Railroad, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |
| People's, | 38,040 00 | 38,040 00 | 38,040 00 | 38,040 00 | 38,040 00 | 38,040 00 |
| Perkriomen, | 62,350 00 | 62,350 00 | 62,350 00 | 62,350 00 | 62,350 00 | 62,350 00 |
| Perry County, | 2,495,650 00 | 2,495,650 00 | 2,495,650 00 | 2,495,650 00 | 2,495,650 00 | 2,495,650 00 |
| Philadelphia and Baltimore Central, | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| Philadelphia Felt Line, | 755,100 00 | 755,100 00 | 755,100 00 | 755,100 00 | 755,100 00 | 755,100 00 |
| Philadelphia and Chester Valley, | 10,375,000 00 | 10,375,000 00 | 10,375,000 00 | 10,375,000 00 | 10,375,000 00 | 10,375,000 00 |
| Philadelphia and Erie, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Philadelphia, Germantown and Chestnut Hill, | 2,246,900 00 | 2,246,900 00 | 2,246,900 00 | 2,246,900 00 | 2,246,900 00 | 2,246,900 00 |
| Philadelphia, Germantown and Norristown, | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 |
| Philadelphia, Harrisburg and Pottsburg, | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 | 1,200,000 00 |
| Philadelphia, Newtown and New York, | 39,480,361 78 | 39,480,361 78 | 39,480,361 78 | 39,480,361 78 | 39,480,361 78 | 39,480,361 78 |
| Philadelphia and Reading, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Philadelphia and Trenton, | 1,259,100 00 | 1,259,100 00 | 1,259,100 00 | 1,259,100 00 | 1,259,100 00 | 1,259,100 00 |
| Philadelphia and Wilmington and Baltimore, | 11,819,350 00 | 11,819,350 00 | 11,819,350 00 | 11,819,350 00 | 11,819,350 00 | 11,819,350 00 |
| Pickering Valley, | 95,655 00 | 95,655 00 | 95,655 00 | 95,655 00 | 95,655 00 | 95,655 00 |
| Pine Creek, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Pittsburg and Castle Shannon, | 481,400 00 | 481,400 00 | 481,400 00 | 481,400 00 | 481,400 00 | 481,400 00 |
| Pittsburg, Chartiers and Youghiogheny, | 593,600 00 | 593,600 00 | 593,600 00 | 593,600 00 | 593,600 00 | 593,600 00 |
| Pittsburg, Cincinnati and St. Louis, | 8,437,200 00 | 8,437,200 00 | 8,437,200 00 | 8,437,200 00 | 8,437,200 00 | 8,437,200 00 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 1,956,091 05 | 1,956,091 05 | 1,956,091 05 | 1,956,091 05 | 1,956,091 05 | 1,956,091 05 |
| Pittsburg and Connelleville, | 11,250 00 | 11,250 00 | 11,250 00 | 11,250 00 | 11,250 00 | 11,250 00 |
| Pittsburg East End, | 30,968,685 71 | 30,968,685 71 | 30,968,685 71 | 30,968,685 71 | 30,968,685 71 | 30,968,685 71 |
| Pittsburg, Fort Wayne and Chicago, | 1,440,000 00 | 1,440,000 00 | 1,440,000 00 | 1,440,000 00 | 1,440,000 00 | 1,440,000 00 |
| Pittsburg Junction, | 2,050,000 00 | 2,050,000 00 | 2,050,000 00 | 2,050,000 00 | 2,050,000 00 | 2,050,000 00 |
| Pittsburg and Lake Erie, | 3,100,000 00 | 3,100,000 00 | 3,100,000 00 | 3,100,000 00 | 3,100,000 00 | 3,100,000 00 |
| Pittsburg, McKeesport and Youghiogheny, | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| Pittsburg and Moon Run, | 2,150,000 00 | 2,150,000 00 | 2,150,000 00 | 2,150,000 00 | 2,150,000 00 | 2,150,000 00 |
| Pittsburg and Northern, | 1,906,750 00 | 1,906,750 00 | 1,906,750 00 | 1,906,750 00 | 1,906,750 00 | 1,906,750 00 |
| Pittsburg, Shenango and Lake Erie, | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 | 12,000,000 00 |
| Pittsburg, Virginia and Charleston, | 800,000 00 | 800,000 00 | 800,000 00 | 800,000 00 | 800,000 00 | 800,000 00 |
| Pittsburg and Western, | 17,000,000 00 | 17,000,000 00 | 17,000,000 00 | 17,000,000 00 | 17,000,000 00 | 17,000,000 00 |
| Pittsburg and White Hall, | 3,859,650 00 | 3,859,650 00 | 3,859,650 00 | 3,859,650 00 | 3,859,650 00 | 3,859,650 00 |

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|----------------|----------------|----------------|----------------|----------------|
| Pittsburg, Youngstown and Ashtabula, | \$3,083,841 58 | \$3,083,841 58 | \$3,083,841 58 | \$3,083,841 58 | \$3,083,841 58 |
| Plymouth, | 12,050 00 | 12,050 00 | 12,050 00 | 12,050 00 | 12,050 00 |
| Point Breeze, | 7,200 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 | 500,000 00 |
| Pricing and Winton, | 958,288 09 | 958,288 09 | 958,288 09 | 958,288 09 | 958,288 09 |
| Reading and Columbia, | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 |
| Reading, Marietta and Hanover, | 111,000 00 | 111,000 00 | 111,000 00 | 111,000 00 | 111,000 00 |
| Rew City and Eldred, | 491,000 00 | 491,000 00 | 491,000 00 | 491,000 00 | 491,000 00 |
| Reynoldsville and Falls Creek, | 5,000 00 | 5,000 00 | 5,000 00 | 5,000 00 | 5,000 00 |
| Ridgway and Clearfield, | 216,000 00 | 216,000 00 | 216,000 00 | 216,000 00 | 216,000 00 |
| Riegelsville, | 117,800 00 | 117,800 00 | 50,000 00 | 50,000 00 | 48,125 76 |
| River Front, | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 |
| Rochester, Beaver Falls and Western, | 50,000 00 | 50,000 00 | 118,029 50 | 118,029 50 | 118,029 50 |
| Rupert and Bloomsburg, | 1,500 00 | 1,500 00 | 4,500,000 00 | 4,500,000 00 | 4,500,000 00 |
| Salsbury, | 576,050 00 | 576,050 00 | 576,050 00 | 576,050 00 | 576,050 00 |
| Schuylkill and Lehigh, | 1,000,000 00 | 1,000,000 00 | 7,700 00 | 7,700 00 | 3,000 00 |
| Schuylkill River East Side, | 869,450 00 | 869,450 00 | 2,000,000 00 | 2,000,000 00 | 12,500 00 |
| Schuylkill River West Side, | 421,100 00 | 429,950 00 | 869,450 00 | 869,450 00 | 2,000,000 00 |
| Schuylkill Valley Navigation Railroad, | 400 00 | 400 00 | 438,300 00 | 453,350 00 | 453,350 00 |
| Sewickley and Jeannette, | 350,000 00 | 350,000 00 | 350,000 00 | 350,000 00 | 350,000 00 |
| Shade Creek, | 3,000 00 | 3,000 00 | 6,000 00 | 6,000 00 | 9,000 00 |
| Shamokin, Sunbury and Lewisburg, | 60,000 00 | 60,000 00 | 50,000 00 | 50,000 00 | 60,000 00 |
| Shamokin Valley and Pottsville, | 90,000 00 | 90,000 00 | 90,000 00 | 90,000 00 | 90,000 00 |
| Sharon, | 75,000 00 | 75,000 00 | 75,000 00 | 75,000 00 | 81,000 00 |
| Sharou and State Line, | 79,453 40 | 83,223 20 | 20,000 00 | 20,000 00 | 20,000 00 |
| Sharpeville, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Sheffield and Spring Creek, | 79,453 40 | 83,223 20 | 74,300 00 | 74,300 00 | 74,300 00 |
| Shenango Valley, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Sherrick Run, | 75,000 00 | 75,000 00 | 75,000 00 | 75,000 00 | 81,000 00 |
| Sinnesmahoning Valley, | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| State Run, | 79,453 40 | 83,223 20 | 74,300 00 | 74,300 00 | 74,300 00 |
| Statington, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Somerset County, | 75,000 00 | 75,000 00 | 75,000 00 | 75,000 00 | 81,000 00 |
| Somerset and Cambria, | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 |
| South Chester, | 76,000 00 | 76,000 00 | 76,000 00 | 76,000 00 | 76,000 00 |
| South Easton and Philipsburg, | 28,000 00 | 28,000 00 | 28,000 00 | 28,000 00 | 28,000 00 |
| South Fork, | 28,000 00 | 28,000 00 | 28,000 00 | 28,000 00 | 28,000 00 |

| | | | | | |
|---|--------------|--------------|---------------|---------------|---------------|
| South Mountain, | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 | 1,499,900 00 |
| Southwest Pennsylvania, | 998,850 00 | 998,850 00 | 1,499,900 00 | 1,499,900 00 | 800,000 00 |
| Southern Pennsylvania Railway and Mining Co., | 26,000 00 | 26,000 00 | 800,000 00 | 800,000 00 | 26,000 00 |
| State Line (Pittsburg), | 1,000 00 | 1,000 00 | 988,550 00 | 988,550 00 | 7,700 00 |
| State Line and Middlesex, | 984,650 00 | 984,650 00 | 7,700 00 | 7,700 00 | 70,000 00 |
| Stewart, | 500 00 | 500 00 | 70,000 00 | 70,000 00 | 176,100 00 |
| Stewartstown, | 70,000 00 | 70,000 00 | 176,100 00 | 176,100 00 | 1,000,000 00 |
| Stony Creek, | 176,100 00 | 176,100 00 | 1,000,000 00 | 1,000,000 00 | 600,000 00 |
| Sunbury, Hazleton and Wilkes-Barre, | 1,000,000 00 | 1,000,000 00 | 600,000 00 | 600,000 00 | 177,800 00 |
| Sunbury and Lewisdown, | 600,000 00 | 600,000 00 | 286,000 00 | 286,000 00 | 286,000 00 |
| Susquehanna and Buffalo, | 286,000 00 | 286,000 00 | | | 70,000 00 |
| Susquehanna and Clearfield, | | | | | 28,800 00 |
| Sugar Run, | | | | | 300,000 00 |
| Tamaqua, Hazleton and Northern, | | | | | 580,900 00 |
| Tiadaughton and Fahnestalk, | | | | | 2,000 00 |
| Tioga, | 580,900 00 | 580,900 00 | 580,900 00 | 580,900 00 | 100,000 00 |
| Tionesta and Clarion, | 45,600 00 | 45,600 00 | 100,000 00 | 100,000 00 | 43,250 00 |
| Tionesta Valley, | 100,000 00 | 100,000 00 | 43,250 00 | 43,250 00 | 10,000 00 |
| Tipton, | 43,250 00 | 43,250 00 | 10,000 00 | 10,000 00 | 130,000 00 |
| Trenton Cut-off, | 130,000 00 | 130,000 00 | 130,000 00 | 130,000 00 | 25,000 00 |
| Tresckow, | | | 25,000 00 | 25,000 00 | 100,000 00 |
| Trout Run, | | | 100,000 00 | 100,000 00 | 1,000,000 00 |
| Turtle Creek Valley, | 100,000 00 | 100,000 00 | 1,000,000 00 | 1,000,000 00 | 2,500 00 |
| Tyrone and Clearfield, | 1,000,000 00 | 1,000,000 00 | 2,500 00 | 2,500 00 | 75,000 00 |
| Union, | | | | | 101,854 97 |
| Ursina and North Fork, | 75,000 00 | 75,000 00 | 101,854 97 | 101,854 97 | 165,000 00 |
| Warren and Farnsworth, | 101,804 97 | 101,804 97 | 165,000 00 | 165,000 00 | 1,008,700 00 |
| Waynesburg and Washington, | 165,000 00 | 165,000 00 | 1,008,700 00 | 1,008,700 00 | 30,000,000 00 |
| West Chester, | 684,150 00 | 684,150 00 | 30,000,000 00 | 30,000,000 00 | 1,775,000 00 |
| Western Maryland, | | | | | 5,500,000 00 |
| Western New York and Pennsylvania, | 1,800,000 00 | 1,775,000 00 | 5,500,000 00 | 5,500,000 00 | 25,000 00 |
| Western Pennsylvania, | 500,000 00 | 500,000 00 | 25,000 00 | 25,000 00 | 150,000 00 |
| West Penn and Shenango Connecting, | 5,500,000 00 | 5,500,000 00 | 150,000 00 | 150,000 00 | 500,000 00 |
| Wheeling, Pittsburg and Baltimore, | 25,000 00 | 25,000 00 | 500,000 00 | 500,000 00 | 455,000 00 |
| Wilcox, | | | 455,000 00 | 455,000 00 | 4,500 00 |
| Wilcox and Rocky Run, | | | 4,500 00 | 4,500 00 | 749,200 00 |
| Wilkes-Barre and Harvey's Lake, | 150,000 00 | 150,000 00 | 749,200 00 | 749,200 00 | |
| Wilkes-Barre and Scranton, | 500,000 00 | 500,000 00 | | | |
| Wilkes-Barre and Western, | 455,000 00 | 455,000 00 | | | |
| William's Valley, | | | | | |
| Williamsport and North Branch, | 676,700 00 | 721,700 00 | | | |

COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | COMPARATIVE STATEMENT OF CASH REALIZED ON CAPITAL STOCK FOR FIVE YEARS—CONTINUED. | | | | |
|------------------------------------|---|------------------|------------------|------------------|------------------|
| | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
| Wilmington and Northern, | \$1,278,050 00 | \$1,278,050 00 | \$1,278,050 00 | \$1,278,050 00 | \$1,278,050 00 |
| Wind Gap and Delaware, | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 |
| York and Peach Bottom, | 249,250 00 | 249,250 00 | 125,000 00 | 125,000 00 | 400,000 00 |
| Youghiogheny, Northern, | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 |
| | \$789,476,849 24 | \$766,260,715 40 | \$784,220,397 65 | \$841,673,968 92 | \$881,477,781 75 |

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

| NAME OF COMPANY. | COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS. | | | | |
|--|---|---------------|---------------|---------------|---------------|
| | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
| Addison and Pennsylvania, | \$702,240 61 | \$694,950 16 | \$744,664 40 | \$767,257 77 | \$799,215 82 |
| Allegheny and Kinzua, | 32,533,030 00 | 32,357,775 00 | 33,236,059 48 | 33,425,781 99 | 311,210 30 |
| Allegheny Valley, | 942 45 | 942 45 | 12,745 37 | 12,745 37 | 17,798,536 92 |
| Allentown, | | | 463,674 71 | 510,827 44 | 12,745 37 |
| Allentown Terminal, | | | | 28,000 00 | 527,282 40 |
| Altoona and Wapnonock, | | | | 3,350 74 | 57,615 00 |
| Arnot and Pine Creek, | | | | 3,350 74 | 3,350 74 |
| Bald Eagle Valley, | 372,000 00 | 368,000 00 | 370,119 67 | 356,188 25 | 352,944 47 |
| Baltimore and Cumberland Valley, | 72,800 00 | 72,800 00 | 72,800 00 | 72,800 00 | 72,800 00 |
| Baltimore and Cumberland Valley Extension, | 240,461 23 | 240,461 22 | 230,000 00 | 230,000 00 | 230,000 00 |
| Baltimore and Harrisburg, | 690,000 00 | 690,000 00 | 761,347 50 | 774,208 15 | 737,102 87 |
| Baltimore and Lehigh, | | | 240,000 00 | 240,000 00 | 240,000 00 |
| Baltimore and Philadelphia, | 4,867,500 00 | 4,867,500 00 | 6,586,919 78 | 6,747,803 40 | 2,151,719 21 |
| Bangor and Portland, | 306,600 00 | 317,900 00 | 318,000 00 | 320,000 00 | 6,965,468 73 |
| Barclay Coal Company's Railroad, | 80,000 00 | 80,000 00 | 77,478 00 | 76,000 00 | 820,000 00 |
| Beaver and Ellwood, | | | | 52,835 73 | 81,000 00 |
| Bedford and Bridgeport, | 7,226,500 00 | 7,290,500 00 | 7,331,600 00 | 1,700,309 75 | 73,315 64 |
| Beech Creek, | 5,000,000 00 | 5,000,000 00 | 5,506,990 21 | 5,502,993 26 | 1,702,834 93 |
| | | | | | 5,887,560 34 |

| | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|
| Bellefonte Central, | 32,127 38 | 39,314 24 | 48,156 65 | 58,806 91 | 15,152 87 |
| Berlin, | 49,617 26 | 49,867 26 | 51,243 58 | 58,846 73 | 67,584 88 |
| Berlin branch, | | | | | 65,084 01 |
| Bloomsburg and Sullivan, | 846,929 82 | 568,266 88 | 604,662 56 | 711,280 10 | 600,000 00 |
| Bradford, Bordell and Kinnea, | | | 3,686 84 | 17,036 13 | 660,404 70 |
| Bradford, Bordell and Smethport, | 863,154 64 | 896,492 39 | 951,008 62 | 983,346 64 | 17,036 13 |
| Bradford, Eldred and Cuba, | 156,369 50 | 156,369 50 | 156,369 50 | | 1,016,467 97 |
| Bradford, Richburg and Cuba, | | | | | 376 15 |
| Bradford and Western Pennsylvania, | | | | | 1,597 18 |
| Brownstone and Middleton, | 580,000 00 | 580,000 00 | 806,606 74 | 580,000 00 | 823,543 61 |
| Buffalo, New York and Philadelphia, | 8,448,807 28 | 9,540,082 70 | 9,145,071 38 | 9,561,191 18 | 9,880,481 29 |
| Buffalo, Rochester and Pittsburg, | | | | 3,811 30 | 12,332 50 |
| Bustleton, | 138,000 00 | 138,000 00 | 213,015 96 | 247,162 72 | 1,129,597 51 |
| Cambria and Clearfield, | 1,802,350 00 | 1,802,350 00 | 1,665,284 53 | 1,511,274 66 | 1,642,284 18 |
| Catsaunqua and Fogelsville, | 530,000 00 | 530,000 00 | 505,355 00 | 504,778 75 | 1,617,000 00 |
| Catawissa, | 185,000 00 | 185,000 00 | 196,745 00 | 197,161 50 | 5,089 72 |
| Chambersburg and Gettysburg, | 195,100 99 | 195,100 99 | 212,431 84 | 212,431 84 | 505,618 25 |
| Chartiers, | | | | | 196,163 00 |
| Chester Creek, | | | | | 277,785 56 |
| Chester and Delaware River, | | | | | 499 50 |
| Chestnut Hill, | 5,201,343 63 | 5,150,348 63 | 6,669,628 63 | 6,665,409 77 | 17,330 51 |
| Clarion River, | 670,644 35 | 654,463 66 | 866,325 89 | 889,275 09 | 7,487,233 43 |
| Cleveland and Pittsburg, | 2,945,356 26 | 2,940,608 00 | 2,946,140 00 | 1,801,491 41 | 912,725 87 |
| Colebrookdale, | 1,699,859 51 | 1,706,960 84 | 1,920,758 29 | 1,976,256 69 | 1,805,029 73 |
| Columbia and Port Deposit, | 1,250,000 00 | 1,250,000 00 | 1,250,000 00 | 1,254,758 69 | 2,063,047 81 |
| Connecting, | 70,808 28 | 90,000 00 | 67,000 00 | 62,143 00 | 890,000 00 |
| Corning, Cowanesque and Antrim, | 687,688 46 | 678,618 58 | 835,581 71 | 800,000 00 | 34,000 00 |
| Cornwall, | | | 200,000 00 | 215,136 22 | 877,208 98 |
| Cornwall and Lebanon, | | | 75,000 00 | 75,000 00 | 231,718 06 |
| Confluence and Oakland, | | | | | 75,000 00 |
| Coudersport and Port Allegheny, | | | | | 844,343 45 |
| Cresson, Clearfield County and New York | | | | | 398,916 87 |
| Short, Route, | 778,800 00 | 813,820 58 | 493,371 86 | 373,824 11 | 5,069 60 |
| Cumberland Valley, | 270,000 00 | 270,000 00 | | | |
| Crescent Connecting, | | | | | |
| Delaware and Hudson Canal Company's Rail- | 15,378,000 00 | 15,378,000 00 | 15,378,000 00 | 16,047,989 08 | 17,575,966 25 |
| road, | 3,674,000 00 | 3,674,000 00 | 11,797,644 05 | 12,664,147 54 | 13,117,545 85 |
| Delaware, Lackawanna and Western, | 2,002,323 04 | 2,002,367 51 | 2,004,890 68 | 347,918 18 | 373,488 62 |
| Delaware River and Lancaster, | | | 87,097 51 | 51,166 70 | 726,298 08 |
| Delaware, Susquehanna and Schuylkill, | 100,000 00 | 100,000 00 | 109,171 50 | 110,800 75 | 116,883 75 |
| Dillsburg and Mechanicsburg, | | 250,000 00 | 491,553 29 | 369,569 80 | 408,947 83 |
| Downingtown and Lancaster, | 3,469,344 31 | 3,461,575 38 | 3,151,619 93 | 3,114,456 34 | 3,165,164 00 |
| Dunkirk, Allegheny Valley and Pittsburg, | | | | | |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|---------------|---------------|---------------|---------------|---------------|
| East Broad Top, | \$558,162 53 | \$561,985 27 | \$683,846 89 | \$702,051 75 | \$719,208 75 |
| East Mahony, | 486,900 00 | 486,000 00 | 16,927 08 | 19,590 08 | 17,820 16 |
| East Pennsylvania, | 486,900 00 | 486,000 00 | 486,000 00 | 486,045 89 | 486,045 89 |
| Edgewood, | 19,532 64 | 19,532 64 | 19,532 64 | 1,600,095 00 | 69,665 93 |
| Elmira and Williamsport, | 1,570,000 00 | 1,570,000 00 | 1,570,095 00 | 1,600,095 00 | 1,600,095 00 |
| Emporium and Rich Valley, | 3,299,034 21 | 3,306,879 04 | 3,303,361 84 | 3,414,867 00 | 10,285 07 |
| Erie and Pitsburg, | 3,730,620 71 | 3,725,152 55 | 3,788,546 05 | 3,740,576 31 | 3,409,944 60 |
| Erie and Wyoming Valley, | 368,027 02 | 370,710 07 | 1,078 65 | 4,738 54 | 3,063 61 |
| Falls Creek, | 191,100 00 | 191,100 00 | 988,330 80 | 466,660 44 | 681,528 48 |
| Gettysburg and Harrisburg, | 700,000 00 | 700,000 00 | 246,048 37 | 225,318 02 | 210,092 50 |
| Hanover and York, | 700,000 00 | 700,000 00 | 760,474 75 | 758,090 50 | 758,847 25 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 2,899,395 00 | 2,899,395 00 | 2,280,500 00 | 2,280,500 00 | 46,009 81 |
| Hunter's Run and Slate Belt, | 2,020,422 84 | 2,024,120 42 | 5,709 86 | 10,134 59 | 2,960,500 00 |
| Huntingdon and Broad Top Mountain, | 2,300,000 00 | 2,300,000 00 | 4,476,727 46 | 2,028,977 20 | 6,886 54 |
| Ironton, | 225 59 | 225 59 | 225,051 08 | 3,100,000 00 | 2,024,185 68 |
| Jamestown and Franklin, | 725,000 00 | 725,000 00 | 796,747 19 | 285,161 84 | 4,478,531 83 |
| Jefferson, | 11,092 50 | 39,419 08 | 46,514 99 | 740,372 97 | 242,190 74 |
| Johnsonburg, | 11,092 50 | 2,340 00 | 6,166 67 | 99,272 54 | 740,075 86 |
| Jones Lake, | 350,000 00 | 350,000 00 | 350,000 00 | 5,023 53 | 96,474 31 |
| Junction, | 46,766,000 00 | 46,516,000 00 | 46,514 99 | 8,579 40 | 8,579 40 |
| Kennington and Tacony, | 601,111 66 | 601,521 84 | 601,521 84 | 3,798 97 | 1,469 48 |
| Kinzua Creek and Kane, | 25,257,000 00 | 25,044,000 00 | 30,482,283 02 | 17,067 82 | 7,337 63 |
| Kinzua Valley, | 330,000 00 | 330,000 00 | 289,022 49 | 286,123 96 | 294,174 65 |
| Lackawanna and Montrose, | 75,000 00 | 75,000 00 | 75,000 00 | 178,500 00 | 86,823 23 |
| Lancaster and Reading Narrow Gauge, | 178,500 00 | 178,500 00 | 178,500 00 | 178,500 00 | 178,500 00 |
| Lake Shore and Michigan Southern, | 55,265 50 | 55,265 50 | 58,944 20 | 59,265 00 | 18,525 70 |
| Lehigh and Lackawanna, | 44,000 00 | 44,000 00 | 612,080 18 | 612,080 18 | 56,489 17 |
| Lehigh Valley, | 350,000 00 | 350,000 00 | 350,000 00 | 350,000 00 | 151,227 61 |
| Lewisburg and Tyrone, | 46,766,000 00 | 46,516,000 00 | 46,514 99 | 48,647,420 07 | 49,494,377 15 |
| Ligonier Valley, | 601,111 66 | 601,521 84 | 601,521 84 | 600,000 00 | 600,000 00 |
| Little Saw Mill Run, | 25,257,000 00 | 25,044,000 00 | 30,482,283 02 | 29,875,000 00 | 37,846,523 75 |
| Little Schuylkill Navigation, | 330,000 00 | 330,000 00 | 289,022 49 | 286,123 96 | 294,174 65 |
| Littletown, | 75,000 00 | 75,000 00 | 75,000 00 | 82,481 69 | 86,823 23 |
| Loyalsock, | 178,500 00 | 178,500 00 | 178,500 00 | 178,500 00 | 178,500 00 |
| McKeesport and Belle Vernon, | 55,265 50 | 55,265 50 | 58,944 20 | 59,265 00 | 18,525 70 |
| | 44,000 00 | 44,000 00 | 612,080 18 | 612,080 18 | 56,489 17 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| Pennsylvania Company. | \$16,499,000 00 | \$18,846,060 00 | \$27,010,159 28 | \$27,040,826 68 | \$30,530,095 73 |
| Pennsylvania and New York Canal and R. R., | 4,109,062 02 | 3,002,000 00 | 10,016,000 00 | 10,045,969 13 | 10,081,319 65 |
| Pennsylvania, Poughkeepsie and Boston, | 1,600,000 00 | 7,860,027 62 | 2,570,000 58 | 3,172,803 53 | 3,459,436 45 |
| Pennsylvania Schuylkill Valley, | 7,435,022 32 | 200,000 00 | 7,689,699 68 | 7,620,891 61 | 7,744,326 93 |
| Pennsylvania and Western, | 200,000 00 | 200,000 00 | 1,747,129 27 | 1,660,566 35 | 2,152,717 56 |
| Pennsylvania and North Western, | 23,000 00 | 23,000 00 | 37,260 59 | 36,683 78 | 37,084 88 |
| People's, | 2,882,341 93 | 2,927,550 10 | 2,915,527 39 | 2,904,625 36 | 2,941,497 58 |
| Perkiomen, | 2,161,562 50 | 2,161,512 50 | 59,250 00 | 59,972 45 | 59,587 50 |
| Perry County, | 19,389,000 00 | 322,431 00 | 2,109,432 08 | 2,201,933 25 | 2,201,881 00 |
| Philadelphia and Baltimore Central, | 1,211,357 75 | 1,247,500 00 | 7,440 18 | 7,440 18 | 8,462 20 |
| Philadelphia Belt Line, | 19,389,000 00 | 19,474,000 00 | 380,914 51 | 380,965 55 | 400,190 16 |
| Philadelphia and Chester Valley, | 1,211,357 75 | 1,247,500 00 | 19,474,000 00 | 19,674,000 00 | 19,980,314 00 |
| Philadelphia and Erie, | 700,000 00 | 700,000 00 | 1,071,800 00 | 1,071,800 00 | 1,309,017 99 |
| Philadelphia, Germantown and Chestnut Hill, | 99,775,179 72 | 144,436,058 08 | 1,071,800 00 | 1,071,800 00 | 5,186 50 |
| Philadelphia, Germantown and Norristown, | 700,000 00 | 700,000 00 | 888,416 59 | 1,041,560 45 | 1,144,542 44 |
| Philadelphia, Harrisburg and Pittsburg, | 3,576,666 66 | 4,576,666 66 | 588,416 59 | 949,480 96 | 946,079 29 |
| Philadelphia, Newtown and New York, | 703,706 65 | 699,738 15 | 150,766,504 51 | 154,720,767 80 | 153,800,402 45 |
| Philadelphia and Reading Terminal, | 3,951,511 59 | 3,973,839 53 | 153,241 93 | 1,213,708 07 | 397,009 73 |
| Philadelphia and Trenton, | 67,624 49 | 57,220 87 | 1,600,597 07 | 1,666,597 05 | 1,855,177 33 |
| Pickering Valley, | 12,617,000 00 | 12,617,000 00 | 5,903,763 46 | 7,003,657 53 | 7,435,221 47 |
| Pine Creek, | 3,330,198 26 | 3,330,198 26 | 834,150 61 | 852,990 97 | 871,635 08 |
| Pittsburg and Castle Shannon, | 67,624 49 | 57,220 87 | 4,404,690 51 | 4,013,370 38 | 4,008,277 60 |
| Pittsburg, Chartiers and Youghiogheny, | 12,617,000 00 | 12,617,000 00 | 195,742 51 | 250,362 53 | 282,138 65 |
| Pittsburg, Cincinnati and St. Louis, | 21,620,479 32 | 22,280,735 09 | 769,863 43 | 783,976 37 | 727,114 92 |
| Pittsburg, Chicago and St. Louis, | 12,610,000 00 | 12,610,000 00 | 16,811,885 41 | 43,919,409 50 | 45,770,802 80 |
| Pittsburg, Fort Wayne and Chicago, | 1,984,075 56 | 1,639,676 71 | 23,995,556 81 | 23,993,584 86 | 24,770,800 71 |
| Pittsburg Junction, | 3,330,198 26 | 3,766,081 01 | 13,103,943 81 | 13,071,431 91 | 13,134,676 15 |
| Pittsburg, McKeesport and Youghiogheny, | 3,100,000 00 | 3,100,000 00 | 1,823,806 09 | 1,860,807 15 | 2,004,432 58 |
| Pittsburg and Moon Run, | 3,100,000 00 | 3,100,000 00 | 4,182,396 88 | 4,360,499 39 | 4,839,804 80 |
| Pittsburg and Northon, | 3,010,100 00 | 3,010,000 00 | 3,169,834 72 | 3,750,000 00 | 3,750,000 00 |
| Pittsburg, Shenango and Lake Erie, | 9,575,935 00 | 10,246,908 61 | 46,274 53 | 49,013 38 | 100,000 00 |
| Pittsburg, Virginia and Charleston, | 3,010,100 00 | 3,010,000 00 | 1,750,690 45 | 3,097,419 64 | 3,253,892 08 |
| Pittsburg and Western, | 9,575,935 00 | 10,246,908 61 | 3,611,998 00 | 12,573,690 14 | 14,761,808 23 |

| | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|
| Pittsburg, Youngstown and Ashtabula, | 2, 685, 000 00 | 2, 772, 000 00 | 3, 372, 000 00 | 3, 372, 000 00 | 3, 378, 916 20 |
| Ponerooy and Newark, | 79, 008 09 | 96, 285 20 | 126, 210 81 | 149, 804 01 | 181, 262 77 |
| Reading and Columbia, | 2, 192, 910 19 | 2, 196, 717 36 | 2, 890, 577 63 | 2, 922, 363 65 | 2, 975, 802 51 |
| Reading, Marietta and Hanover, | | | 82, 587 11 | 82, 587 11 | 82, 587 11 |
| Rew City and Eldred, | 2, 087 40 | 2, 087 40 | 2, 087 40 | 2, 118 60 | 2, 118 60 |
| Reynoldsville and Falls Creek, | | | | | 178, 486 11 |
| Ridgway and Clearfield, | 491, 000 00 | 491, 000 00 | 491, 000 00 | 491, 000 00 | 491, 500 80 |
| River Front, | 332, 418 85 | 335, 213 52 | 407, 672 62 | 367, 857 50 | 380, 143 81 |
| Rupert and Bloomsburg, | | | 9, 452 24 | 12, 707 11 | 20, 852 99 |
| Salisbury, | 150, 000 00 | 157, 436 55 | 159, 713 60 | 150, 000 00 | 151, 841 00 |
| Schuylkill and Lehigh, | 600, 000 00 | 600, 000 00 | 1, 031, 448 45 | 1, 031, 448 45 | 1, 031, 448 45 |
| Schuylkill River East Side, | | 4, 573, 231 82 | 4, 547, 449 38 | 4, 500, 000 00 | 4, 500, 000 00 |
| Schuylkill River West Side, | 2, 859 10 | 2, 859 10 | 1, 359 10 | 1, 359 10 | 1, 359 10 |
| Schuylkill Valley Navigation Railroad, | | | 439 80 | 1, 834 92 | 3, 000 00 |
| Shawnee and Jeannette, | | | | | 137 16 |
| Shade Creek, | | | | | 2, 000, 250 45 |
| Shamokin, Sunbury and Lewisburg, | 1, 694, 479 44 | 1, 670, 851 68 | 1, 974, 607 89 | 2, 000, 250 45 | 2, 073, 375 00 |
| Shamokin Valley and Pottsville, | 2, 000, 000 00 | 2, 000, 000 00 | 2, 073, 350 00 | 2, 072, 974 00 | 164, 000 00 |
| Sharon, | 577, 100 00 | 582, 960 00 | 164, 016 63 | 164, 000 00 | 115, 133 77 |
| Sharpsville, | 81, 413 11 | 85, 734 33 | 93, 219 56 | 116, 493 27 | 12, 000 00 |
| Sheffield and Spring Creek, | | | | | 67, 787 33 |
| Shenango Valley, | 55, 200 00 | 111, 858 98 | 4, 171 71 | | 208 53 |
| Sinnemahoning Valley, | | | | | 12, 006 84 |
| Slate Run, | | | | 2, 113 23 | 6, 000 00 |
| Somerset County, | 12, 000 00 | 6, 000 00 | 6, 000 00 | 6, 000 00 | 754, 500 00 |
| Somerset and Cambria, | 782, 500 00 | 769, 230 18 | 754, 500 00 | 754, 500 00 | 7, 899 12 |
| Somerset and Phillipsburg, | | | | | 23, 750 49 |
| South Easton and South Fork, | | | | | 100, 000 00 |
| South Mountain, | 100, 000 00 | 100, 000 00 | 100, 000 00 | 100, 000 00 | 931, 115 64 |
| South West Pennsylvania, | 901, 150 00 | 901, 150 00 | 1, 083, 268 16 | 910, 694 83 | |
| Southern Pennsylvania, | 625, 000 00 | 625, 000 00 | 649, 855 08 | 629, 556 55 | |
| State Line, | | 5, 347 14 | | | |
| State Line and Sullivan, | 300, 000 00 | 300, 000 00 | 329, 074 69 | 300, 000 00 | 303, 041 11 |
| Stewart, | | 7, 822 59 | | | |
| Stony Creek, | 773, 287 43 | 818, 606 30 | 825, 748 23 | 867, 554 53 | 925, 821 08 |
| Sunbury, Hazleton and Wilkes-Barre, | 2, 535, 000 00 | 2, 535, 000 00 | 2, 537, 611 50 | 2, 537, 649 50 | 2, 538, 364 30 |
| Sunbury and Lewistown, | 500, 000 00 | 500, 000 00 | 500, 000 00 | 500, 000 00 | 19, 911 64 |
| Susquehanna and Buffalo, | | | | | 366, 000 61 |
| Susquehanna and Clearfield, | 327, 500 00 | 334, 750 00 | 340, 385 02 | 355, 482 68 | 33, 000 00 |
| Tamaqua, Hazleton and Northern, | | | | | 21, 156 98 |
| Tioga and Fahnastalk, | | | | | 789, 842 00 |
| Tioga, | 819, 042 00 | 819, 942 00 | 789, 842 00 | 789, 500 00 | 40, 182 14 |
| Tionesta Valley, | 101, 464 69 | 92, 471 77 | 79, 943 93 | 60, 178 95 | |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|------------------|------------------|------------------|--------------------|--------------------|
| Trenton Cut-off, | \$108,587 02 | \$108,587 02 | \$467,063 18 | \$1,251,815 76 | \$1,201,285 28 |
| Tresckow, | 1,000,000 00 | 1,000,000 00 | 137,878 40 | 141,017 40 | 141,570 87 |
| Turtle Creek Valley, | 98,900 00 | 75,000 00 | 92,987 13 | 104,920 50 | 37,635 06 |
| Tyrone and Clearfield, | 4,444,481 57 | 4,572,033 21 | 1,032,570 33 | 1,043,588 16 | 1,059,065 04 |
| Union, | 4,200,000 00 | 30,600,275 88 | 140,026 23 | 14,694 42 | 18,896 70 |
| Waynesburg and Washington, | 5,500,000 00 | 4,225,000 00 | 103,496 96 | 103,898 63 | 135,308 03 |
| West Chester, | 484,664 52 | 5,583,379 24 | 5,457,843 62 | 5,373,573 49 | 5,405,308 03 |
| Western Maryland, | 43,674 78 | 500,000 00 | 31,592,287 91 | 32,479,431 30 | 33,233,775 02 |
| Western Pennsylvania, | 407,000 00 | 407,000 00 | 4,292,090 24 | 4,261,004 47 | 4,249,096 97 |
| West Penn and Shenango Connecting, | 400,000 00 | 390,000 00 | 5,500,000 00 | 5,500,000 00 | 5,500,000 00 |
| Wheeling, Pittsburg and Baltimore, | 287,900 00 | 500,000 00 | 102,056 64 | 152,316 08 | 176,981 78 |
| Wilcox and Rocky Run, | 333,158 70 | 333,158 70 | 500,000 00 | 500,000 00 | 500,000 00 |
| Wilkes-Barre and Harvey's Lake, | 407,000 00 | 407,000 00 | 396,000 00 | 396,000 00 | 396,000 00 |
| Wilkes-Barre and Scranton, | 400,000 00 | 390,000 00 | 230,000 00 | 230,000 00 | 230,000 00 |
| Wilkes-Barre and Western, | 287,900 00 | 500,000 00 | 408,773 87 | 398,572 19 | 408,895 17 |
| Williamsport and Clearfield, | 43,417 64 | 107,542 17 | 696,549 02 | 693,296 36 | 771,043 88 |
| Williamsport and Northern, | 333,158 70 | 333,158 70 | 245,000 00 | 245,000 00 | 245,000 00 |
| Wind Gap and Delaware, | 333,158 70 | 333,158 70 | 245,000 00 | 245,000 00 | 245,000 00 |
| York and Peach Bottom, | 333,158 70 | 333,158 70 | 245,000 00 | 245,000 00 | 245,000 00 |
| Youghiogheny, Northern, | 333,158 70 | 333,158 70 | 245,000 00 | 245,000 00 | 245,000 00 |
| | \$708,626,741 17 | \$856,074,572 53 | \$976,502,589 54 | \$1,011,141,299 26 | \$1,033,295,617 65 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|
| Addison and Pennsylvania, | \$1,292,740 61 | \$1,301,744 33 | \$1,817,519 98 | \$1,831,051 74 | \$1,861,395 71 |
| Allegheny and Kinzua, | 24,049,540 30 | 24,049,540 30 | 24,049,540 30 | 1,008,546 44 | 801,187 97 |
| Allegheny Valley, | 1,064,652 71 | 1,064,652 71 | 1,085,747 44 | 1,085,747 44 | 1,085,747 44 |
| Allentown, | 1,064,652 71 | 1,064,652 71 | 1,085,747 44 | 1,085,747 44 | 1,085,747 44 |

| | | | | | | | |
|--|---------------|--|---------------|--|---------------|---------------|---------------|
| Allentown Terminal. | | | | | 825,941 12 | 959,402 07 | 976,846 05 |
| Altoona, Clearfield and Northern, | | | | | | | 86,895 00 |
| Altoona and Wapenonock, | | | | | | 55,000 00 | |
| Arnott and Pine Creek, | 255,000 00 | | 257,622 01 | | 258,350 74 | 258,350 74 | |
| Bald Eagle Valley, | 1,341,259 61 | | 1,353,770 10 | | 1,853,551 03 | 1,879,137 78 | 1,880,016 50 |
| Baltimore and Cumberland Valley, | 152,432 05 | | 153,432 05 | | | | |
| Baltimore and Cumberland Valley Extension, | 510,481 22 | | 510,481 22 | | | | |
| Baltimore and Harrisburg, | 1,459,882 01 | | 1,459,882 01 | | 1,452,609 70 | 1,452,609 70 | 1,454,102 18 |
| Baltimore and Lehigh, | | | | | | | 4,786,571 65 |
| Baltimore and Philadelphia, | 5,127,101 65 | | 488,700 00 | | 9,980,953 83 | 9,980,953 83 | 9,980,953 83 |
| Bangor and Portland, | 427,700 00 | | 456,317 91 | | 477,989 12 | 477,989 12 | 495,998 99 |
| Barclay Coal Company's Railroad, | 662,600 00 | | 662,600 00 | | 71,529 50 | | |
| Barclay, | | | | | | | 483,204 14 |
| Beaver and Elwood, | | | | | | 102,737 74 | 111,599 92 |
| Bedford and Bridgeport, | 1,442,929 94 | | 1,443,127 00 | | 1,443,127 59 | 2,300,309 75 | 2,303,202 13 |
| Beech Creek, | | | | | 9,997,253 34 | 10,000,000 00 | 10,000,000 00 |
| Bellefonte Central, | | | | | | | 518,306 59 |
| Berlin, | 76,726 19 | | 83,062 45 | | 50,112 10 | 50,425 09 | 50,425 09 |
| Bloomsburg and Sullivan, | | | | | 77,326 19 | 77,326 19 | 77,326 19 |
| Brookport and Shawmut, | | | | | | | 1,197,650 00 |
| Brownstone and Kinzua, | 607,706 98 | | 609,688 38 | | 613,800 73 | 613,800 32 | 613,923 56 |
| Bradford, Bordell and Kinzua, | 100,000 00 | | 100,000 00 | | 103,686 84 | 117,036 13 | 117,036 13 |
| Bradford, Bordell and Smethport, | 1,118,366 60 | | 1,116,316 41 | | 556,680 01 | 554,822 57 | 552,426 50 |
| Bradford, Eldred and Cuba, | 156,369 50 | | 156,369 50 | | 156,369 50 | | |
| Bradford, Richburg and Cuba, | | | | | | | |
| Bradford and Western Pennsylvania, | | | | | | | |
| Brookport and Shawmut, | | | | | 21,195 26 | 21,195 26 | 21,195 26 |
| Brownstone and Middletown, | 2,866,400 00 | | 2,866,400 00 | | 3,092,008 74 | 3,108,258 34 | 3,109,943 61 |
| Buffalo, Bradford and Pittsburg, | 41,800,321 17 | | | | | | |
| Buffalo, New York and Philadelphia, | 17,521,548 27 | | 18,010,337 40 | | 18,742,341 01 | 19,770,453 46 | 20,124,637 68 |
| Buffalo, Rochester and Pitsburg, | | | | | | 100,000 00 | 100,000 00 |
| Bustleton, | | | | | | | |
| Cambria and Clearfield, | 658,395 59 | | 292,893 31 | | 510,241 06 | 582,721 05 | 1,864,155 84 |
| Catawauqua and Fogelsville, | 6,206,668 08 | | 658,395 59 | | 711,850 72 | 711,778 02 | 7,206,668 08 |
| Catawauqua, | | | | | 6,206,668 08 | 6,206,668 08 | 6,206,668 08 |
| Chambersburg and Gettysburg, | 1,121,762 17 | | 1,121,762 17 | | 1,121,762 17 | 1,121,762 17 | 1,121,762 17 |
| Chartiers, | 457,100 00 | | 457,100 00 | | 457,100 00 | 457,100 00 | 457,100 00 |
| Chester Creek, | 220,915 21 | | 220,915 21 | | 251,981 84 | 310,117 53 | 310,117 53 |
| Chester and Delaware River, | | | | | | 50,778 15 | 112,947 83 |
| Clarion River, | | | | | | | |
| Cleveland and Pittsburg, | 17,423,061 01 | | 17,509,418 15 | | 17,851,080 07 | 17,951,760 61 | 18,224,746 06 |
| Colebrookdale, | 672,029 58 | | 672,029 58 | | 672,341 93 | 672,341 93 | 672,341 93 |
| Columbia and Fort Deposit, | 2,033,795 22 | | 2,036,181 74 | | 2,047,853 47 | 2,403,248 46 | 2,406,786 78 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|----------------|----------------|----------------|----------------|----------------|
| Connecting. | \$2,947,659 51 | \$2,985,280 84 | \$3,196,780 84 | \$3,252,248 61 | \$3,327,690 36 |
| Corning, Cowanesque and Antrim, | 3,250,000 00 | 3,250,000 00 | 3,250,000 00 | 4,976,137 70 | 2,062,682 28 |
| Cornwall, | 847,971 21 | 879,622 62 | 854,080 69 | 867,011 51 | 865,086 96 |
| Cornwall and Lebanon, | 1,307,420 43 | 1,254,567 14 | 1,421,216 33 | 1,528,416 83 | 1,554,147 83 |
| Confluence and Oakland, | | | 230,000 00 | 230,053 13 | 231,176 57 |
| Coudersport and Port Allegheeny, | 163,000 00 | 163,000 00 | 243,468 00 | 263,418 00 | 272,468 00 |
| Cresson, Clearfield County and New York Short Route, | 1,994,709 21 | 2,003,420 77 | 2,019,416 70 | 1,849,841 96 | 1,853,507 92 |
| Gumberland Valley, | | | | 2,042,428 72 | 2,206,158 14 |
| Crescent Connecting, | 4,258 23 | | | | 13,726 61 |
| Danville and Riverside, | | 26,710 00 | 26,710 00 | 26,710 00 | 26,710 00 |
| Danville and Shamokin, | | | | 100,000 00 | 100,000 00 |
| Dauphin and Berks, | | | | | |
| Delaware and Hudson Canal Company's Railroad, | 6,424,500 36 | 6,630,100 13 | 5,722,928 72 | 5,779,766 71 | 5,792,823 20 |
| Delaware, Lackawanna and Western, | 34,669,225 78 | 26,586,390 79 | 26,699,133 50 | 27,604,230 96 | 26,849,763 53 |
| Delaware River and Lancaster, | 23,862 94 | 23,807 41 | | 549,556 00 | 658,174 92 |
| Delaware, Susquehanna and Schuylkill, | | | 138,596 11 | 553,321 21 | 1,131,608 95 |
| Dillsburg and Mechanicsburg, | | | 203,887 74 | 212,842 92 | 216,113 02 |
| Downingtown and Lancaster, | | 500,000 00 | 671,388 40 | 706,761 78 | 706,969 91 |
| Dunkirk, Allegheny Valley and Pittsburg, | 4,820,875 07 | 4,820,875 07 | 4,541,256 67 | 4,541,256 67 | 4,541,256 67 |
| East Broad Top, | 1,112,910 74 | 1,125,582 06 | 1,125,582 06 | 1,132,102 54 | 1,136,469 09 |
| East Mahanoy, | 497,743 44 | 479,743 44 | 497,792 68 | 497,792 63 | 497,792 68 |
| East Pennsylvania, | 1,880,050 06 | 1,880,050 06 | 1,905,586 01 | 1,905,586 01 | 1,905,586 01 |
| Easton and Northern, | | | | | 263,665 93 |
| Edgewood, | 48,172 36 | 30,172 36 | 21,532 64 | 21,532 64 | |
| Elmira and Williamsport, | 2,570,000 00 | 2,570,000 00 | 2,570,000 00 | 2,570,000 00 | 2,570,000 00 |
| Eporium and Rich Valley, | | | | 8,540 32 | 88,016 28 |
| Erle and Pittsburg, | 5,076,662 44 | 5,076,662 44 | 5,076,662 44 | 5,076,662 44 | 5,087,873 97 |
| Erle and Wyoming Valley, | 5,148,559 70 | 5,149,879 83 | 5,449,196 68 | 5,450,796 76 | 5,420,653 20 |
| Falls Creek, | | | | | 29,496 63 |
| Fayette County, | 130,000 00 | 130,000 00 | | | |
| Ferney Mountain, | | | | 31,500 00 | |
| Gettysburg and Harrisburg, | 567,488 91 | 567,488 91 | 568,288 91 | 576,157 67 | 1,207,121 28 |
| Grassley Island, | | 9,566 72 | 9,568 72 | 9,708 70 | 9,708 70 |
| Hanover and York, | | | 371,820 48 | 371,826 48 | 371,826 48 |

| | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1,882,550 00 | 1,882,550 00 | 1,881,210 09 | 1,881,210 09 | 1,881,210 09 |
| Hunter's Run and Slate Belt, | 5,623,420 47 | 5,661,686 96 | 5,667,419 17 | 5,796,670 57 | 5,840,344 89 |
| Huntingdon and Broad Top Mountain, | 268,000 00 | 248,000 00 | 200,000 00 | 200,000 00 | 200,000 00 |
| Ironton, | 2,556,860 88 | 2,556,864 82 | 2,631,864 82 | 2,631,864 82 | 2,638,230 88 |
| Jamestown and Franklin, | 4,896,050 00 | 4,896,050 00 | 6,572,777 45 | 6,572,785 35 | 6,574,581 83 |
| Jefferson, | 15,867 67 | 20,000 00 | 399,278 94 | 400,781 59 | 400,963 94 |
| Johnsonburg, | 1,018,719 95 | 1,018,719 95 | 1,062,404 40 | 1,064,829 40 | 1,094,829 40 |
| Jones Lake, | 111,092 50 | 139,419 08 | 146,514 99 | 214,967 71 | 296,189 48 |
| Junction, | 1,111,092 50 | 1,111,092 50 | 2,305 98 | 2,322 04 | 2,305 98 |
| Kensington and Tacony, | 24,000 00 | 24,000 00 | 69,084 80 | 65,589 39 | 59,411 57 |
| Kettle Creek, | 84,000,000 00 | 84,000,000 00 | 13,028 00 | 39,372 72 | 72,564 55 |
| Kinzua Creek and Kane, | 84,000,000 00 | 84,000,000 00 | 142,041 43 | 84,000,000 00 | 134,498 91 |
| Kinzua Valley, | 971,611 68 | 972,021 94 | 84,000,000 00 | 84,000,000 00 | 84,000,000 00 |
| Lackawanna and Montrose, | 14,423,632 30 | 14,557,599 69 | 14,785,852 45 | 14,931,907 97 | 15,045,697 42 |
| Lancaster and Reading Narrow Gauge, | 37,329,479 99 | 38,676,169 20 | 38,880,962 39 | 38,204,267 28 | 38,051,001 39 |
| Lake Shore and Michigan Southern, | 1,562,107 67 | 1,562,113 29 | 1,566,287 94 | 1,566,287 94 | 1,566,287 94 |
| Lehigh and Lackawanna, | 242,319 19 | 243,319 19 | 254,608 93 | 265,705 73 | 276,306 89 |
| Lehigh and Susquehanna, | 362,769 07 | 351,279 75 | 351,279 75 | 354,346 60 | 347,742 28 |
| Lehigh Valley, | 1,416,187 00 | 1,416,187 00 | 74,850 00 | 74,850 00 | 74,850 00 |
| Lewisburg and Tyrone, | 115,616 00 | 115,616 00 | 154,197 23 | 219,588 91 | 301,227 61 |
| Ligonier Valley, | 51,249 99 | 57,767 24 | 595,767 24 | 595,767 14 | 595,767 24 |
| Little Saw Mill Run, | 578,767 24 | 642,469 77 | 1,300,000 00 | 441,207 54 | 538,462 90 |
| Little Schuylkill Navigation, | 14,541 79 | 2,188 54 | 17,502 03 | 45,602 90 | 52,481 62 |
| Loyalsock, | 28,420 33 | 28,420 33 | 30,000 00 | 159,179 96 | 183,742 58 |
| Lykens Valley, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| McKeesport and Belle Vernon, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| McKeesport and Bessemer, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| McKeesport Connecting, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Mahoning Valley, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Marthin's Creek, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Mauch Chunk, Summit Hill and Switch-Back, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Meadville, Conneaut Lake and Linesville, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Middletown and Hummelstown, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Mifflin and Centre County, | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Mill Creek and Mine Hill Navigation, | 365,969 39 | 365,969 39 | 365,969 39 | 365,969 39 | 366,969 39 |
| Mine Hill and Schuylkill Haven, | 323,045 00 | 323,045 00 | 323,045 00 | 323,045 00 | 323,045 00 |
| Monongahela Connecting, | 498,088 45 | 498,088 45 | 682,028 38 | 706,023 19 | 4,165,572 49 |
| Monongahela River and Streets Run, | 342,134 25 | 342,134 25 | 235,000 00 | 235,000 00 | 717,195 90 |
| Mont Alto, | 342,134 25 | 342,134 25 | 235,000 00 | 235,000 00 | 32,120 29 |
| | | | | | 235,000 00 |
| | | | | | 2,386 21 |
| | | | | | 388,520 61 |
| | | | | | 127,520 61 |
| | | | | | 366,969 39 |
| | | | | | 323,045 00 |
| | | | | | 4,165,572 49 |
| | | | | | 717,195 90 |
| | | | | | 32,120 29 |
| | | | | | 235,000 00 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|----------------|----------------|----------------|----------------|----------------|
| Montour, | 374,049 31 | 374,049 31 | 373,969 31 | 10,622 61 | 290,068 92 |
| Montroue, | 282,815 45 | 282,815 45 | 282,815 45 | 373,969 31 | 373,969 31 |
| Mount Carbon and Port Carbon, | | | | 282,815 45 | 282,815 45 |
| Mount Carmel and Nazife, | | | | | 91,983 11 |
| Mount Jewett, Kinzua and Wrightsville, | | | | 66,040 42 | 141,892 02 |
| Mount Penn Gravelly, | 201,609 69 | 201,609 69 | 112,068 50 | 132,782 31 | 139,448 67 |
| Mount Pleasant and Broadford, | | | 202,064 40 | 203,167 81 | 203,983 07 |
| Mount Pleasant and Latrobe, | | | 13,030 34 | 13,030 34 | |
| Nesqueop, | 459,674 57 | 460,395 28 | 460,395 28 | 460,895 28 | 460,395 28 |
| Nesqueoning Valley, | 1,406,904 47 | 1,412,687 78 | 1,418,756 35 | 1,418,766 35 | 1,418,756 35 |
| Neversink Mountain, | | | | 181,553 05 | 220,975 19 |
| Newcastle and Beaver Valley, | 876,671 49 | 876,671 49 | 877,059 84 | 877,059 84 | 877,059 84 |
| Newcastle and Sherman's Valley, | | | 588,566 62 | 540,893 40 | 540,893 40 |
| Newport and Sherman's Valley, | | | | | 215,650 00 |
| New York, Lake Erie and Western, | 14,138,567 97 | 14,772,494 27 | 161,145,923 43 | 161,021,082 44 | 162,739,413 26 |
| New York, Lake Erie and Western Coal, | 2,023,550 19 | 2,052,724 45 | 2,056,301 81 | 2,067,282 44 | 2,070,701 35 |
| New York, Chicago and St. Louis, | 49,980,067 25 | 50,189,459 35 | 49,840,197 76 | 49,857,237 07 | 49,701,356 35 |
| New York and North Pennsylvania, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 101,659 85 |
| New York, Pennsylvania and Ohio, | 148,553,361 57 | 151,252,363 28 | 157,164,043 73 | 159,755,972 28 | 162,240,480 95 |
| New York, Ridgway and Pitsburg, | 51,000 00 | 51,000 00 | | | |
| New York, Susquehanna and Western, | 27,951,740 88 | 28,111,087 35 | 28,497,434 59 | 28,737,963 20 | 29,219,998 57 |
| Nitany Valley, | | 140,917 28 | 176,989 28 | 176,989 28 | 181,428 08 |
| Northern Central, | 18,241,423 99 | 18,427,065 42 | 18,794,070 29 | 19,232,074 60 | 20,092,310 27 |
| North East Pennsylvania, | 306,041 96 | 306,041 96 | 418,159 47 | 677,249 11 | 708,701 84 |
| North Pennsylvania, | 11,983,643 77 | 11,983,117 41 | 11,983,117 41 | 12,068,834 93 | 12,066,819 62 |
| North and West Branch, | 3,062,649 44 | 3,120,911 61 | 3,306,900 20 | 3,317,526 95 | 3,354,926 26 |
| Ohio and Baltimore Short Line, | 1,479,275 16 | 1,480,268 79 | 1,521,613 58 | 1,532,986 93 | 1,541,022 92 |
| Ohio Connecting, | | | | 1,318,759 15 | 1,343,891 04 |
| Ontario, Carbondale and Scranton, | | | 2,961,384 76 | 3,494,985 94 | 3,547,803 29 |
| Pennsylvania, | 67,625,744 71 | 68,766,076 34 | 88,736,237 86 | 94,008,316 77 | 99,075,027 25 |
| Pennsylvania Company, | | | 5,764,239 57 | 6,243,644 43 | 6,910,660 84 |
| Pennsylvania and Midland, | | | | 25,000 00 | |
| Pennsylvania and New York Canal and Railroad, | | | | | |
| Pennsylvania, Poughkeepsie and Boston, | 8,204,094 96 | 8,460,474 10 | 8,052,825 47 | 8,089,040 13 | 8,124,390 65 |
| Pennsylvania Schuylkill Valley, | 886,397 01 | 13,276,027 62 | 3,781,627 33 | 4,857,362 26 | 4,857,362 26 |
| Pennsylvania and Western, | 13,002,222 32 | | 13,606,966 35 | 13,831,908 28 | 14,368,443 60 |
| | 200,000 00 | | | 100,000 00 | 100,000 00 |

| | | | | |
|--|-----------------|-----------------|------------------|------------------|
| Pennsylvania and North Western, | 3, 855, 152 55 | 3, 441, 237 46 | 3, 855, 152 55 | 4, 085, 396 17 |
| Penn Gas Coal Company's Railroad, | 377, 887 24 | 377, 887 24 | 377, 887 24 | 377, 887 24 |
| People's, | 115, 428 63 | 121, 241 63 | 121, 041 63 | 125, 291 63 |
| Perklotmen, | 2, 087, 144 54 | 2, 088, 398 69 | 2, 089, 216 28 | 2, 089, 646 85 |
| Perry County, | 4, 288, 467 00 | 4, 288, 799 46 | 4, 064, 354 14 | 129, 876 88 |
| Philadelphia and Baltimore Central, | 26, 186, 163 35 | 1, 073, 613 88 | 24, 338 35 | 4, 116, 669 32 |
| Philadelphia Belt Line, | 2, 000, 000 00 | 1, 086, 372 65 | 1, 086, 662 35 | 88, 302 08 |
| Philadelphia and Chester Valley, | 2, 000, 000 00 | 26, 398, 885 98 | 30, 098, 954 43 | 1, 086, 662 35 |
| Philadelphia and Erie, | 2, 000, 000 00 | 2, 000, 000 00 | 2, 000, 000 00 | 30, 223, 360 71 |
| Philadelphia, Germantown and Chestnut Hill, | 2, 282, 355 61 | 2, 282, 355 61 | 2, 282, 355 61 | 2, 304, 717 99 |
| Philadelphia, Germantown and Norristown, | 1, 900, 000 00 | 1, 900, 000 00 | 1, 900, 000 00 | 2, 282, 355 61 |
| Philadelphia, Harrisburg and Pittsburg, | 75, 885, 325 86 | 96, 097, 051 38 | 102, 018, 807 21 | 3, 143, 841 33 |
| Philadelphia and Lehigh Valley, | 2, 654, 751 94 | 2, 731, 418 30 | 183, 247 93 | 22, 184 90 |
| Philadelphia, Newtown and New York, | 13, 873, 439 32 | 14, 147, 367 75 | 3, 448, 771 75 | 1, 900, 000 00 |
| Philadelphia and Reading, | 481, 399 08 | 481, 399 08 | 3, 524, 596 05 | 105, 688, 006 57 |
| Philadelphia and Reading Terminal, | 4, 637, 128 06 | 4, 637, 128 06 | 16, 157, 349 81 | 6, 122, 113 49 |
| Philadelphia and Trenton, | 218, 121 57 | 168, 870 00 | 481, 399 08 | 3, 713, 175 33 |
| Philadelphia, Wilmington and Baltimore, | 1, 094, 779 86 | 1, 170, 745 82 | 4, 637, 379 61 | 15, 414, 753 27 |
| Pickering Valley, | 21, 202, 077 18 | 21, 330, 957 17 | 361, 307 36 | 481, 399 08 |
| Pine Creek, | 16, 114, 207 32 | 16, 512, 511 33 | 1, 191, 475 70 | 4, 637, 379 61 |
| Pittsburg and Castle Shannon, | 19, 623 22 | 43, 664, 921 15 | 8, 928, 666 06 | 4, 637, 379 61 |
| Pittsburg, Chartiers and Youghiogheny, | 44, 310, 456 64 | 3, 134, 000 20 | 7, 709, 650 00 | 382, 968 40 |
| Pittsburg, Cincinnati and St. Louis, | 3, 101, 007 12 | 8, 098, 987 13 | 7, 709, 650 00 | 1, 179, 501 02 |
| Pittsburg, Cincinnati and St. Louis, Reading and Columbia, | 6, 024, 448 28 | 6, 087, 680 18 | 7, 709, 650 00 | 1, 179, 501 02 |
| Pittsburg, Cincinnati and Younghiohony, | 6, 029, 666 70 | 6, 409, 650 00 | 7, 709, 650 00 | 90, 283, 270 26 |
| Pittsburg, McKeesport and Younghiohony, | 10, 000 00 | 3, 894, 415 30 | 5, 798, 780 71 | 16, 777, 368 13 |
| Pittsburg and Moon Run, | 5, 731, 307 20 | 2, 123, 811 26 | 6, 876, 389 59 | 45, 668, 763 30 |
| Pittsburg and North Eastern, | 502, 056 25 | 502, 056 25 | 502, 056 25 | 3, 283, 831 04 |
| Pittsburg, Shenango and Lake Erie, | 2, 435, 939 12 | 2, 435, 939 12 | 2, 440, 588 84 | 8, 276, 105 06 |
| Pittsburg, Virginia and Charleston, | 5, 731, 307 20 | 6, 034, 227 89 | 6, 876, 389 59 | 9, 276, 105 06 |
| Pittsburg and Western, | 502, 056 25 | 502, 056 25 | 502, 056 25 | 7, 709, 650 00 |
| Pittsburg, Youngstown and Ashtabula, | 2, 435, 939 12 | 2, 435, 939 12 | 2, 440, 588 84 | 177, 986 84 |
| Point Breeze, | 502, 056 25 | 502, 056 25 | 502, 056 25 | 6, 096, 982 70 |
| Pomeroy and Newark, | 2, 435, 939 12 | 2, 435, 939 12 | 2, 440, 588 84 | 6, 104, 940 85 |
| Reading and Columbia, | 5, 731, 307 20 | 6, 034, 227 89 | 6, 876, 389 59 | 24, 692, 230 83 |
| | | | | 6, 692, 813 86 |
| | | | | 286, 545 19 |
| | | | | 502, 056 25 |
| | | | | 2, 443, 023 96 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|---|--------------|--------------|--------------|--------------|
| | Reading, Marietta and Hanover | 118,087 40 | 113,087 40 | 332,587 11 | 332,587 11 |
| Reynoldsville and Eldred, | | | 113,087 40 | 113,118 60 | 113,118 60 |
| Ridgway and Falls Creek, | 981,174 13 | 981,920 22 | 985,469 80 | 985,469 80 | 985,970 60 |
| River Front, | 588,483 05 | 561,277 72 | 632,498 82 | 592,631 70 | 604,968 01 |
| Rochester, Beaver Falls and Western, | | | | 48,125 76 | 48,125 76 |
| Rupert and Bloomsburg, | | | | 55,767 57 | 58,046 00 |
| Salisbury, | | 258,570 75 | 55,122 82 | 270,247 94 | 270,818 18 |
| Schuylkill and Lehigh, | 1,063,800 32 | 1,063,800 32 | 1,063,800 32 | 1,063,800 32 | 1,063,800 32 |
| Schuylkill River East Side, | 9,000,000 00 | 9,000,000 00 | 9,000,000 00 | 9,000,000 00 | 9,000,000 00 |
| Schuylkill River West Side, | | | 2,859 10 | 2,859 10 | 2,859 10 |
| Schuylkill Valley Navigation Railroad, | 576,840 94 | 576,840 94 | 576,840 94 | 576,840 94 | 576,840 94 |
| Shade Creek, | | | 7,630 59 | 7,630 59 | 12,605 84 |
| Sewickley and Jeannette, | | | | | 3,000 00 |
| Shamokin, Sunbury and Lewisburg, | 2,663,868 62 | 2,670,255 86 | 2,978,761 62 | 3,048,261 62 | 3,048,261 62 |
| Shamokin Valley and Pottsville, | 2,875,700 00 | 2,875,700 00 | 2,876,150 00 | 2,876,150 00 | 2,876,150 00 |
| Sharon, | 580,972 81 | 584,486 18 | 602,316 63 | 617,345 20 | 617,345 20 |
| Sharpsville, | 498,655 42 | 448,465 73 | 450,196 43 | 450,196 43 | 450,196 43 |
| Sheffield and Spring Creek, | | | | | 38,950 50 |
| Shenango Valley, | 55,200 00 | 111,858 98 | 127,787 33 | 127,787 33 | 127,787 33 |
| Sinnemahoning Valley, | 90,000 00 | 90,000 00 | 90,000 00 | 90,000 00 | 90,000 00 |
| Slate Run, | 75,000 00 | 84,917 82 | 86,442 21 | 86,442 21 | 91,000 00 |
| Slatington, | | | 1,739 69 | 1,733 29 | 1,733 29 |
| Somerset County, | 72,143 06 | 74,238 06 | 74,300 00 | 74,300 00 | 74,300 00 |
| Somerset and Cambria, | 1,824,737 86 | 1,834,778 74 | 1,834,917 19 | 1,835,465 84 | 1,837,300 45 |
| South Easton and Philipsburg, | | | | 82,899 12 | 82,899 12 |
| South Chester, | | | | | 18,898 38 |
| South Fork, | | | | | 97,374 95 |
| South Mountain, | 390,764 41 | 390,764 41 | 390,764 41 | 390,764 41 | 390,764 41 |
| Southern Pennsylvania Railway and | 1,809,683 98 | 1,943,966 74 | 2,300,370 01 | 2,418,411 18 | 2,498,854 49 |
| Mining Company, | 625,000 00 | 625,000 00 | 1,425,000 00 | 1,425,000 00 | 1,425,000 00 |
| State Line, (Pittsburg), | 131,019 77 | 146,107 23 | 158,781 12 | 183,368 49 | 232,395 06 |
| State Line and Sullivan, | | | 1,246,351 48 | 1,246,351 48 | 1,246,351 48 |
| Stewart, | 188 65 | 7,822 39 | 7,114 20 | 7,114 20 | 7,114 20 |
| Stewartstown, | 76,067 65 | 76,067 65 | 76,067 65 | 76,067 65 | 77,047 65 |
| Stony Creek, | 668,134 09 | 568,202 09 | 544,104 88 | 540,203 62 | 549,319 88 |

| | | | | | |
|-------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Sunbury, Hazleton and Wilkes-Barre, | 3,535,109 96 | 3,535,109 96 | 3,535,109 96 | 3,535,109 96 | 3,535,109 96 |
| Sunbury and Lewistown, | 1,100,000 00 | 1,100,000 00 | 1,100,000 00 | 1,100,000 00 | 1,100,000 00 |
| Susquehanna and Buffalo, | 570,912 55 | 570,912 55 | 570,912 55 | 570,912 55 | 570,912 55 |
| Susquehanna and Clearfield, | 332,869 84 | 332,869 84 | 332,869 84 | 332,869 84 | 332,869 84 |
| Tamaqua, Hazleton and Northern, | 1,474,521 93 | 1,474,521 93 | 1,474,521 93 | 1,474,521 93 | 1,474,521 93 |
| Tiadaughton and Fahnastalk, | 209,690 11 | 209,690 11 | 209,690 11 | 209,690 11 | 209,690 11 |
| Tionesta Valley, | 43,250 00 | 43,250 00 | 43,250 00 | 43,250 00 | 43,250 00 |
| Tipton, | 233,537 02 | 233,537 02 | 233,537 02 | 233,537 02 | 233,537 02 |
| Trenton Cut-off, | 1,857,120 61 | 1,857,120 61 | 1,857,120 61 | 1,857,120 61 | 1,857,120 61 |
| Trout Run, | 168,349 48 | 168,349 48 | 168,349 48 | 168,349 48 | 168,349 48 |
| Turtle Creek Valley, | 244,634 00 | 244,634 00 | 244,634 00 | 244,634 00 | 244,634 00 |
| Tyrone and Clearfield, | 276,389 50 | 276,389 50 | 276,389 50 | 276,389 50 | 276,389 50 |
| Union, | 5,068,755 65 | 5,068,755 65 | 5,068,755 65 | 5,068,755 65 | 5,068,755 65 |
| Ursina and North Fork, | 5,087,558 21 | 5,087,558 21 | 5,087,558 21 | 5,087,558 21 | 5,087,558 21 |
| Warren and Farnsworth, | 991,678 92 | 991,678 92 | 991,678 92 | 991,678 92 | 991,678 92 |
| Waynesburg and Washington, | 6,971,247 11 | 6,971,247 11 | 6,971,247 11 | 6,971,247 11 | 6,971,247 11 |
| West Chester, | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 |
| Western Maryland, | 193,674 78 | 193,674 78 | 193,674 78 | 193,674 78 | 193,674 78 |
| Western New York and Pennsylvania, | 862,100 00 | 862,100 00 | 862,100 00 | 862,100 00 | 862,100 00 |
| Western Pennsylvania, | 1,979,563 03 | 1,979,563 03 | 1,979,563 03 | 1,979,563 03 | 1,979,563 03 |
| West Penn and Shenango Connect- | 98,417 64 | 98,417 64 | 98,417 64 | 98,417 64 | 98,417 64 |
| ing, | 588,312 54 | 588,312 54 | 588,312 54 | 588,312 54 | 588,312 54 |
| Wheeling, Pitsburg and Baltimore, | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 |
| Wilcox, | 7,042,600 22 | 7,042,600 22 | 7,042,600 22 | 7,042,600 22 | 7,042,600 22 |
| Wilcox and Rocky Run, | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 |
| Wilkes-Barre and Harvey's Lake, | 207,135 67 | 207,135 67 | 207,135 67 | 207,135 67 | 207,135 67 |
| Wilkes-Barre and Scranton, | 696,469 77 | 696,469 77 | 696,469 77 | 696,469 77 | 696,469 77 |
| Wilkes-Barre and Western, | 862,100 00 | 862,100 00 | 862,100 00 | 862,100 00 | 862,100 00 |
| Williamsport and North Branch, | 2,107,560 52 | 2,107,560 52 | 2,107,560 52 | 2,107,560 52 | 2,107,560 52 |
| Wilmington and Northern, | 157,542 17 | 157,542 17 | 157,542 17 | 157,542 17 | 157,542 17 |
| Wind Gap and Delaware, | 591,208 73 | 591,208 73 | 591,208 73 | 591,208 73 | 591,208 73 |
| York and Peach Bottom, | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 |
| Youghiogheny, Northern, | 31,063,894,710 36 | 31,063,894,710 36 | 31,063,894,710 36 | 31,063,894,710 36 | 31,063,894,710 36 |
| | \$1,005,612,036 62 | \$1,005,612,036 62 | \$1,005,612,036 62 | \$1,005,612,036 62 | \$1,005,612,036 62 |
| | \$1,412,642,276 48 | \$1,412,642,276 48 | \$1,412,642,276 48 | \$1,412,642,276 48 | \$1,412,642,276 48 |
| | \$1,306,043,742 49 | \$1,306,043,742 49 | \$1,306,043,742 49 | \$1,306,043,742 49 | \$1,306,043,742 49 |
| | \$1,503,242,968 91 | \$1,503,242,968 91 | \$1,503,242,968 91 | \$1,503,242,968 91 | \$1,503,242,968 91 |

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|-----------|-----------|-----------|-----------|-----------|
| Addison and Pennsylvania, | | | 51,690 | 55,060 | 64,737 |
| Allegheny Valley, | 1,247,506 | 1,463,371 | 1,502,938 | 1,560,011 | 1,725,985 |
| Altoona, Clearfield and Northern, | | | | 1,200 | 30,458 |
| Altoona and Wapsononock, | | | | | |
| Baltimore and Cumberland Valley, | 46,460 | 42,967 | 48,545 | | |
| Baltimore and Cumberland Valley Extension, | 58,084 | 53,233 | 60,630 | | |
| Baltimore and Harrisburg, | 86,517 | 109,207 | 150,933 | 193,123 | 214,979 |
| Baltimore and Harrisburg-Western Extension, | | | 45,947 | | |
| Baltimore and Lehigh, | | | | | |
| Baltimore and Philadelphia, | 309,480 | 781,697 | | 1,353,939 | 292,566 |
| Baltimore and Portland, | | | 140,740 | 141,880 | 1,421,110 |
| Barclay Coal Company's Railroad, | 27,897 | 31,823 | 28,781 | | 163,492 |
| Beaver and Elwood, | | | | | |
| Beech Creek, | 144,914 | 168,603 | 163,346 | 2,679 | 10,278 |
| Bellefonte Central, | | | | 154,023 | 183,992 |
| Berlin, | | | | | 10,744 |
| Berlin Branch, | 6,279 | 7,608 | 8,314 | 9,519 | 10,169 |
| Bradford, Bordell and Kinzua, | 8,455 | 4,445 | | 5,419 | 5,029 |
| Bradford, Eldred and Cuba, | 74,684 | 68,711 | 114,720 | 82,488 | 62,187 |
| Brownstone and Middletown, | 39,081 | | 43,284 | 38,314 | 24,353 |
| Buffalo, New York and Philadelphia, | 1,205,404 | | | | 1,682 |
| Buffalo, Rochester and Pittsburg, | | | | | |
| Catasauqua and Fogelsville, | 12,406 | 423,773 | 623,521 | 681,885 | 762,512 |
| Chambersburg and Gettysburg, | | 11,261 | 13,417 | 16,934 | 20,279 |
| Chartiers, | 265,431 | 300,490 | 391,594 | 429,700 | 5,397 |
| Chester and Delaware River, | | | | | 502,881 |
| Cleveland and Pittsburg, | 1,258,900 | 1,264,749 | 1,477,335 | 1,502,546 | 7,804 |
| Corning, Cowanesque and Antrim, | 172,717 | 182,108 | 181,158 | 190,058 | 1,461,922 |
| Cornwall, | 140,811 | 183,467 | 162,253 | 167,042 | 229,078 |
| Cornwall and Lebanon, | | | 218,535 | 255,918 | 115,908 |
| Confluence and Oakland, | | | 3,094 | 10,814 | 198,588 |
| Coudersport and Port Allegheny, | 20,275 | 24,627 | 29,595 | 26,746 | 14,050 |
| Cresson, Clearfield County and New York Short Route, | 53,690 | 76,579 | | 27,620 | 37,620 |
| Cumberland Valley, | 632,551 | 659,423 | | 100,785 | 83,769 |
| Delaware and Hudson Canal Company's Railroad, | 923,425 | 1,027,729 | 801,708 | 861,772 | 876,108 |
| Delaware, Lackawanna and Western, | 1,347,082 | 1,507,035 | 1,069,800 | 1,051,051 | 1,240,838 |
| Delaware River and Lancaster, | | | 1,538,812 | 1,503,635 | 1,090,179 |
| | | | | 5,947 | 10,088 |

| | | | | | |
|---|------------|------------|------------|------------|------------|
| Delaware, Susquehanna and Schuylkill, | 104,696 | 122,994 | 163,834 | 194,082 | 124 |
| Dillsburg and Mechanicsburg, | 145,085 | 148,536 | 76,218 | 98,089 | 221,749 |
| Dunkirk, Allegheny Valley and Pittsburg, | 60,568 | 72,861 | 268,068 | 286,144 | 98,089 |
| East Broad Top, | 220,960 | 230,537 | 79,431 | 94,156 | 286,144 |
| Elmira and Williamsport, | 243,329 | 249,223 | 91,897 | 74,220 | 108,435 |
| Erie and Pittsburg, | 65,395 | 99,767 | 94,789 | 96,780 | 146,038 |
| Erie and Wyoming Valley, | 72,984 | 96,122 | 94,789 | 96,780 | 102,001 |
| Gettysburg and Harrisburg, | 95,018 | 86,969 | 3,232 | 3,232 | 102,001 |
| Huntington and Broad Top Mountain, | | | | | 12,003 |
| Hunter's Run and Slate Belt, | | | | | 23,793 |
| Kinzua Creek and Kane, | | | | | 5,868,299 |
| Lackawanna and Montrose, | 3,728,510 | 4,051,704 | 4,544,748 | 5,410,894 | 5,868,299 |
| Lake Shore and Michigan Southern, | | | 75,820 | 90,415 | 110,314 |
| Lehigh and Lackawanna, | | | 96,625 | 1,171,834 | 1,080,272 |
| Lehigh and Susquehanna, | | | 4,692,047 | 5,462,516 | 2,701,683 |
| Ligonier Valley, | 3,116,215 | 3,627,967 | 100,948 | 144,100 | 223,474 |
| Little Saw Mill Run, | 64,491 | 36,830 | 62,918 | 50,724 | 42,411 |
| Littlestown, | 19,189 | | | | |
| Litkens Valley, | 6,734 | 40,795 | | | |
| Lykens Valley, | 40,474 | | | 596 | 6,135 |
| Mahoning Valley, | | | | | 38,774 |
| Mauch Chunk, Summit Hill and Switch-Back, | 31,841 | 39,647 | 40,016 | 41,275 | 55,986 |
| Meadville and Linesville, | | | | 47,842 | 78,597 |
| Middletown and Hummelstown, | 48,737 | 61,260 | 71,460 | 89,348 | 31,104 |
| Mont Alto, | 16,689 | 20,191 | 14,669 | 14,128 | 16,223 |
| Montrose, | 147,934 | 134,586 | 42,987 | 81,647 | 62,522 |
| Mount Penn Gravity, | 167,692 | 171,092 | 141,186 | 126,342 | 61,877 |
| Mount Pleasant and Broadford, | | | 191,767 | 210,833 | 176,805 |
| Neversink Mountain, | 6,865,903 | 8,548,684 | 11,074,489 | 11,677,902 | 11,927 |
| Newcastle and Beaver Valley, | 20,515 | 28,740 | 43,499 | 18,665 | 11,805,380 |
| Newport and Sherman's Valley, | 434,608 | 478,249 | 535,768 | 575,668 | 555,195 |
| New York, Lake Erie and Western Coal, | 8,215 | 9,966 | 5,169 | 9,926 | 12,782 |
| New York, Lake Erie and Western, | 1,532,561 | 1,678,563 | 1,836,966 | 1,877,693 | 1,435,896 |
| New York, Chicago and St. Louis, | 1,036,248 | 1,065,498 | 1,226,379 | 1,356,810 | 1,435,896 |
| New York and North Pennsylvania, | 2,989,670 | 3,040,336 | 4,322,118 | 4,568,185 | 4,602,823 |
| New York, Pennsylvania and Ohio, | 118,879 | 126,320 | 165,767 | 188,125 | 228,129 |
| New York, Susquehanna and Western, | 16,880,727 | 18,264,532 | 41,764,226 | 44,679,580 | 45,288,627 |
| Northern Central, | | | 24,317 | 44,48,915 | 39,496 |
| North East Pennsylvania, | | | 123,323 | 137,185 | 135,883 |
| Pennsylvania, | | | | | |
| Pennsylvania, Poughkeepsie and Boston, | | | | | |
| Pennsylvania and North Western, | | | | | |

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|------------|------------|------------|------------|------------|
| Penn Gas Coal Company's Railroad, | 16,811 | 19,383 | 21,676 | 21,217 | 21,217 |
| Perkiomen, | 167,861 | 175,464 | 168,776 | 177,202 | 185,308 |
| Perry County, | .. | .. | 10,661 | 28,947 | 31,525 |
| Philadelphia and Chester Valley, | .. | 35,642 | 48,905 | 54,526 | 45,477 |
| Philadelphia and Erie, | 1,134,646 | 1,183,701 | .. | .. | .. |
| Philadelphia, Germantown and Chestnut Hill, | 2,219,615 | 2,582,945 | 562,771 | 600,929 | 636,101 |
| Philadelphia, Newtown and New York, | 442,497 | .. | 17,504,375 | 18,648,316 | 22,509,183 |
| Philadelphia and Reading, | 15,678,715 | 15,975,889 | .. | .. | .. |
| Philadelphia and Trenton, | 6,643,395 | 7,096,083 | .. | .. | .. |
| Philadelphia, Wilmington and Baltimore, | 7,144,372 | 7,872,292 | 7,960,048 | 8,427,845 | 10,488,202 |
| Pine Creek, | 99,173 | 106,579 | 114,073 | 124,573 | 132,484 |
| Pittsburg and Castle Shannon, | 406,730 | 451,968 | 553,961 | 645,412 | 790,974 |
| Pittsburg, Chartiers and Youghiogheny, | 77,244 | 98,056 | 98,629 | 105,752 | 94,142 |
| Pittsburg, Cincinnati and St. Louis, | 1,516,271 | 1,721,606 | 2,022,629 | .. | 6,146,788 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 2,129,885 | 2,182,300 | 2,444,581 | 4,000,883 | .. |
| Pittsburg and Connellsville, | 3,749,756 | 4,042,920 | 4,588,086 | 2,441,408 | 2,342,231 |
| Pittsburg, Fort Wayne and Chicago, | .. | .. | .. | 4,840,312 | 4,850,276 |
| Pittsburg Junction, | 200 | .. | .. | .. | .. |
| Pittsburg and Lake Erie, | 700,132 | 833,589 | 1,551,229 | 1,802,635 | 1,806,071 |
| Pittsburg, McKeesport and Youghiogheny, | 240,135 | 268,749 | .. | .. | .. |
| Pittsburg and Northern, | .. | .. | 74,889 | 36,897 | 3,880 |
| Pittsburg, Shenango and Lake Erie, | .. | .. | 180,020 | .. | 332,024 |
| Pittsburg and Western, | .. | .. | 803,009 | 843,408 | 915,922 |
| Pittsburg, Youngstown and Ashiabula, | 315,044 | 351,901 | 407,036 | 468,927 | 482,679 |
| Reading and Columbia, | 449,069 | 445,362 | 480,867 | 472,273 | 477,009 |
| Rupert and Bloomsburg, | .. | .. | 39,280 | 49,186 | 52,778 |
| Salisbury, | 5,136 | 5,815 | 4,154 | 3,496 | 2,963 |
| Schuylkill River East Side, | .. | .. | 798,420 | 885,975 | 987,474 |
| Shamokin Valley and Potsville, | 196,323 | 281,110 | .. | 8,382 | 8,356 |
| Sharpeville, | .. | .. | 16,077 | .. | .. |
| Shenango Valley, | .. | .. | .. | 19,124 | 19,863 |
| Shmemaoning Valley, | .. | .. | .. | .. | .. |
| Somerset County, | 18 | .. | .. | .. | .. |
| Somerset and Cambria, | 81,181 | 82,725 | 106,646 | 113,176 | 117,130 |
| South Mountain, | 83,021 | 100,608 | 102,072 | 96,722 | .. |
| State Line (Pittsburg), | .. | .. | 52 | 89 | .. |
| Stewartstown, | 14,679 | 16,191 | 14,618 | 15,196 | 16,622 |

| | | | | | |
|--|------------|------------|-------------|-------------|-------------|
| Stony Creek, | 99,064 | 94,117 | 86,802 | 94,562 | 88,314 |
| Toga, | 182,642 | 184,641 | 157,119 | 156,120 | 161,312 |
| Tionesta Valley, | 137,857 | 134,069 | 14,061 | 19,452 | 15,463 |
| Warren and Farnsworth, | 4,333 | 3,085 | 4,163 | 3,818 | 1,785 |
| Waynesburg and Washington, | 37,931 | 39,424 | 51,443 | 51,810 | 47,723 |
| Western Maryland, | 728,239 | 727,969 | 874,408 | 972,348 | 1,040,145 |
| Western New York and Pennsylvania, | 74,396 | 1,205,120 | 1,392,022 | 1,522,867 | 1,689,546 |
| West Penn and Shenango Connecting, | 338,049 | 309,884 | 516,444 | 490,657 | 457,543 |
| Wheeling, Pittsburg and Baltimore, | 53,105 | 51,163 | 58,933 | 24,985 | 29,575 |
| Wilkes-Barre and Western, | 320,679 | 328,628 | 396,227 | 57,335 | 57,060 |
| Wilmingon and Northern, | 63,351 | 65,935 | 396,227 | 426,631 | 444,404 |
| York and Peach Bottom, | 91,892,950 | 99,346,822 | 125,897,059 | 138,070,156 | 140,190,599 |

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|-----------|-----------|-----------|-----------|-----------|
| Addison and Pennsylvania, | 36,924 | 94,782 | 60,001 | 80,680 | 78,300 |
| Allegheny and Kinzua, | 2,899,698 | 3,379,567 | 4,224,777 | 188,527 | 126,119 |
| Allegheny Valley, | 40,281 | 48,988 | 50,597 | 4,237,045 | 4,626,489 |
| Altoona, Clearfield and Northern, | 33,558 | 40,371 | 37,565 | 121,602 | 3,093 |
| Baltimore and Cumberland Valley, | 63,800 | 77,052 | 88,522 | 121,602 | 190,977 |
| Baltimore and Cumberland Valley Extension, | 779,791 | 1,297,184 | 28,183 | 2,086,319 | 82,497 |
| Baltimore and Harrisburg, | 36,572 | 106,208 | 137,860 | 168,630 | 2,252,598 |
| Baltimore and Harrisburg Western Extension, | 210,894 | 211,343 | 161,956 | 4,938 | 2,177,600 |
| Baltimore and Lehigh, | 1,491,068 | 1,877,107 | 2,077,399 | 2,422,687 | 5,696 |
| Baltimore and Philadelphia, | 18,289 | 34,120 | 48,554 | 17,535 | 2,895,154 |
| Bangor and Portland, | 6,071 | 7,527 | 7,371 | 9,051 | 20,942 |
| Barclay Coal Company's Railroad, | | | | | 27,246 |
| Beaver and Elwood, | | | | | 7,902 |
| Beech Creek, | | | | | |
| Bellefonte Central, | | | | | |
| Berlin, | | | | | |
| Berlin Branch, | | | | | |

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|-----------|------------|-----------|------------|------------|
| Bradford, Bordell and Kinzua, | 60,618 | 78,481 | 88,686 | 78,443 | 74,470 |
| Bradford, Eldred and Cuba, | 16,924 | 18,280 | 26,468 | 16,282 | 9,623 |
| Bradford and Western Pennsylvania, | | | | | 14,207 |
| Brownstone and Middletown, | | | | | 88,657 |
| Buffalo, New York and Philadelphia, | 8,250,874 | 1,705,447 | 1,759,980 | 2,890,878 | 2,844,466 |
| Buffalo, Rochester and Pitsburg, | 1,384,940 | 334,643 | 330,923 | 308,331 | 326,888 |
| Catawauqua and Fogelsville, | 373,844 | | | | 2,883 |
| Chambersburg and Gettysburg, | 628,786 | 580,331 | 684,497 | 848,231 | 905,311 |
| Chartiers, | | | | | 368,062 |
| Chester and Delaware River, | | | | | 4,971,769 |
| Cleveland and Pittsburg, | 8,324,029 | 8,670,874 | 4,552,159 | 4,588,237 | 3,760,604 |
| Corning, Crowsnest and Antrim, | 2,480,697 | 2,680,817 | 2,925,151 | 3,062,797 | 794,257 |
| Cornwall, | 1,037,137 | 967,364 | 1,058,548 | 906,359 | 745,841 |
| Cornwall and Lebanon, | 546,615 | 766,949 | 822,533 | 785,801 | 25,833 |
| Confluence and Oakland, | | | 11,960 | 27,562 | 186,947 |
| Coudersport and Port Allegheny, | 40,230 | 59,820 | 71,872 | 117,286 | 307,304 |
| Cresson, Clearfield County and New York Short Route, | 58,807 | 120,917 | | 334,549 | 886,604 |
| Cumberland Valley, | 910,878 | 788,080 | 1,098,800 | 1,077,340 | 13,225 |
| Crescent Connecting, | | | | | 2,791,499 |
| Delaware and Hudson Canal Company's Railroad, | 5,484,727 | 7,268,245 | 5,526,358 | 2,642,671 | 10,870,475 |
| Delaware, Lackawanna and Western, | 9,232,414 | 10,108,344 | 9,288,267 | 10,408,226 | 16,141 |
| Delaware River and Lancaster, | | | | | 1,156,733 |
| Delaware, Susquehanna and Schuylkill, | | | 269,394 | | |
| Dillsburg and Mechanicsburg, | 98,214 | 83,931 | | | |
| Dunkirk, Allegheny Valley and Pittsburg, | 206,434 | 177,214 | 206,481 | 244,255 | 266,900 |
| East Broad Top, | 253,890 | 235,660 | 297,902 | 270,171 | 264,943 |
| Elmira and Williamsport, | 2,405,909 | 2,623,708 | 1,751,459 | 1,549,540 | 1,694,781 |
| Erie and Pittsburg, | 1,088,936 | 1,313,605 | 1,684,556 | 2,224,584 | 2,281,211 |
| Erie and Wyoming Valley, | 1,980,850 | 2,025,568 | 79,988 | 127,943 | 186,974 |
| Falls Creek, | | | | | 156,923 |
| Gettysburg and Harrisburg, | 19,404 | 28,394 | 2,006,675 | 2,619,406 | 2,635,755 |
| Huntingdon and Broad Top Mountain, | 1,100,528 | 1,466,022 | | | 26,743 |
| Hunter's Point and Slate Belt, | | | | | 165,208 |
| Ironton, | 165,556 | 159,448 | 144,268 | 165,208 | 178,800 |
| Kinzua Creek and Kane, | | | 46,312 | 52,271 | 68,249 |
| Kinzua Valley, | | | 21,000 | | |
| Lackawanna and Montrose, | | | | | 12,416 |

| | | | | | |
|---|------------|------------|------------|------------|------------|
| Lake Shore and Michigan Southern, | 9,826,852 | 9,069,857 | 10,975,241 | 11,259,811 | 13,332,519 |
| Lehigh and Leckawanna, | 81,020 | 70,729 | 100,018 | 78,898 | 232,988 |
| Lehigh and Susquehanna, | 10,520,000 | 8,928,868 | 9,547,272 | 7,890,123 | 10,901,574 |
| Lehigh Valley, | 11,260,310 | 12,151,596 | 13,550,167 | 14,394,933 | 7,104,626 |
| Ligonier Valley, | 69,398 | 71,025 | 107,854 | 111,180 | 131,124 |
| Little Saw Mill Run, | 206,687 | 223,023 | 299,042 | 260,488 | 263,867 |
| Littlestown, | 12,322 | 650,670 | | | |
| Lykens Valley, | 612,224 | | | 10,849 | 150,401 |
| Mahoning Valley, | | | | | 6,000 |
| Mapleton and Rocky Ridge, | 36,407 | 36,079 | 96,935 | 24,529 | 63,116 |
| Meadville and Linesville, | | | | 21,532 | 7,535 |
| Middletown and Hummelstown, | | | | | 43,900 |
| Monongahela River and Streets Run, | | | | | 187,850 |
| Mont Alto, | 36,969 | 33,000 | 31,912 | 45,621 | 11,486 |
| Montour, | 131,678 | 208,898 | 182,151 | 251,873 | |
| Montrose, | 16,611 | 13,620 | 14,901 | 14,174 | |
| Mount Pleasant and Broadford, | 460,824 | 396,069 | 509,489 | 374,466 | |
| Nesquehoning Valley, | | 2,637,705 | | | |
| Neversink Mountain, | | | | 124 | 3,890 |
| Newcastle and Beaver Valley, | 2,379,667 | 2,749,632 | 3,696,498 | 2,816,213 | 1,972,261 |
| Newcastle and Butler, | | | | 68,190 | 69,669 |
| New York, Lake Erie and Western, | 13,949,260 | 15,174,009 | 16,269,656 | 17,339,140 | 18,614,822 |
| New York, Lake Erie and Western Coal, | 1,164,749 | 1,300,990 | 1,641,296 | 383,812 | |
| New York, Chicago and St. Louis, | 2,468,706 | 2,786,337 | 3,084,590 | 3,804,425 | 3,445,747 |
| New York and North Pennsylvania, | 30,415 | 31,016 | 24,332 | 34,885 | 34,840 |
| New York, Pennsylvania and Ohio, | 5,916,489 | 6,138,850 | 7,656,542 | 6,966,457 | 1,446,167 |
| New York, Susquehanna and Western, | 1,019,535 | 1,068,604 | 1,169,134 | 1,324,328 | 215,449 |
| Nittany Valley, | | 49,141 | 126,735 | 89,491 | |
| Northern Central, | 7,221,215 | 7,489,926 | 11,890,307 | 12,063,531 | 18,162,804 |
| North East Pennsylvania, | 24,463 | 22,976 | 31,570 | 42,924 | 56,992 |
| Ohio and Baltimore Short Line, | 126,076 | 180,400 | 177,769 | 122,798 | 196,026 |
| Pennsylvania, | 30,847,635 | 34,569,066 | 49,312,371 | 50,013,674 | 69,196,828 |
| Pennsylvania and New York Canal and Railroad, | 4,016,448 | 3,884,312 | | | |
| Pennsylvania and Poughkeepsie and Boston, | | | | | 390,823 |
| Pennsylvania and North Western, | 147,200 | 148,650 | 1,186,081 | 1,560,218 | 1,746,977 |
| Penn Gas Coal Company's Railroad, | 874,765 | 320,652 | 1,095 | 1,215 | 1,200 |
| Perkimonen, | | | 524,933 | 608,254 | 850,802 |
| Perry County, | | | 8,820 | 10,317 | 8,192 |
| Philadelphia and Chester Valley, | | 106,527 | 115,923 | 151,723 | 159,282 |
| Philadelphia and Erie, | 7,764,220 | 8,498,327 | | | |
| Philadelphia, Germantown and Chestnut Hill, | 66,770 | 78,471 | | | |
| Philadelphia, Newtown and New York, | 65,318 | 70,854 | | | 70,284 |
| Philadelphia and Reading, | 21,106,668 | 21,630,393 | 20,597,939 | 21,064,490 | 32,174,989 |

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|-----------|-----------|-----------|-----------|------------|
| Philadelphia and Trenton, | 7,217,628 | 8,572,813 | 3,507,379 | 3,656,218 | 4,866,326 |
| Philadelphia, Wilmington and Baltimore, | 2,486,696 | 3,019,807 | 3,328,159 | 4,087,759 | 4,941,410 |
| Pine Creek, | 2,601,675 | 3,066,135 | 24,779 | 40,446 | 56,350 |
| Pittsburg and Castle Shannon, | 32,000 | 28,673 | 522,402 | 646,842 | 713,570 |
| Pittsburg, Chartiers and Youghiogheny, | 333,973 | 456,285 | 6,106,076 | | |
| Pittsburg, Cincinnati and St. Louis, | 5,560,539 | 5,239,796 | | | |
| Pittsburg and Connellsville, | 3,905,340 | 3,861,084 | 4,956,925 | 8,162,914 | 10,590,386 |
| Pittsburg, Fort Wayne and Chicago, | 6,315,075 | 6,210,816 | 7,986,386 | 4,917,443 | 5,682,156 |
| Pittsburg and Lake Erie, | 3,083,631 | 3,496,688 | 6,148,768 | 7,074,834 | 8,331,940 |
| Pittsburg, McKeesport and Youghiogheny, | 2,181,039 | 2,470,708 | | 6,077,124 | 7,561,912 |
| Pittsburg and Western, | | | 513,656 | | 569,361 |
| Pittsburg, Youngstown and Ashtabula, | 2,023,175 | 2,817,564 | 2,544,768 | 2,222,380 | 3,026,357 |
| Reading and Columbia, | 627,948 | 501,603 | 4,050,309 | 3,330,907 | 4,471,659 |
| Reynoldsville and Falls Creek, | | | 485,542 | 458,130 | 467,185 |
| Rochester and Pittsburg, | 207,121 | | | | 1,391,185 |
| Rupert and Bloomsburg, | 255,341 | | | | |
| Salisbury, | | | 29,083 | 24,405 | 19,282 |
| Schuylkill River East Side, | | 283,653 | 398,183 | 415,830 | 432,072 |
| Shade Creek, | | | 1,807,694 | 2,086,993 | 2,092,094 |
| Shamokin Valley and Pottsville, | 1,462,111 | | | 7,000 | 11,557 |
| Sharpsville, | 101,438 | | | | 183,838 |
| Sinemahoning Valley, | 133,074 | 148,200 | 90,916 | 233,677 | 283,362 |
| Slate Run, | 28,753 | 36,700 | 36,600 | 64,730 | 60,875 |
| Somerset County, | 10,263 | 8,706 | 6,771 | 5,224 | 4,993 |
| Somerset and Cambria, | 257,062 | 306,897 | 285,053 | 356,441 | 339,845 |
| South Mountain, | 69,479 | 84,852 | 84,820 | 83,922 | |
| Southern Pennsylvania, | 23,948 | 28,384 | | | |
| Slate Line (Pittsburg), | 106,528 | 214,292 | 309,649 | 214,068 | 298,083 |
| Stewartstown, | 12,587 | 14,096 | 15,667 | 19,630 | 21,582 |
| Stony Creek, | 234,530 | 37,966 | 33,071 | 37,625 | 38,736 |
| Susquehanna and Buffalo, | | | | | 166,677 |
| Tamaqua, Hazleton and Northern, | | | | | 486,629 |
| Tiadaghton and Fabnestalk, | | | | | 14,331 |
| Tioga, | 1,006,352 | 881,904 | 701,916 | 816,430 | 886,439 |

| | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|
| Tionesta Valley, | 60,945 | 63,539 | 67,969 | 76,265 | 66,239 |
| Trescow, | | 5,408 | 9,000 | 18,474 | 17,510 |
| Trout Run, | | 7,804 | 10,357 | 18,474 | 4,298 |
| Warren and Farnsworth, | 7,691 | 16,286 | 14,248 | 19,005 | 15,913 |
| Waynesburg and Washington, | 13,126 | 298,777 | 345,319 | 366,948 | 712,444 |
| Western Maryland, | 300,439 | 3,527,310 | 4,602,454 | 4,362,492 | 4,433,947 |
| Western New York and Pennsylvania, | 900,000 | 996,067 | 1,288,962 | 1,137,074 | 1,220,597 |
| Wheeling, Pittsburg and Baltimore, | | 10,846 | | | |
| Wilkes-Barre and Scranton, | | | | | |
| Wilkes-Barre and Western, | | 59,318 | 72,527 | 18,256 | 19,772 |
| WilliamSPORT and North Branch, | 56,071 | 677,298 | 794,338 | 79,460 | 71,350 |
| Wilmington and Northern, | 739,337 | 84,527 | | 803,004 | 803,521 |
| York and Peach Bottom, | 32,060 | | | | |
| | 216,065,263 | 234,218,019 | 246,550,567 | 250,477,419 | 280,480,712 |

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|-------------------------------------|--------------|--------------|--------------|--------------|
| | Addison and Pennsylvania, | \$42,945 93 | \$111,803 72 | \$87,968 55 | \$104,875 32 | $104,860 79 |
| Allegheny and Kinzua, | | 2,071,080 97 | 2,481,231 43 | 91,673 67 | 59,660 32 |
| Allegheny Valley, | 1,968,652 17 | 2,642 19 | 3,340 48 | 2,568,134 08 | 2,626,160 48 |
| Allentown, | 3,239 59 | | 20,250 00 | 3,241 16 | 3,972 07 |
| Allentown Terminal, | | | | 40,500 00 | 40,500 00 |
| Altoona, Clearfield and Northern, | | | | | 7,850 42 |
| Altoona and Wapsononock, | | | | 476 09 | |
| Bald Eagle Valley, | | | 247,184 78 | 265,052 57 | 248,618 68 |
| Baltimore and Cumberland Valley, | 8,720 65 | 9,545 03 | 10,399 40 | 4,368 00 | 4,368 00 |
| Baltimore and Cumberland Valley Extension, | 26,895 05 | 23,910 67 | 30,653 98 | 32,700 00 | 32,700 00 |
| Baltimore and Harrisburg, | 61,006 81 | 70,871 02 | 83,682 10 | 152,225 87 | 186,416 84 |
| Baltimore and Harrisburg Western Extension, | | | 12,887 33 | 12,000 00 | 12,000 00 |
| Baltimore and Lehigh, | | | | | 204,870 57 |
| Baltimore and Philadelphia, | 304,590 16 | 427,715 40 | 60,596 63 | 764,717 79 | 796,862 43 |
| Bangor and Portland, | 107,435 02 | 88,467 72 | 109,191 19 | 136,601 68 | 145,697 48 |
| Barclay Coal Company's Railroad, | 61,317 97 | 63,853 48 | 62,289 89 | 51,372 08 | 82,275 50 |
| Beaver and Ellwood, | | | | 1,379 59 | 2,125 59 |

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|--------------|--------------|---------------|---------------|---------------|
| Bedford and Bridgeport, | | | \$18,860 28 | \$18,801 84 | \$108,190 46 |
| Beech Creek, | \$768,823 41 | \$913,333 61 | 940,698 48 | 1,101,237 00 | 1,230,833 98 |
| Bellefonte Central, | | | 9,897 28 | 6,865 38 | 9,858 62 |
| Berlin, | 5,109 04 | 7,836 53 | 4,205 91 | 5,165 14 | 7,497 28 |
| Berlin Branch, | 3,458 79 | 3,569 60 | | | 4,957 04 |
| Bloomburg and Sullivan, | | | | | 65,270 91 |
| Bradford, Bordell and Kinzua, | 80,736 93 | 77,685 83 | 124,937 02 | 90,519 72 | 68,648 84 |
| Bradford, Eldred and Cuba, | 34,019 66 | 28,056 79 | 47,840 74 | 37,977 42 | 26,962 82 |
| Bradford and Western Pennsylvania, | | | | | 2,436 46 |
| Brownstone and Middletown, | | | | | 8,861 05 |
| Buffalo, New York and Philadelphia, | 2,716,988 67 | | | | |
| Buffalo, Rochester and Pittsburg, | 1,905,941 86 | 1,925,526 56 | 1,959,146 74 | 2,450,080 72 | 2,860,908 30 |
| Cambria and Clearfield, | | | 3,682 00 | 34,120 69 | 36,108 02 |
| Catawauqua and Fogelsville, | 129,365 45 | 104,613 25 | 105,212 22 | 111,259 16 | 100,417 78 |
| Catawissa, | | | 234,000 00 | 234,000 00 | 234,000 00 |
| Chambersburg and Gettysburg, | | | | | 1,478 32 |
| Chartiers, | 195,861 44 | 192,236 30 | 248,830 84 | 279,153 61 | 132,374 90 |
| Chester and Delaware River, | | | 22,755 00 | 23,104 98 | 22,549 98 |
| Chestnut Hill, | 16,478 00 | 16,478 00 | 16,478 00 | 16,478 00 | 13,431 69 |
| Clarion River, | | | | 1,883 86 | 10,168 38 |
| Cleveland and Pittsburg, | 3,079,694 65 | 3,221,194 23 | 3,423,032 65 | 3,489,314 86 | 3,040,429 70 |
| Coldbrookdale, | 19,859 27 | 16,360 69 | 15,863 41 | 13,290 80 | 12,789 42 |
| Columbia and Port Deposit, | | | 162,838 79 | 172,838 79 | 208,945 81 |
| Connecong, | | | 143,495 64 | 139,992 90 | 153,444 06 |
| Corning, Cowanesque and Antrim, | 678,429 97 | 681,508 88 | 682,762 25 | 723,285 12 | 815,883 56 |
| Cornwall, | 125,034 60 | 116,068 52 | 135,077 80 | 120,333 11 | 124,896 27 |
| Cornwall and Lebanon, | 182,167 38 | 221,259 03 | 234,021 79 | 241,231 76 | 230,664 76 |
| Confluence and Oakland, | | | 10,735 95 | 20,284 14 | 14,722 82 |
| Coudersport and Port Allegheny, | 34,871 89 | 43,129 77 | 51,781 84 | 67,155 00 | 77,360 14 |
| Cresson, Clearfield County and New York Short Route, | 50,418 03 | 70,980 62 | | 124,427 54 | 110,004 08 |
| Cumberland Valley, | 774,476 52 | 752,711 64 | 969,112 23 | 1,052,462 66 | 924,034 35 |
| Greentown Connecting, | | | | | 1,822 57 |
| Delaware and Hudson Canal Company's Railroad, | 2,820,027 48 | 3,345,304 49 | 3,055,226 98 | 1,385,210 31 | 1,432,678 73 |
| Delaware, Lackawanna and Western, | 8,067,985 48 | 8,041,961 57 | 13,001,937 12 | 14,427,515 21 | 14,357,215 10 |
| Delaware River and Lancaster, | | | | 3,916 66 | 8,670 28 |

| | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|
| Delaware, Susquehanna and Schuylkill, | 29,920 87 | 26,975 32 | 25,127 36 | 131,381 53 | 422,639 23 |
| Dillsburg and Mechanicsburg, | 217,566 86 | 204,284 27 | 225,831 76 | 25,180 73 | 28,047 26 |
| Dunkirk, Allegheny Valley and Pittsburg, | 117,379 15 | 121,261 54 | 242,220 19 | 266,612 78 | 279,066 43 |
| East Broad Top, | 30,950 50 | 30,943 00 | 31,514 50 | 32,058 09 | 114,469 98 |
| East Mahanoy, | | | | 32,045 50 | 32,045 50 |
| East Pennsylvania, | 927,489 28 | 993,337 38 | 186,883 63 | 166,117 04 | 123,627 00 |
| Elmira and Williamsport, | 605,965 83 | 622,151 83 | 711,131 76 | 719,909 86 | 151,766 58 |
| Erie and Pittsburg, | 666,216 36 | 777,426 18 | 648,719 90 | 700,236 07 | 721,797 36 |
| Erie and Wyoming Valley, | | | | 719,909 86 | 746,679 68 |
| Evergreen, | 3,866 80 | | | | |
| Falls Creek, | | | 2,900 89 | 5,066 71 | 9,223 26 |
| Fayette County, | | | 9,000 00 | 9,000 00 | 9,000 00 |
| Gettysburg and Harrisburg, | 32,096 74 | 41,474 23 | 40,708 67 | 36,229 72 | 68,877 14 |
| Hanover and York, | | | 28,539 50 | 33,017 65 | 27,294 50 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 435,425 65 | | 121,579 28 | 120,369 59 | 126,241 58 |
| Huntingdon and Broad Top, | | | 642,057 27 | 706,624 18 | 664,553 10 |
| Hunter's Run and Slate Belt, | | 516,000 21 | | | 6,224 01 |
| Ironton, | 44,969 41 | 36,614 65 | 44,067 31 | 44,643 56 | 48,428 26 |
| Jamesstown and Franklin, | 159,130 36 | 167,771 52 | 50,315 90 | | 59,960 50 |
| Johnsonburg, | | | 1,200 00 | 5,417 59 | 24,186 97 |
| Jones Lake, | | | 288,787 38 | 1,200 00 | 1,200 00 |
| Junction, | | 270,724 01 | | 206,904 82 | 210,960 04 |
| Kennington and Tacony, | 275,186 60 | | 30 00 | 30 00 | 30 00 |
| Kinzua Creek and Kane, | | | 19,378 30 | 23,054 44 | 25,001 76 |
| Kinzua Valley, | | | 3,058 75 | 339 91 | 47,056 78 |
| Lackawanna and Montrose, | | | | | 10,547 08 |
| Lake Shore and Michigan Southern, | 18,710,963 15 | 18,029,627 36 | 21,011,704 12 | 20,963,315 54 | 23,155,994 77 |
| Lehigh and Lackawanna, | 58,333 33 | 61,383 00 | 70,193 52 | 82,786 53 | 92,106 77 |
| Lehigh and Susquehanna, | | 5,320,853 01 | 5,277,589 86 | 5,454,331 81 | 5,423,589 90 |
| Lehigh Valley, | 11,197,167 73 | 12,353,789 29 | 17,892,613 48 | 18,242,316 87 | 12,256,806 45 |
| Lewisburg and Tyrone, | | | 9,557 77 | 27,374 40 | 13,891 27 |
| Ligonier Valley, | 29,624 99 | 30,418 84 | 39,348 26 | 46,382 07 | 54,969 22 |
| Little Saw Mill Run, | 45,641 93 | 51,207 47 | 61,801 89 | 57,698 07 | 58,540 71 |
| Little Schuylkill Navigation, | 225,937 43 | 224,558 49 | 323,408 71 | 225,061 95 | 229,253 18 |
| Littlestown, | 20,138 82 | 20,320 55 | 722 90 | 2,983 97 | 888 44 |
| Lykens Valley, | 140,849 65 | 136,157 81 | 62,513 81 | 62,599 79 | 62,686 76 |
| McKeesport and Bessemer, | | | | | 24,129 00 |
| McKeesport Connecting, | | | | | 26,907 75 |
| Mahoning Valley, | | | | | 22,637 77 |
| Mapleton and Rocky Ridge, | | | | | 60 00 |
| Mauch Chunk, Summit Hill and Switch-Back, | | | | | 23,718 38 |
| Meadville and Linesville, | | | | | |
| Meadville, Conneaut Lake and Linesville, | 32,240 15 | 36,726 52 | 34,823 06 | 30,517 75 | 6,240 00 |

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|---------------|---------------|---------------|---------------|---------------|
| Middletown and Hummelstown, | | | | \$11,113 94 | \$15,527 87 |
| Mifflin and Centre County, | | | \$22,854 62 | 28,382 70 | 34,680 11 |
| Mill Creek and Mine Hill, | | | 33,000 00 | 33,000 00 | 33,000 00 |
| Mine Hill and Schuylkill Haven, | | | 326,552 00 | 332,684 00 | 338,816 00 |
| Monongahela Connecting, | \$33,709 44 | \$61,165 14 | 121,400 99 | 105,868 33 | 162,167 77 |
| Monongahela River and Streets Run, | | | | | 714 00 |
| Mont Alto, | 21,369 50 | 21,420 22 | 28,785 42 | 28,599 83 | 27,906 40 |
| Montrose, | | 26,489 55 | 32,564 82 | 36,960 08 | 41,753 94 |
| Mount Carbon and Port Carbon, | 28,102 61 | 26,974 69 | 26,276 12 | 24,791 17 | 20,651 06 |
| Mount Carmel and Nazale, | | | 36,250 00 | 36,250 00 | 36,250 00 |
| Mount Jewett, Kinzua and Wrightsville, | | | | | 9,442 21 |
| Mount Penn Gravity, | 23,704 18 | 17,799 12 | 9,718 20 | 19,323 65 | 16,177 04 |
| Mount Pleasant and Broadford, | | | 26,489 00 | 22,445 10 | 18,415 32 |
| Nescopee, | | | | 1,682 55 | 1,188 42 |
| Nesquehoning Valley, | | 69,993 75 | 76,687 94 | 76,123 81 | 76,441 15 |
| Newsink Mountain, | | 237,537 15 | 263,079 70 | 234,674 06 | 158,693 72 |
| Newcastle and Beaver Valley, | 258,002 51 | | 5,529 76 | 6,123 74 | 6,985 92 |
| Newcastle and Butler, | | | | | 16,175 16 |
| Newcastle and Shemango Valley, | | | | | 32,203,771 30 |
| New York, Lake Erie and Western, | 19,892,071 11 | 20,840,022 84 | 29,657,017 08 | 29,798,245 19 | |
| New York, Lake Erie and Western, Coal, | 361,918 24 | 415,500 09 | 479,942 74 | 126,666 29 | 181,828 99 |
| New York, Lackawanna and Western, | 147,132 61 | 164,429 73 | 170,609 43 | 178,510 87 | 6,809,617 94 |
| New York, Chicago and St. Louis, | 4,796,997 23 | 4,918,217 64 | 5,557,080 07 | 6,029,863 21 | |
| New York and North Pennsylvania, | 6,866 68 | 7,879 46 | 7,561 27 | 10,516 93 | 11,067 82 |
| New York, Pennsylvania and Ohio, | 6,365,127 00 | 6,377,966 91 | 2,313,553 36 | 2,206,023 85 | 8,751 56 |
| New York, Susquehanna and Western, | 1,395,185 34 | 1,445,900 45 | 1,520,537 38 | 1,608,465 06 | 1,664,202 59 |
| Nitany Valley, | | 13,985 43 | 24,596 25 | 14,301 49 | 14,761 56 |
| Northern Central, | 4,124,905 40 | 3,995,450 85 | 7,015,317 79 | 7,006,604 63 | 7,378,498 34 |
| North East Pennsylvania, | 26,826 90 | 26,119 59 | 32,043 77 | 44,181 44 | 70,916 47 |
| North Pennsylvania, | | | 899,735 80 | 899,735 80 | 881,700 00 |
| North and West Branch, | | | 309,513 36 | 300,227 21 | 342,348 68 |
| Ohio and Baltimore Short Line, | 4,717 32 | 7,282 65 | 869,617 80 | 3,642 51 | 12,217 41 |
| Ohio Connecting, | | | 6,804 92 | 40,893 89 | 108,067 50 |
| Ontario, Carbonale and Scranton, | | | | 91,189 87 | 97,880 65 |
| Pennsylvania, | 35,305,723 40 | 36,698,183 84 | 71,003,629 36 | 71,176,890 07 | 74,213,020 41 |
| Pennsylvania Company, | 1,592,645 97 | 1,955,739 62 | 1,042,874 31 | 2,506,553 13 | 2,788,210 45 |

| | | | |
|---|-----------------|-----------------|-----------------|
| Pennsylvania and New York Canal and Railroad, | 2, 952, 547 62 | 147, 969 14 | 167, 984 60 |
| Pennsylvania, Poughkeepsie and Boston, | 47, 151 33 | 539, 428 91 | 590, 853 57 |
| Pennsylvania Schuylkill Valley, | 636, 806 76 | 840, 178 08 | 896, 308 12 |
| Pennsylvania and North Western, | 8, 123 07 | 7, 934 20 | 7, 619 51 |
| Penn Gas Coal Company Railroad, | 16, 566 76 | 19, 947 33 | 22, 782 33 |
| People's, | 13, 053 29 | 19, 947 70 | 314, 288 98 |
| Perkimonen, | 200, 746 11 | 246, 578 86 | 11, 312 73 |
| Perry County, | 7, 365 34 | 12, 954 20 | 234, 416 87 |
| Philadelphia and Baltimore Central, | 156, 210 11 | 208, 370 78 | 254, 416 87 |
| Philadelphia and Chester Valley, | 38, 199 29 | 53, 313 08 | 50, 337 60 |
| Philadelphia and Erie, | 4, 373, 042 30 | 1, 752, 409 02 | 1, 676, 902 97 |
| Philadelphia, Germantown and Chestnut Hill, | 198, 564 37 | 92, 810 21 | 86, 298 07 |
| Philadelphia, Germantown and Norristown, | 98, 185 06 | 278, 342 10 | 278, 722 59 |
| Philadelphia, Newtown and New York, | 20, 597, 294 16 | 113, 860 65 | 110, 413 25 |
| Philadelphia and Reading, | 3, 847, 439 73 | 21, 781, 820 54 | 33, 517, 380 66 |
| Philadelphia and Trenton, | 6, 604, 653 32 | 54, 175 50 | 54, 175 50 |
| Philadelphia, Wilmington and Baltimore, | 4, 473 24 | 7, 002, 317 76 | 9, 029, 935 87 |
| Pickering Valley, | 723, 232 80 | 4, 660 64 | 4, 856 89 |
| Pine Creek, | 66, 508 16 | 864, 114 77 | 1, 028, 173 15 |
| Pittsburg and Castle Shannon, | 61, 920 54 | 101, 536 61 | 127, 393 61 |
| Pittsburg, Chartiers and Youghiogheny, | 89, 705 06 | 136, 928 18 | 145, 634 96 |
| Pittsburg, Cincinnati and St. Louis, | 5, 388, 547 44 | 11, 376, 077 86 | 10, 275, 238 54 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 2, 448, 187 40 | 2, 817, 946 33 | 2, 979, 388 86 |
| Pittsburg and Connellsville, | 11, 302, 313 04 | 11, 795, 780 54 | 12, 472, 271 29 |
| Pittsburg, Fort Wayne and Chicago, | 182, 049 71 | 219, 631 13 | 287, 114 18 |
| Pittsburg Junction, | 1, 560, 380 67 | 3, 687, 236 88 | 4, 313, 517 62 |
| Pittsburg and Lake Erie, | 891, 813 77 | 384, 579 00 | 506, 714 44 |
| Pittsburg, McKeesport and Youghiogheny, | 3, 658 64 | 2, 088 21 | 1, 957 52 |
| Pittsburg and Northbn, | 249, 250 37 | 4, 867 79 | 377, 945 23 |
| Pittsburg, Shenango and Lake Erie, | 291, 243 22 | 404, 892 85 | 415, 313 97 |
| Pittsburg, Virginia and Charleston, | 1, 447, 606 03 | 1, 439, 872 58 | 1, 488, 880 53 |
| Pittsburg and Western, | 1, 082, 588 70 | 1, 080, 697 06 | 1, 500, 966 13 |
| Pomeroy and Newark, | 312, 769 06 | 394, 723 59 | 341, 419 08 |
| Reading and Columbia, | 701, 187 07 | 112, 607 79 | 115, 226 09 |
| Reynoldsville and Falls Creek, | 986, 393 93 | 23, 270 00 | 114, 916 42 |
| Ridgway and Clearfield, | 354, 038 53 | 23, 270 00 | 23, 090 00 |
| River Front, | 139, 948 71 | 6, 653 75 | 7, 320 04 |
| Rochester and Pittsburg, | 33, 415 89 | 51, 085 42 | 57, 494 21 |
| Rupert and Bloomsburg, | 39, 021 67 | 250, 782 44 | 51, 000 00 |
| Salisbury, | | | 265, 495 15 |
| Schuylkill and Lehigh, | | | |
| Schuylkill River East Side, | | | |

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|--------------|--------------|--------------|---------------|--------------|
| Schuylkill Valley Navigation Railroad, | | | \$29,450 00 | \$29,450 00 | \$29,450 00 |
| Shade Creek, | | | | 840 00 | 1,155 69 |
| Shamokin, Sunbury and Lewisburg, | | | 198,820 80 | 194,912 24 | 208,272 07 |
| Shamokin Valley and Pottsville, | \$887,024 81 | \$400,677 06 | 35,523 00 | 35,248 75 | 36,426 00 |
| Sharon, | 37,206 76 | 44,930 20 | 26,271 13 | 23,190 87 | 32,413 36 |
| Sharpville, | | | 300 00 | 300 00 | 300 00 |
| Sheffield and Spring Creek, | 37,000 74 | 39,882 09 | 114,693 16 | 115,107 86 | 157,901 57 |
| Sinnemauchung Valley, | 7,470 98 | 16,757 75 | 16,116 38 | 28,945 83 | 27,521 78 |
| Slate Run, | 12,847 60 | 10,519 25 | | 5,563 35 | 6,440 52 |
| Somerset County, | 121,357 55 | 136,528 85 | 153,461 05 | 167,535 86 | 159,377 71 |
| Somerset and Cambria, | 34,034 69 | 39,842 64 | 38,512 21 | 35,208 13 | |
| South Mountain, | | | 458,718 91 | 354,662 67 | 496,696 72 |
| Southwest Pennsylvania, | 18,346 27 | 20,856 47 | 28,435 77 | 26,296 85 | |
| Southern Pennsylvania, | 6,415 76 | 13,176 89 | 17,987 62 | 12,361 56 | 15,066 18 |
| State Line (Pittsburg), | | | 40,000 00 | 40,000 00 | 40,000 00 |
| State Line and Sullivan, | | | 11,824 80 | 14,089 61 | 15,630 34 |
| Stewartstown, | 11,148 68 | 11,823 17 | 27,822 48 | 28,923 05 | 28,237 39 |
| Stony Creek, | 53,073 15 | 28,756 56 | 1,200 00 | 1,200 00 | |
| Strasburg, | | | 256,121 13 | 259,670 69 | 226,814 05 |
| Sunbury, Hazleton and Wilkes-Barre, | | | 238,043 17 | 826,101 54 | 191,128 21 |
| Sunbury and Lewistown, | | | 1,636 84 | | 6,236 89 |
| Susquehanna and Clearfield, | | | | | 2,976 21 |
| Tamaqua, Hazleton and Northern, | | | 267,791 06 | 272,617 61 | 350,040 97 |
| Triadaghton and Fahnstalk, | | | 62,230 41 | 74,649 06 | 66,339 42 |
| Toga, | 363,044 07 | 332,692 27 | 2,616 98 | 4,043 26 | 4,902 99 |
| Tionesta Valley, | 52,643 22 | 53,074 62 | 2,700 00 | 5,512 60 | 5,252 90 |
| Tippon, | | | | | 8,207 09 |
| Trout Run, | | | 112,500 00 | 112,500 00 | 112,500 00 |
| Turtle Creek Valley, | | | | | 1,810 63 |
| Tyrone and Clearfield, | | | | | 4,971 62 |
| Ursina and North Fork, | | | 11,690 35 | 9,167 67 | 56,941 30 |
| Warren and Farnsworth, | 11,145 57 | 9,968 90 | 55,679 12 | 60,234 43 | 13,104 23 |
| Waynesburg and Washington, | 46,672 09 | 50,546 94 | 12,598 86 | 12,412 50 | 828,231 28 |
| West Chester, | | | 659,648 51 | 602,331 32 | |
| Western Maryland, | 623,818 64 | 597,757 28 | 8,683,023 10 | 13,796,087 64 | 8,876,431 62 |
| Western New York and Pennsylvania, | | 8,081,565 90 | 824,499 66 | 821,555 32 | 638,112 04 |
| Western Pennsylvania, | | | | | |

| | | | | | |
|------------------------------------|------------------|------------------|------------------|------------------|------------------|
| West Penn and Shenango Connecting, | 85,453 06 | 580,369 56 | 724,160 07 | 688,153 08 | 644,703 01 |
| Wheating, Pittsburg and Baltimore, | 465,009 77 | 19,728 94 | 48,400 00 | 48,400 00 | 1,919 86 |
| Wilcox and Rocky Run, | 5,394 73 | 15,163 85 | 18,470 60 | 18,470 60 | 48,500 00 |
| Wilkes-Barre and Harvey's Lake, | 10,574 98 | 61,273 06 | 72,949 14 | 88,507 02 | 22,684 59 |
| Wilkes-Barre and Scranton, | 60,982 30 | 380,852 19 | 432,459 11 | 442,627 31 | 79,460 80 |
| Winkes-Barre and Western, | 383,335 76 | 57,626 40 | 12,250 00 | 10,208 34 | 460,597 20 |
| Williamsport and North Branch, | 56,093 75 | | | | |
| Winnington and Northern, | | | | | |
| York and Peach Bottom, | | | | | |
| | \$198,977,406 69 | \$209,273,409 83 | \$270,326,792 61 | \$289,998,108 27 | \$305,680,351 20 |

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|
| Addison and Pennsylvania, | \$20,369 39 | \$79,503 91 | \$140,076 09 | \$112,337 43 | \$90,008 53 |
| Allegheny and Kinzua, | 1,220,920 61 | 1,194,256 44 | 2,558,136 17 | 89,034 38 | 71,261 32 |
| Allegheny Valley, | 424 34 | 247 10 | 1,000 00 | 2,728,126 25 | 2,782,297 71 |
| Allentown, | | | 9,000 00 | 240 00 | 398 13 |
| Allentown Terminal, | | | | 18,000 00 | 18,000 00 |
| Altoona, Clearfield and Northern, | | | | | 4,710 25 |
| Altoona and Wapsononock, | | | | 285 65 | |
| Bald Eagle Valley, | 57,474 00 | 76,268 61 | 39,946 00 | 36,884 50 | 40,687 89 |
| Baltimore and Harrisburg, | | | 161,998 09 | 150,354 20 | 166,713 34 |
| Baltimore and Lehigh, | | | | | 273,655 99 |
| Baltimore and Philadelphia, | 455,799 94 | 511,414 64 | 261,663 96 | 925,601 46 | 1,004,512 66 |
| Bangor and Portland, | 81,232 45 | 74,595 33 | 101,813 52 | 129,140 60 | 1,120,616 90 |
| Barclay Coal Company's Railroad, | 39,383 71 | 46,844 44 | 51,681 89 | 30,588 14 | 70,760 18 |
| Beaver and Etwood, | | | | 2,833 93 | 5,078 24 |
| Bedford and Bridgeport, | | | 78,421 48 | 1,636 87 | 92,774 43 |
| Beech Creek, | | | 897,133 33 | 870,780 51 | 1,017,890 96 |
| Bellefonte Central, | 413,630 45 | 540,599 69 | | | 14,636 44 |
| Berlin, | 14,685 79 | 15,023 38 | 28,772 72 | 16,702 65 | 32,510 06 |
| Berlin Branch, | 3,267 86 | 3,999 15 | 8,582 61 | 6,970 84 | 7,142 68 |
| Bloomsburg and Sullivan, | | | | | 65,395 30 |
| Bradford, Hordell and Kinzua, | 190,671 51 | 75,622 82 | 133,794 51 | 101,303 69 | 61,204 77 |
| Bradford, Eldred and Cuba, | 50,227 85 | 35,650 83 | 77,759 14 | 73,674 54 | 63,982 46 |
| Bradford and Western Pennsylvania, | | | | | 4,077 44 |
| Brownstone and Middletown, | | | | | 8,116 55 |

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|------------------|------------------|------------------|------------------|------------------|
| Buffalo, New York and Philadelphia, | \$2, 231, 336 64 | \$2, 025, 667 89 | \$1, 928, 243 18 | \$2, 375, 618 43 | \$2, 657, 313 82 |
| Buffalo, Rochester and Pittsburgh, | 1, 194, 136 77 | 47, 543 46 | 1, 266 20 | 6, 538 23 | 25, 741 13 |
| Cambria and Clearfield, | 53, 217 42 | 134, 446 72 | 56, 745 90 | 71, 082 29 | 52, 465 61 |
| Casasqua and Fogelsville, | 119, 303 12 | 2, 180, 803 43 | 8, 809 10 | 2, 811 19 | 8, 626 13 |
| Catawissa, | 2, 335, 785 66 | 249 00 | 248, 830 84 | 279, 153 61 | 5, 702 31 |
| Chambersburg and Gettysburg, | 286 02 | 3, 523, 776 52 | 11, 655 00 | 12, 004 98 | 555, 754 41 |
| Charters, | 622, 752 98 | 574, 606 77 | 2, 000 00 | 2, 000 00 | 11, 449 98 |
| Chester Creek, | 110, 263 83 | 188, 922 75 | 2, 000 00 | 2, 000 00 | 21, 099 72 |
| Chester and Delaware River, | 267, 041 65 | 26, 640 00 | 3, 523, 776 52 | 3, 513, 623 77 | 5, 008 42 |
| Chestnut Hill, | 22, 079 00 | 57, 881 73 | 36, 100 00 | 36, 240 00 | 86, 262 21 |
| Clarion River, | 56, 852 39 | 543, 374 53 | 206, 760 05 | 42, 764 42 | 79, 454 67 |
| Cleveland and Pittsburgh, | 592, 423 94 | 2, 406, 141 41 | 66, 797 64 | 63, 234 90 | 76, 746 06 |
| Colebrookdale, | 1, 369, 117 44 | 5, 947, 964 30 | 721, 746 65 | 690, 057 92 | 697, 896 47 |
| Columbia and Port Deposit, | 4, 199, 473 84 | 185, 991 60 | 115, 102 40 | 89, 303 60 | 72, 837 63 |
| Connecting, | 20, 537 97 | 15, 991 76 | 14, 687 71 | 31, 415 47 | 30, 181 22 |
| Corning, Cowanesque and Antrim, | 225, 156 54 | 30, 943 00 | 30, 776 60 | 39, 906 00 | 45, 759 00 |
| Cornwall, | 30, 066 90 | 687, 635 76 | 99, 848 47 | 109, 117 04 | 95, 951 63 |
| Cornwall and Lebanon, | 100, 080 50 | 428, 480 31 | 987, 803 88 | 987, 803 88 | 920, 212 02 |
| Cornwall and Lebanon, | 628, 773 12 | 473, 379 98 | 594, 766 45 | 662, 870 33 | 667, 690 54 |
| Coudersport and Port Alleghey, | 569, 859 05 | | | | |
| Cresson, Clearfield County and New York Short Route, | | | | | |
| Cumberland Valley, | | | | | |
| Crescent Connecting, | | | | | |
| Delaware and Hudson Canal Company's Railroad, Delaware, Lackawanna and Western, | 1, 369, 117 44 | 2, 406, 141 41 | 2, 147, 489 24 | 2, 677, 879 26 | 2, 512, 041 97 |
| Delaware River and Lancaster, | 4, 199, 473 84 | 5, 947, 964 30 | 10, 840, 802 92 | 12, 019, 381 71 | 11, 832, 945 40 |
| Delaware, Susquehanna and Schuylkill, | | | | | |
| Dillsburg and Mechanicsburg, | 20, 537 97 | 15, 991 76 | 56 01 | 2, 727 30 | 169, 061 83 |
| Dunkirk, Allegheny Valley and Pittsburgh, East Broad Top, | 225, 156 54 | 196, 181 33 | 25, 022 34 | 24, 479 80 | 24, 850 93 |
| East Mahanoy, | 30, 066 90 | 118, 017 63 | 13, 202 19 | 15, 300 66 | 16, 491 16 |
| East Pennsylvania, | 100, 080 50 | 30, 943 00 | 204, 925 95 | 204, 949 91 | 204, 991 01 |
| Elmira and Williamsport, | 628, 773 12 | 473, 379 98 | 148, 607 23 | 122, 852 31 | 124, 445 28 |
| Erie and Pittsburgh, | 569, 859 05 | | 2, 191 00 | 2, 193 00 | 3, 176 00 |
| Erie and Wyoming Valley, | | | | | |

| | | | | | | |
|--|---------------|--|---------------|---------------|---------------|---------------|
| Evergreen, | 6,708 58 | | | 4,318 11 | 7,547 77 | 5,050 57 |
| Falls Creek, | | | | 829 08 | 1 50 | 481 75 |
| Fayette County, | | | | | 6,900 00 | 140,186 42 |
| Ferney Mountain, | 23,041 02 | | 24,931 46 | 48,790 64 | 51,696 06 | 15,435 26 |
| Gettysburg and Harrisburg, | 44,653 85 | | | 14,215 05 | 14,095 54 | 39,447 73 |
| Hanover and York, | | | | 35,546 68 | 34,054 77 | 8,104 88 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | | | | 452,849 27 | 478,427 13 | 426,857 86 |
| Hunters Run and Slate Belt, | 282,209 27 | | 264,084 08 | 21,070 89 | 32,683 79 | 27,528 27 |
| Huntingdon and Broad Top Mountain, | 18,806 62 | | 19,663 88 | 51,353 73 | 18,117 92 | 13,811 87 |
| Ironton, | 112,716 27 | | 119,185 52 | | 14,025 15 | 135,763 26 |
| Jamestown and Franklin, | | | 106,940 93 | 140,828 01 | 166,812 73 | 12 00 |
| Junction, | 113,520 29 | | | 5 40 | 190 26 | 19,001 93 |
| Kensington and Tacony, | | | | 16,817 63 | 18,715 87 | 10,502 96 |
| Kinzua Creek and Kane, | | | | 2,230 00 | 603 43 | 7,690 10 |
| Kinzua Valley, | | | | | | 19,902,977 72 |
| Lackawanna and Montrose, | 11,029,798 17 | | 11,310,371 19 | 17,690,413 12 | 17,680,098 16 | 80,379 00 |
| Lake Shore and Michigan Southern, | 58,333 33 | | | 43,134 69 | 61,005 86 | 4,342,161 05 |
| Lehigh and Lackawanna, | | | | 2,208,006 31 | 2,414,307 13 | 8,335,537 36 |
| Lehigh and Susquehanna, | | | | 13,995,957 88 | 16,155,820 03 | 18,683 84 |
| Lehigh Valley, | 6,142,396 25 | | 8,475,598 94 | 15,887 64 | 13,334 15 | 36,692 32 |
| Lewisburg and Tyrone, | | | | 29,128 11 | 37,703 92 | 53,477 47 |
| Ligonier Valley, | 35,271 77 | | 18,874 07 | 47,944 39 | 47,417 23 | 44,117 24 |
| Little Saw Mill Run, | 31,955 25 | | 37,170 82 | 84,379 68 | 35,413 22 | 1,910 67 |
| Little Schuylkill Navigation, | 34,343 38 | | 34,405 13 | 3,155 69 | 2,990 33 | 10,366 00 |
| Littlestown, | 17,124 12 | | 17,448 70 | 1,446 08 | 1,726 96 | 4,462 31 |
| Lykens Valley, | 78,349 69 | | 73,657 86 | | | 23,067 57 |
| McKeesport and Bessemer, | | | | | | 16,347 38 |
| McKeesport Connecting, | | | | | | 18,773 75 |
| Mahoning Valley, | | | | | | 13,796 21 |
| Mauch Chunk, Summit Hill and Switch-Back, | | | | | | 695 27 |
| Meadville and Linesville, | 26,135 83 | | 33,340 57 | 90,036 83 | 28,682 11 | 22,170 75 |
| Middletown and Hummelstown, | | | | 15,214 62 | 14,023 50 | 98,420 71 |
| Mifflin and Centre County, | | | | 7,08 14 | 7,12 21 | 39,470 79 |
| Mine Hill and Mine Hill Navigation, | | | | 22,344 80 | 21,867 07 | 39,258 28 |
| Mine Hill and Schuylkill Haven, | 22,812 49 | | 22,516 17 | 64,130 94 | 63,166 24 | 19,011 20 |
| Monongahela Connecting, | 21,175 47 | | 19,032 77 | 29,211 58 | 57,861 40 | 3,524 74 |
| Mont Alto, | | | | | | 5,591 48 |
| Montour, | 22,814 82 | | 21,907 26 | 15,761 76 | 19,642 56 | 24,268 00 |
| Montrose, | | | | 2,857 17 | 2,391 60 | |
| Mount Carbon and Port Carbon, | | | | | | |
| Mount Carmel and Natalie, | | | | | | |
| Mount Jewett, Kinzua and Wrightsville, | | | | | 11,320 17 | |

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|---------------|---------------|---------------|---------------|---------------|
| Mount Penn Gravity, | \$661 72 | 668 36 | \$9,052 41 | \$18,260 09 | \$40,015 48 |
| Nesopoc, | | | 811 54 | 193 65 | 527 16 |
| Nesquehoning Valley, | | | 10,207 77 | 11,062 21 | 11,310 16 |
| Neversink Mountain, | | | 6,012 94 | 5,346 81 | 5,511 15 |
| Newcastle and Beaver Valley, | 120,084 84 | 124,421 55 | 243,115 33 | 230,773 44 | 12,855 36 |
| Newcastle and Butler, | | | | 5,518 03 | 170,105 85 |
| Newcastle and Shensango Valley, | | | | | 7,637 19 |
| Newport and Sherman's Valley, | | | | | 23,132 19 |
| New York, Lake Erie and Western, | 12,918,151 63 | 13,099,372 27 | 26,053,667 41 | 26,461,930 57 | 31,196,486 07 |
| New York, Lake Erie and Western Coal, | 198,178 53 | 224,268 65 | 454,702 76 | 117,611 72 | 88,913 29 |
| New York, Lackawanna and Western, | 67,341 98 | 75,423 98 | 82,963 48 | 90,018 07 | 6,087,028 99 |
| New York, Chicago and St. Louis, | 7,159,781 36 | 4,323,196 73 | 5,237,866 81 | 5,797,715 01 | 11,077 18 |
| New York and North Pennsylvania, | 4,490 26 | 5,024 84 | 7,151 67 | 10,947 74 | 2,198,609 06 |
| New York, Pennsylvania and Ohio, | 4,104,313 92 | 4,520,885 09 | 2,337,902 57 | 2,092,568 93 | 1,483,696 08 |
| New York, Susquehanna and Western, | 797,867 83 | 1,032,943 69 | 1,326,446 54 | 1,408,352 28 | 15,567 46 |
| Nittany Valley, | | 11,860 50 | 17,516 90 | 11,071 85 | 6,737,928 96 |
| Northern Central, | 2,634,720 62 | 2,427,690 09 | 6,289,593 33 | 6,386,584 37 | 100,309 52 |
| North East Pennsylvania, | 30,768 53 | 29,616 42 | 54,373 33 | 64,823 96 | 504,000 00 |
| North Pennsylvania, | | | 522,741 80 | 522,741 80 | 105,277 04 |
| North and West Branch, | | | 108,052 55 | 105,132 42 | 80,916 20 |
| Ohio and Baltimore Short Line | 12,667 09 | 19,473 73 | 84,368 04 | 46,336 73 | 108,069 50 |
| Ohio Connecting, | | | | 40,896 89 | 78,208 00 |
| Ontario, Carbonate and Scranton, | | | | 78,194 75 | 64,528,554 17 |
| Pennsylvania, | | | 62,036,792 04 | 61,829,338 76 | 1,580,197 68 |
| Pennsylvania Company, | 22,328,586 29 | 25,973,375 69 | 1,246,820 87 | 1,476,291 40 | 461,905 26 |
| Pennsylvania and New York Canal and Railroad, | 369,204 00 | 325,159 64 | | | 404,869 31 |
| Pennsylvania and Poughkeepsie and Boston, | 2,044,423 56 | 2,108,020 99 | | | 748,902 36 |
| Pennsylvania Schuylkill Valley, | | | 307,643 96 | 488,912 35 | 17,895 16 |
| Pennsylvania and North Western, | | | 378,468 90 | 394,524 74 | 16,214 40 |
| Penn (Gas Coal Company's Railroad, | 16,638 55 | 22,808 46 | 605,562 58 | 707,727 00 | 288,907 76 |
| People's, | 7,848 79 | 14,933 60 | 17,940 57 | 12,337 61 | 9,016 15 |
| Perkiomen, | 156,518 90 | 145,325 83 | 243,446 87 | 240,561 97 | 109,835 69 |
| Perry County, | | | 5,737 72 | 11,149 43 | 71,620 46 |
| Philadelphia and Baltimore Central, | | | 130,502 68 | 179,573 73 | 1,261,061 64 |
| Philadelphia and Chester Valley, | | 39,402 51 | 58,156 98 | 61,821 92 | |
| Philadelphia and Erie, | 2,457,047 56 | 2,788,086 32 | 1,608,993 93 | 1,332,068 96 | |

| | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|
| Philadelphia, Germantown and Chestnut Hill, | 130,425 34 | 145,745 84 | 56,394 03 | 50,459 56 | 54,124 07 |
| Philadelphia, Germantown and Norristown, | 90,729 23 | 104,657 47 | 7,532 49 | 23,917 33 | 7,309 38 |
| Philadelphia, Newtown and New York, | 13,238,561 59 | 13,800,781 15 | 92,624 47 | 133,509 62 | 140,855 25 |
| Philadelphia and Reading, | 2,010,914 45 | 2,125,628 90 | 19,344,873 43 | 19,718,304 37 | 33,133,608 64 |
| Philadelphia and Trenton, | 4,536,776 21 | 4,827,378 53 | 4,765 50 | 4,765 50 | 4,765 50 |
| Pickersing Valley, | 384,282 80 | 473,929 18 | 5,918,431 49 | 6,211,112 75 | 7,830,945 34 |
| Pine Creek, | 63,775 19 | 61,615 94 | 23,361 00 | 23,501 00 | 23,507 63 |
| Pittsburg and Castle Shannon, | 136,404 67 | 142,401 08 | 970,871 66 | 822,819 01 | 959,430 93 |
| Pittsburg, Chartiers and Youghiogheny, | 4,240,485 27 | 4,321,891 07 | 8,317,141 39 | 150,000 42 | 129,039 53 |
| Pittsburg, Cincinnati and St. Louis, | 1,438,806 06 | 1,690,775 29 | 3,025,361 22 | 3,103,361 46 | 5,371,691 95 |
| Pittsburg and Connellsville, | 7,923,343 98 | 7,129,360 60 | 10,776,273 54 | 10,602,357 33 | 11,799,031 79 |
| Pittsburg, Fort Wayne and Chicago, | 237,132 49 | 120,304 71 | 171,902 59 | 184,926 44 | 206,823 34 |
| Pittsburg Junction, | 1,649,548 94 | 1,838,210 00 | 3,617,690 04 | 3,342,784 92 | 3,843,690 72 |
| Pittsburg and Lake Erie, | 450,668 77 | 632,488 23 | 189,000 00 | 225,000 00 | 268,135 44 |
| Pittsburg, McKeesport and Youghiogheny, | 6,420 40 | 6,420 40 | 3,672 29 | 4,776 06 | 4,264 20 |
| Pittsburg and Northern, | 473,292 63 | 473,292 63 | 247,701 87 | 186,527 03 | 434,659 58 |
| Pittsburg, Shenango and Lake Erie, | 617,254 47 | 1,208,150 18 | 176,487 29 | 222,436 75 | 222,436 75 |
| Pittsburg and Western, | 269,184 64 | 270,482 39 | 1,220,150 33 | 1,463,071 11 | 1,763,101 05 |
| Pittsburg, Youngstown and Ashabula, | 130,833 84 | 130,833 84 | 1,318,775 66 | 1,090,897 05 | 1,560,886 13 |
| Pomeroy and Newark, | 22,547 91 | 22,547 91 | 368,456 72 | 391 78 | 392,525 21 |
| Reading and Newark, | 184,556 22 | 184,556 22 | 29,558 35 | 29,096 93 | 28,529 66 |
| Reading and Columbia, | 28,556 52 | 28,556 52 | 9,738 00 | 9,740 30 | 74,965 76 |
| Reynoldsville and Falls Creek, | 270,482 39 | 270,482 39 | 374,511 48 | 374,511 48 | 9,734 80 |
| Ridgway and Clearfield, | 130,833 84 | 130,833 84 | 9,824 92 | 10,003 71 | 10,146 98 |
| River Front, | 22,547 91 | 22,547 91 | 54,089 64 | 37,740 65 | 61,041 77 |
| Rochester and Pittsburg, | 22,547 91 | 22,547 91 | 225,000 00 | 225,000 00 | 225,000 00 |
| Rupert and Bloomsburg, | 184,556 22 | 184,556 22 | 693 97 | 698 50 | 698 65 |
| Salisbury, | 28,556 52 | 28,556 52 | 722 50 | 722 50 | 1,304 51 |
| Schuylkill River East Side, | 28,468 71 | 28,468 71 | 146,528 83 | 142,608 35 | 110,000 00 |
| Schuylkill Valley Navigation Railroad, | 37,594 37 | 37,577 33 | 9,676 24 | 9,114 82 | 155,949 07 |
| Shade Creek, | 40,482 90 | 40,482 90 | 30,335 57 | 36,396 58 | 39,355 90 |
| Shamokin, Sunbury and Lewisburg, | 7,908 11 | 20,401 06 | 105,307 04 | 115,139 04 | 167,754 21 |
| Shamokin Valley and Pottsville, | 7,309 23 | 6,749 45 | 20,436 79 | 23,945 42 | 24,749 28 |
| Sharon, | 128,651 29 | 149,082 99 | 6,347 88 | 6,896 16 | 6,302 80 |
| Sharpsville, | 21,731 26 | 21,731 26 | 171,048 31 | 163,345 16 | 280,348 59 |
| Sinemahoning Valley, | 21,731 26 | 21,731 26 | 31,881 38 | 27,160 52 | 438 60 |
| Slate Run, | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 |
| Somerset County, | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 |
| Somerset and Cambria, | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 |
| South Fork, | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 |
| South Mountain, | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 | 21,731 26 |

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|------------------|------------------|------------------|------------------|------------------|
| South-West Pennsylvania, | | | \$103,068 04 | \$119,958 36 | \$97,342 94 |
| Southern Pennsylvania, | \$20,448 83 | \$22,994 69 | 24,682 24 | 25,001 86 | 28,618 24 |
| State Line (Pittsburg), | 5,779 39 | 26,866 95 | 14,686 35 | 11,389 53 | 16,800 00 |
| State Line and Sullivan, | | | | | 9,448 73 |
| Stewartstown, | 7,543 40 | 7,224 11 | 7,729 66 | 8,643 54 | 58,716 48 |
| Stony Creek, | 46,077 25 | 39,623 77 | 57,075 82 | 152,336 55 | 151,278 67 |
| Sunbury, Hazleton and Wilkes-Barre, | | | 156,201 70 | 130,360 03 | 113,540 24 |
| Sunbury and Lewistown, | | | | 14,743 74 | 3,910 17 |
| Susquehanna and Buffalo, | | | 14,928 26 | | 14,670 20 |
| Susquehanna and Clearfield, | | | | | 17,592 73 |
| Tamaqua, Hazleton and Northern, | | | | | 8,877 04 |
| Tiadaghton and Fahnstalk, | | | 301,286 09 | 281,292 08 | 246,796 54 |
| Tioga, | 236,223 67 | 196,207 07 | 35,464 58 | 49,777 13 | 50,802 83 |
| Tionesta Valley, | 35,127 98 | 36,503 61 | 7 40 | 7 40 | 8 00 |
| Tipson, | | | | 3,975 49 | 8,675 20 |
| Trout Run, | | | 9,680 00 | 52,500 00 | 421 30 |
| Turtle Creek Valley, | | | 52,500 00 | 52,500 00 | 52,500 00 |
| Tyrone and Clearfield, | | | | | 2,013 12 |
| Ursina and North Fork, | 9,949 64 | 9,108 44 | 9,758 79 | 8,710 52 | 5,563 16 |
| Warren and Farnsworth, | 44,194 08 | 40,487 96 | 53,569 56 | 51,953 74 | 47,494 88 |
| Waynesburg and Washington, | | | 4,348 86 | 4,162 50 | 4,864 23 |
| West Chester, | 398,324 66 | 404,257 05 | 797,690 03 | 785,807 00 | 902,991 20 |
| Western Maryland, | | 2,324,449 26 | 3,294,881 30 | 4,135,998 71 | 4,033,446 15 |
| Western New York and Pennsylvania, | | | 238,071 32 | 236,724 75 | 246,608 84 |
| Western Pennsylvania, | | | | | |
| West Penn and Shenango Connecting, | 30,289 11 | 568,367 88 | 700,047 24 | 885,021 96 | 1,474,673 27 |
| Wheeling, Pittsburg and Baltimore, | 484,539 06 | 17,176 68 | | | |
| Wilkes-Barre and Harvey's Lake, | | | 23,400 00 | 23,400 00 | 23,550 00 |
| Wilkes-Barre and Scranton, | | | 15,683 04 | 18,717 25 | 24,469 78 |
| Wilkes-Barre and Western, | 7,646 76 | 11,942 12 | 72,594 08 | 69,958 24 | 69,127 37 |
| Williamsport and North Branch, | 36,569 34 | 41,777 43 | 378,860 82 | 403,808 89 | 393,468 81 |
| Wilmington and Northern, | 418,825 89 | 459,691 29 | 12,250 00 | 10,208 31 | |
| York and Peach Bottom, | 42,463 14 | 41,373 12 | | | |
| | \$131,578,842 90 | \$141,385,104 02 | \$235,426,688 66 | \$245,461,571 32 | \$276,748,992 26 |

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | | 1888. | | 1889-90. | | 1890-91. | | 1891-92. | |
|--|---------|----------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Addison and Pennsylvania, | | | | 3 | | | | | | |
| Allegheny and Kinzua, | | | | 8 | | | | | | |
| Allegheny Valley, | 15 | 24 | 9 | | 10 | 61 | 23 | 1 | 23 | 3 |
| Altoona and Waponecock, | | | | | | | | | | 77 |
| Baltimore and Cumberland Valley Extension, | | 1 | | | | | | | | 2 |
| Baltimore and Harrisburg, | | | | 4 | 1 | 3 | 1 | | | 13 |
| Baltimore and Lehigh, | | 14 | 8 | 32 | | | | | | |
| Bangor and Portland, | 1 | | | | | 1 | | | 1 | |
| Barclay Coal Company's Railroad, | 4 | 4 | | 5 | | 1 | | | 3 | |
| Beech Creek, | 2 | 1 | 7 | 27 | 7 | 22 | 2 | 17 | 1 | 19 |
| Bradford, Bordell and Kinzua, | 2 | 7 | 1 | 3 | | 6 | | | 1 | 2 |
| Bradford, Eldred and Cuba, | | | | 2 | | 1 | | | | |
| Bradford, Richburg and Cuba, | | | | 4 | 1 | 1 | | | | |
| Buffalo, Bradford and Pittsburg, | 5 | 38 | 4 | 36 | | | | | | |
| Buffalo, New York and Philadelphia, | 24 | 77 | | | | | | | | |
| Buffalo, Rochester and Pittsburg, | 4 | 62 | 10 | 79 | 15 | 164 | 29 | 249 | 12 | 327 |
| Cassauqua and Fogelsville, | 1 | | | | | | | | | |
| Chartiers, | 5 | 3 | 2 | 5 | 6 | 6 | 1 | 14 | 8 | 32 |
| Charion River, | | | | | | | | | | |
| Cleveland and Pittsburg, | 2 | 8 | 1 | 3 | 2 | 11 | 1 | 5 | 2 | 2 |
| Corning, Cowanesque and Antrim, | 1 | 40 | 5 | 36 | 6 | 82 | 3 | 37 | 5 | 37 |
| Cornwall, | 1 | 1 | | 2 | 1 | 2 | | | | |
| Cornwall and Lebanon, | | | | | | | | | | |
| Confluence and Oakland, | | | | | | | | | | |
| Cresson, Clearfield County and New York Short Route, | | | | | | | | | | |
| Cumberland Valley, | | 5 | | 1 | | | | | | |
| Delaware and Hudson Canal Company's Railroad, | | 7 | | 4 | | | | | | |
| Delaware, Lackawanna and Western, | 11 | 20 | 30 | 67 | 18 | 79 | 23 | 57 | 18 | 83 |
| Delaware, Susquehanna and Schuylkill, | 28 | 48 | 40 | 39 | 29 | 39 | 18 | 33 | 34 | 50 |
| Dunkirk, Allegheny Valley and Pittsburg, | | 4 | | 2 | 1 | | | | | |
| | | | | | | | | | | 24 |
| | | | | | | | | | | 13 |

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | | 1888. | | 1889-90. | | 1890-91. | | 1891-92. | |
|--|---------|----------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| East Broad Top. | | 1 | | | | 3 | | | | 1 |
| Elmira and Williamsport, | 6 | 48 | 1 | 26 | | | | | | |
| Erie and Pittsburgh, | 6 | 8 | 1 | 3 | 5 | 18 | 7 | 19 | 2 | 27 |
| Falls Creek, | | | | | 2 | 12 | 3 | 9 | 1 | 7 |
| Huntingdon and Broad Top Mountain, | 5 | 19 | 12 | 35 | 2 | 5 | 2 | 1 | | |
| Jefferson, | | | | 1 | 1 | 1 | 1 | 1 | 2 | |
| Junction, | | | | | | | | | | |
| Kinzua Creek and Kane, | | | | | | | | | | |
| Lackawanna and Montrose, | 7 | 16 | 13 | 18 | 7 | 19 | 9 | 18 | 10 | 12 |
| Lake Shore and Michigan Southern, | | 6 | | | | | | | | 3 |
| Lehigh and Lackawanna, | 21 | 49 | 21 | 49 | 27 | 80 | | | 25 | 74 |
| Lehigh and Susquehanna, | 45 | 34 | 123 | 98 | 80 | 78 | 84 | 142 | 35 | 66 |
| Lehigh Valley, | | | | | | | | | | |
| Ligonier Valley, | | 1 | | 1 | | 1 | | | 1 | |
| Little Saw Mill Run, | | | | | | | | | | |
| Lykens Valley, | | | | 2 | | | | | | |
| Mahoning Valley, | | | | | | | | | | |
| Monongahela Connecting, | | | | | | | | | | |
| Monongahela River and Streets Run, | | | | | | | | | | |
| Mont Alto, | 2 | 1 | | | | | | | | |
| Montour, | | | | | | 1 | | | | |
| Mount Jewett, Kinzua and Wrightsville, | | | | | | | | | | |
| Mount Penn Gravity, | | | | | | | | | | |
| Mount Pleasant and Bradford, | | | | | 1 | | | 4 | 14 | 1 |
| Nequehoning Valley, | | 6 | | | | | | | | |
| Neverstink Mountain, | | | | | | | | | | |
| Newcastle and Beaver Valley, | 3 | 4 | 2 | 10 | 1 | 12 | 2 | 6 | 1 | 1 |
| Newport and Sherman's Valley, | | | | | | | | | | |
| New York, Lake Erie and Western, | 178 | 923 | 176 | 949 | 30 | 380 | 31 | 221 | 16 | 185 |
| New York, Lake Erie and Western Coal, | 12 | 3 | 3 | 21 | 5 | 28 | 1 | 2 | 1 | 3 |
| New York, Chicago and St. Louis, | 1 | 3 | 2 | 3 | 5 | 27 | 6 | 15 | 4 | 22 |

| | | | | | | | | | | | | | |
|---|-----|-------|-----|-------|-----|-------|-----|-----|-------|-----|---|---|-------|
| New York and North Pennsylvania, | 25 | 211 | 71 | 402 | 1 | 71 | 474 | 10 | 71 | . | . | . | . |
| New York, Pennsylvania and Ohio, | 8 | 8 | 5 | 8 | 8 | 4 | . | . | . | 4 | . | . | 10 |
| New York, Susquehanna and Western, | 6 | 78 | 6 | 70 | 1 | 25 | 273 | 39 | 274 | . | . | . | 290 |
| Nittany Valley, | 6 | 6 | 6 | 2 | 1 | 1 | 1 | . | . | . | . | . | . |
| Northern Central, | 6 | 6 | 6 | 2 | 30 | 1 | 1 | . | . | . | . | . | . |
| Ohio and Baltimore Short Line, | 6 | 6 | 6 | 2 | 1 | 1 | 1 | . | . | . | . | . | . |
| Ohio Connecting, | 282 | 2,027 | 208 | 1,897 | 625 | 4,374 | 492 | 492 | 3,528 | 520 | . | . | 3,985 |
| Pennsylvania, | 9 | 32 | 6 | 43 | . | . | 2 | 4 | 2 | . | . | . | 6 |
| Pennsylvania and New York Canal and Railroad, | 1 | . | 1 | 2 | 1 | 1 | 7 | 12 | 32 | 6 | . | . | 26 |
| Pennsylvania, Poughkeepsie and Boston, | 1 | . | 1 | 2 | 3 | 3 | 1 | 1 | 2 | 3 | . | . | 10 |
| Pennsylvania and North Western, | 25 | 190 | 20 | 168 | . | . | . | . | . | . | . | . | . |
| Perry County, | 8 | 8 | 2 | 13 | . | . | . | . | . | . | . | . | . |
| Philadelphia and Erie, | 122 | 103 | 187 | 125 | 171 | 203 | . | 188 | 281 | 249 | . | . | 434 |
| Philadelphia, Germantown and Chestnut Hill, | 25 | 59 | 23 | 72 | 68 | 230 | . | 60 | 235 | 85 | . | . | 341 |
| Philadelphia, Newtown and New York, | 49 | 25 | 30 | 1 | 3 | 29 | . | 4 | 15 | 2 | . | . | 22 |
| Philadelphia and Reading, | 1 | 10 | 1 | 12 | 3 | 3 | . | 4 | 1 | 1 | . | . | . |
| Philadelphia, Wilmington and Baltimore, | 2 | 2 | 2 | 5 | 2 | 4 | . | . | 5 | 2 | . | . | 8 |
| Pine Creek, | 23 | 40 | 25 | 51 | 24 | 39 | . | . | . | . | . | . | . |
| Pittsburg and Castle Shannon, | 55 | 46 | 28 | 19 | 40 | 44 | . | 44 | 1,080 | 205 | . | . | 1,731 |
| Pittsburg, Chartiers and Youghiogheny, | 17 | 146 | 23 | 128 | 19 | 159 | . | 52 | 53 | 48 | . | . | 120 |
| Pittsburg, Cincinnati and St. Louis, | 3 | 3 | 3 | 5 | 1 | 11 | . | 27 | 268 | 30 | . | . | 324 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 11 | 21 | 7 | 76 | 56 | 158 | . | 48 | 112 | 34 | . | . | 18 |
| Pittsburg, Fort Wayne and Chicago, | 14 | 12 | 6 | 51 | 24 | 39 | . | 108 | 1,080 | 205 | . | . | 1,731 |
| Pittsburg and Lake Erie, | 14 | 12 | 6 | 51 | 24 | 39 | . | 108 | 1,080 | 205 | . | . | 1,731 |
| Pittsburg, McKeesport and Youghiogheny, | 14 | 12 | 6 | 51 | 24 | 39 | . | 108 | 1,080 | 205 | . | . | 1,731 |
| Pittsburg and Northern, | 13 | 9 | 13 | 35 | 21 | 121 | . | 15 | 143 | 12 | . | . | 41 |
| Pittsburg, Shenango and Lake Erie, | 1 | 7 | 1 | 16 | 2 | 21 | . | 1 | 4 | 2 | . | . | 14 |
| Pittsburg and Western, | 4 | 4 | 4 | 5 | 6 | 27 | . | 2 | 7 | 3 | . | . | 7 |
| Pittsburg, Youngstown and Ashtabula, | 1 | 15 | 1 | 8 | 1 | 1 | . | . | . | 1 | . | . | 4 |
| Reading and Columbia, | 3 | 7 | 8 | 1 | 8 | 1 | . | . | . | . | . | . | . |
| Reynoldsville and Falls Creek, | 2 | 2 | 2 | 2 | 1 | 1 | . | . | . | . | . | . | . |
| Rochester and Pittsburg, | 1 | 1 | 1 | 1 | 1 | 1 | . | . | . | . | . | . | . |
| Salisbury, | 3 | 7 | 8 | 1 | 8 | 1 | . | . | . | . | . | . | . |
| Shamokin Valley and Pottsville, | 2 | 2 | 2 | 2 | 1 | 1 | . | . | . | . | . | . | . |
| Sharpville, | 2 | 2 | 2 | 2 | 1 | 1 | . | . | . | . | . | . | . |
| Slate Run, | 2 | 2 | 2 | 2 | 1 | 1 | . | . | . | . | . | . | . |
| Somerset County, | 2 | 2 | 2 | 2 | 1 | 1 | . | . | . | . | . | . | . |
| Somerset and Cambria, | 2 | 2 | 2 | 2 | 1 | 1 | . | . | . | . | . | . | . |
| South Mountain, | 2 | 2 | 2 | 2 | 1 | 1 | . | . | . | . | . | . | . |

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | | 1888. | | 1889-90. | | 1890-91. | | 1891-92. | |
|--|---------|----------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| State Line, | | | 1 | 1 | | | | | | 1 |
| Stony Creek, | 1 | | | 1 | | | | | | 1 |
| Tiadagton and Fahnstalk, | | | | | | | | | | 1 |
| Tioga, | 2 | 13 | 5 | 13 | | 69 | 1 | 20 | 2 | 16 |
| Turtle Creek Valley, | | | | | | 1 | | | | |
| Waynesburg and Washington, | | 1 | | | | 2 | | 1 | | 1 |
| Western Maryland, | | 9 | 2 | 6 | | 8 | 3 | 12 | 8 | 13 |
| Western New York and Pennsylvania, | | | 26 | 100 | 19 | 105 | 21 | 72 | 11 | 159 |
| Wheeling, Pittsburg and Baltimore, | | 4 | 8 | 7 | 9 | 6 | 11 | 12 | 5 | 12 |
| Wilkes-Barre and Harvey's Lake, | 1 | | | | | | | | | |
| Wilkes-Barre and Western, | | | | | | | | | | |
| Williamsport and North Branch, | 1 | | | 1 | | | | 3 | 1 | 1 |
| Wilmington and Northern, | 5 | 21 | 1 | 13 | 2 | 20 | 5 | 10 | 8 | 8 |
| York and Peach Bottom, | 1 | | | | | | | | | |
| | 1,086 | 4,622 | 1,244 | 4,944 | 1,463 | 7,447 | 1,372 | 7,259 | 1,489 | 8,820 |

TABULATED RESULTS

COMPILED FROM

Reports of Passenger Railway Companies.

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, | \$200,000 00 | \$200,000 00 | \$200,000 00 | \$200,000 00 | 6 | 6 |
| Allentown and Bethlehem Rapid Transit, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 552,650 27 | 6 | 6 |
| Beaver Valley, | 60,000 00 | 60,000 00 | 60,000 00 | 167,000 00 | 6 | 6 |
| Beaver Valley Traction, | 300,000 00 | 300,000 00 | 300,000 00 | 100,000 00 | 6 | 6 |
| Bethlehem and Allentown, | 100,000 00 | 100,000 00 | 100,000 00 | 200,000 00 | 6 | 6 |
| Bethlehem and South Bethlehem, | 200,000 00 | 200,000 00 | 200,000 00 | 41,200 00 | 6 | 6 |
| Bradlock Electric, | 350,000 00 | 56,000 00 | 56,000 00 | 50,000 00 | 6 | 2½ |
| Bradlock and Turtle Creek, | 62,000 00 | 60,787 50 | 60,787 50 | 150,000 00 | 5 | 5 |
| Bradford and Kendall, | 12,000 00 | 12,000 00 | 12,000 00 | 395,000 00 | 5 | 5 |
| Catharine and Bainbridge, | 150,000 00 | 150,000 00 | 150,000 00 | 60,000 00 | 6 | 6 |
| Central Traction, | 1,500,000 00 | 1,500,000 00 | 895,087 50 | 69,998 02 | 6 | 6 |
| Central Electric, | 60,000 00 | 60,000 00 | 60,000 00 | 8,200 00 | 6 | 6 |
| Chester, | 150,000 00 | 150,000 00 | 150,000 00 | 1,000 00 | 5 | 5 |
| Chelton Avenue, | 78,000 00 | 39,000 00 | 3,900 00 | 48,295 69 | 6 | 6 |
| Citizens' Philadelphia, | 500,000 00 | 192,500 00 | 192,500 00 | 350,000 00 | 6 | 6 |
| Citizens' Pittsburg, | 200,000 00 | 200,000 00 | 200,000 00 | 8,200 00 | 6 | 6 |
| Citizens' Norrisburg, | 80,000 00 | 50,000 00 | 49,520 00 | 1,000 00 | 6 | 6 |
| Citizens' Steelton, | 100,000 00 | 72,000 00 | 11,940 51 | 1,378,000 00 | 5 | 6 |
| Citizens' Traction, | 3,000,000 00 | 3,000,000 00 | 3,000,000 00 | 48,295 69 | 5 | 5 |
| City, Altoona, | 180,000 00 | 180,000 00 | 180,000 00 | 350,000 00 | 6 | 12 |
| Coalville, | 1,000,000 00 | 1,000,000 00 | 580,000 00 | 24,218 03 | 5 | 5 |
| Continental, | 100,000 00 | 70,000 00 | 70,000 00 | 1,562,874 74 | 5 | 5 |
| Connellsville, New Haven and Leisenring, | 3,000,000 00 | 3,000,000 00 | 3,000,000 00 | | | |
| Duquesne Traction, | 3,000,000 00 | 3,000,000 00 | 3,000,000 00 | | | |

| | | | | | | |
|---|--------------|--------------|--------------|--------------|-------|----|
| DuBois Traction, | 50,000 00 | 37,800 00 | 13,600 00 | 15,749 87 | 6 | 11 |
| East Harrisburg, | 500,000 00 | 141,987 50 | 149,987 50 | 208,988 84 | 6 | 4 |
| East Reading, | 100,000 00 | 100,000 00 | 100,000 00 | 3,200 00 | 6 | 4 |
| Easton, South Easton and West End, | 125,000 00 | 120,000 00 | 120,000 00 | 4,249 20 | 6 | 7 |
| Empire, | 600,000 00 | 100,000 00 | 100,000 00 | 200,000 00 | 6 | 6 |
| Erie City, | 700,000 00 | 700,000 00 | 700,000 00 | 25,000 00 | 6 | 6 |
| Federal Street and Pleasant Valley, | 1,400,000 00 | 1,400,000 00 | 1,400,000 00 | 377,671 23 | 5 | 6 |
| Fort Pitt Incline Plane, | 60,000 00 | 60,000 00 | 60,000 00 | 1,226,000 00 | 6 | 2 |
| Forty-third Street and Bloomfield Street, | 5,000 00 | 5,000 00 | 60,000 00 | 30,000 00 | 6 | 20 |
| Frankford and Southwark, | 1,250,000 00 | 1,250,000 00 | 1,250,000 00 | 93,000 00 | 5 | 12 |
| Germanatown, | 1,500,000 00 | 1,500,000 00 | 572,800 00 | 227,500 00 | 6 | 6 |
| Green and Coates Streets, | 500,000 00 | 500,000 00 | 150,000 00 | 100,000 00 | 6 | 6 |
| Greensburg and Hempfield Electric, | 60,000 00 | 60,000 00 | 59,250 00 | 70,922 23 | 6 | 9 |
| Greenfield Avenue, | 6,000 00 | 6,000 00 | 6,000 00 | 3,753 19 | 6 | 6 |
| Harrisburg City, | Unlimited | 125,000 00 | 125,000 00 | 469,500 00 | 6 | 6 |
| Hestonville, Mantua and Fairmount, | 2,050,000 00 | 2,050,000 00 | 299,381 36 | 252,720 94 | 5 | 5 |
| Johnstown, | 250,000 00 | 137,500 00 | 137,500 00 | 185,517 86 | 5 | 5 |
| Lancaster City, | 20,000 00 | 63,900 00 | 63,900 00 | 53,198 84 | 5 | 5 |
| Lebanon and Annville, | 100,000 00 | 100,000 00 | 100,000 00 | 40,000 00 | 5 & 7 | 12 |
| Lehigh Avenue, | 1,000,000 00 | 300,000 00 | 300,000 00 | 373,945 46 | 6 | 6 |
| Lombard and South Streets, | 750,000 00 | 374,842 50 | 374,842 50 | 7,300 00 | 6 | 6 |
| Manayunk and Roxboro' Incline, | 100,000 00 | 625,000 00 | 58,475 00 | 100,000 00 | 6 | 6 |
| Mahanoy City, Shenandoah, Girardsville and Ashland, | 100,000 00 | 300,000 00 | 200,000 00 | 100,000 00 | 6 | 6 |
| Marshall street, | 250,000 00 | 250,000 00 | 25,000 00 | 25,000 00 | 6 | 6 |
| Middletown, Highpire and Steelton, | 100,000 00 | 100,000 00 | 15,000 00 | 15,000 00 | 6 | 6 |
| Millvale, | 15,000 00 | 15,000 00 | 4,509 23 | 4,509 23 | 6 | 6 |
| Monongahela Incline Plane, | 20,000 00 | 200,000 00 | 200,000 00 | 54,000 00 | 6 | 6 |
| Mount Oliver Incline, | 100,000 00 | 100,000 00 | 87,350 00 | 44,500 00 | 6 | 6 |
| Newcastle Electric, | 40,000 00 | 40,000 00 | 40,000 00 | 2,282 58 | 6 | 6 |
| Norristown, | 50,000 00 | 44,450 00 | 44,439 65 | 1,750 00 | 6 | 6 |
| Nunnery Hill Incline Plane, | 60,000 00 | 60,000 00 | 60,000 00 | 82,040 00 | 6 | 6 |
| Pennsylvania Motor Company, | 120,000 00 | 120,000 00 | 120,000 00 | 64,500 00 | 6 | 6 |
| People's, Philadelphia, | 2,250,000 00 | 2,250,000 00 | 725,646 75 | 750,000 00 | 5 & 7 | 6 |
| People's, Scranton, | 50,000 00 | 425,000 00 | 425,000 00 | 362,007 17 | 6 | 6 |
| Philadelphia City, | 1,000,000 00 | 475,000 00 | 475,000 00 | 300,000 00 | 6 | 6 |
| Philadelphia and Darby, | 1,200,000 00 | 200,000 00 | 200,000 00 | 100,000 00 | 6 | 6 |
| Philadelphia and Gray's Ferry, | 1,000,000 00 | 308,750 00 | 308,750 00 | 100,000 00 | 4 | 4 |
| Philadelphia Traction, | 8,000,000 00 | 6,000,000 00 | 6,000,000 00 | 1,168,000 00 | 4 | 6 |
| Pittsburg, Allegheny and Manchester Passenger, | 350,000 00 | 350,000 00 | 350,000 00 | 100,000 00 | 8 | 8 |

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

† Included in report of Millvale Passenger Railway Company.

TABLE A—STOCK AND DEBT—CONTINUED.

| NAME OF COMPANY. | Capital stock as authorized by law. | Amount of stock subscribed. | Total amount now paid in of capital stock. | Total amount now of floating and funded debt. | Rate per cent. on funded debt. | Rate per cent. of dividend. |
|---|-------------------------------------|-----------------------------|--|---|--------------------------------|-------------------------------|
| Pittsburg, Allegheny and Manchester Traction, | \$3,000,000 00 | \$2,919,566 67 | \$2,919,566 67 | \$1,687,961 01 | 5 | 6 |
| Pittsburg and Birmingham Passenger, | 200,000 00 | 200,000 00 | 200,000 00 | 75,000 00 | 7 ³ / ₈ | |
| Pittsburg and Birmingham Traction, | 3,000,000 00 | 3,000,000 00 | 3,000,000 00 | 1,627,324 39 | 5 ³ / ₈ | |
| Pittsburg, Oakland and East Liberty, | 150,000 00 | 150,000 00 | 150,000 00 | 7,000 00 | 6 | |
| Pittsburg Traction, | 2,500,000 00 | 2,500,000 00 | 1,900,000 00 | 754,202 15 | 5 | 3 ¹ / ₂ |
| Pittsburg Incline Plane, | 150,000 00 | 150,000 00 | 150,000 00 | 250,000 00 | 6 | |
| Pittsburg Union, | 150,000 00 | 100,000 00 | 82,755 00 | 100,000 00 | 6 | |
| Pittsburg and West End, | 200,000 00 | 200,000 00 | 124,000 00 | 175,000 00 | 5 | |
| Pittston, | 10,000 00 | | 200 00 | | | |
| Reading City, | 400,000 00 | 350,000 00 | 350,000 00 | 124,800 00 | 5 | 5 |
| Reading and South Western, | 130,000 00 | 130,000 00 | 130,000 00 | 13,243 08 | | |
| Ridge Avenue, | 750,000 00 | 420,000 00 | 420,000 00 | 26,000 00 | | |
| Saint Clair Incline, | 150,000 00 | 150,000 00 | 150,000 00 | 75,000 00 | 6 | 6 |
| Schuylkill River, | 500,000 00 | 500,000 00 | 50,000 00 | | | 1 |
| Seranton, | 100,000 00 | 50,000 00 | 50,000 00 | 100,000 00 | 6 | |
| Seranton Suburban, | 200,000 00 | 100,000 00 | 100,000 00 | 200,000 00 | 6 | 4 |
| Second Avenue, | 500,000 00 | 400,000 00 | 400,000 00 | 150,000 00 | 5 & 6 | 6 |
| Second and Third Streets, | 1,060,200 00 | 1,060,200 00 | 771,076 25 | | | 18 |
| Seventeenth and Nineteenth Streets, | 500,000 00 | 500,000 00 | 250,000 00 | 100,000 00 | 5 | 6 |
| Shamokin, | 12,000 00 | 50,000 00 | 46,145 00 | 22,108 68 | | 2 |
| South Side, Pittsburg, | 65,000 00 | 38,400 00 | 38,400 00 | 19,000 00 | | |
| Stroudsburg, | 20,000 00 | 25,600 00 | 25,600 00 | | | |
| Sunbury and Northumberland, Electric, | 125,000 00 | 125,000 00 | 125,000 00 | 65,000 00 | 6 | 1 |
| Thirteenth and Fifteenth Streets, | 1,000,000 00 | 334,629 41 | 334,629 41 | 190,000 00 | 6 | 7 |

| NAME OF COMPANY. | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 | 105,000 00 | 6 |
|--|-----------------|-----------------|-----------------|-----------------|--------------|-------|
| Troy Hill Incline Plane and Bridge Company, Twenty-second street and Allegheny avenue, Philadelphia, | 500,000 00 | 500,000 00 | 500,000 00 | 50,000 00 | 105,000 00 | 6 |
| Union, Philadelphia, | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 925,000 00 | 750,000 00 | 5 |
| Union, Chester, Pa., | 100,000 00 | 100,000 00 | 100,000 00 | 40,000 00 | 750,000 00 | 5 |
| Uniontown, | 50,000 00 | 50,000 00 | 50,000 00 | 50,000 00 | 46,000 00 | 5 |
| Warren, | 25,000 00 | 18,600 00 | 18,600 00 | 3,484 98 | 2,000 00 | 6 |
| Washington Electric, | 60,000 00 | 60,000 00 | 60,000 00 | 38,160 00 | 23,068 00 | 6 |
| West Chester, | 60,000 00 | 60,000 00 | 60,000 00 | 60,000 00 | 50,000 00 | 5 |
| West End Street, Lancaster, | 225,000 00 | 225,000 00 | 225,000 00 | 225,000 00 | 245,400 00 | 5 |
| West Philadelphia, | 750,000 00 | 750,000 00 | 750,000 00 | 750,000 00 | 696,000 00 | 5 & 6 |
| White Electric Traction, | 15,000 00 | 17,500 00 | 17,500 00 | 17,500 00 | 39,539 10 | 6 |
| Williamsport, | 600,000 00 | 250,000 00 | 250,000 00 | 250,000 00 | 113,000 00 | 6 |
| Wilkes-Barre and Kingston,* | 40,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 35,000 00 | 5 |
| Wilkes-Barre and Suburban, | 5,000,000 00 | 5,000,000 00 | 5,000,000 00 | 5,000,000 00 | 1,520,000 00 | 5 |
| Wilkes-Barre and Wyoming Valley Traction, York, | 100,000 00 | 85,700 00 | 85,700 00 | 85,700 00 | 8,300 00 | 3 |
| | \$61,500,200 00 | \$54,830,771 11 | \$45,462,284 79 | \$22,091,385 05 | | |

* Included in report of Wilkes Barre and Wyoming Valley Traction Company.

TABLE B—COST AND MILEAGE.

| NAME OF COMPANY. | Cost of construction of road. | Cost of equipment. | Total cost of road and equipment. | Value of real estate held, exclusive of roadway. | Length of road. | Gauge of track. |
|--|-------------------------------|--------------------|-----------------------------------|--|-----------------|-----------------|
| Allentown, | \$400,000 00 | 104,275 73 | \$400,000 00 | \$15,000 00 | 7.56 | 4.81 |
| Allentown and Bethlehem Rapid Transit, | 417,051 71 | 104,275 73 | 521,327 44 | 18,000 00 | 13.96 | 4.81 |
| Beaver Valley, | 140,000 00 | 140,000 00 | 140,000 00 | | 3.10 | 5.24 |

TABLE B—COST AND MILEAGE—CONTINUED.

| NAME OF COMPANY | Cost for construction of road. | Cost of equipment. | Total cost of road and equipment | Value of real estate held, exclusive of roadway. | Length of road. | Gauge of Track. |
|---|--------------------------------|--------------------|----------------------------------|--|-----------------|------------------|
| Beaver Valley Traction, | \$150,000 00 | \$75,354 51 | \$225,354 51 | \$40,000 00 | 7.00 | 5.2 ¹ |
| Bethlehem and Allentown, | 200,000 00 | .. | 200,000 00 | .. | 4.50 | 4.5 ² |
| Bethlehem and South Bethlehem, | 400,000 00 | .. | 400,000 00 | .. | 1.90 | 4.8 ¹ |
| Braddock Electric, | 93,716 57 | .. | 93,716 57 | 12,000 00 | 3.75 | 5.2 ¹ |
| Braddock and Turtle Creek, | 108,508 22 | .. | 108,508 22 | 5,000 00 | 2.50 | 5.2 ¹ |
| Bradford and Kendall, | 51 53 | 61 98 | 113 51 | .. | 1.50 | 4.3 ¹ |
| Catharine and Bainbridge, | 286,567 50 | .. | 286,567 50 | .. | 5.10 | 5.2 ¹ |
| Central Traction, | 1,215,251 36 | .. | 1,215,251 36 | 89,321 30 | 6.90 | 5.2 ¹ |
| Central Electric, | 110,700 00 | .. | 110,000 00 | .. | 3.50 | 5.2 ¹ |
| Chester, | 108,217 37 | 41,782 63 | 150,000 00 | .. | .. | .. |
| Chelven Avenue, | 56,505 06 | 2,499 23 | 59,004 31 | .. | 3.40 | 5.2 ¹ |
| Citizens', Philadelphia, | 136,704 98 | 181,632 48 | 318,337 36 | 166,115 00 | 10.50 | 5.2 |
| Citizens', Pittsburg, | 164,209 54 | .. | 164,209 04 | .. | 8.00 | 5.2 ¹ |
| Citizens', Norristown, | 28,063 02 | 15,968 27 | 44,031 29 | 7,367 22 | 3.00 | 5.2 ¹ |
| Citizens', Steelton, | 9,388 37 | .. | 9,388 37 | 5,250 00 | 1.00 | 5.2 ¹ |
| Citizens' Traction, | 1,818,506 92 | 224,407 50 | 2,042,914 42 | 313,075 80 | .. | 5.2 ¹ |
| City, Altoona, | 100,747 63 | 127,548 06 | 228,295 69 | 7,300 00 | 6.00 | 5.3 |
| Coalville,* | .. | .. | .. | .. | .. | .. |
| Continental, | 180,003 76 | 103,644 83 | 283,648 59 | .. | .. | 5.2 ¹ |
| Connellsville, New Haven and Lissering, | 67,262 78 | 21,849 83 | 89,112 61 | 5,210 68 | 4.50 | 5.2 |
| Duquesne Traction, | 1,189,576 10 | 454,352 17 | 1,643,928 27 | 82,500 00 | 26.50 | 5.2 ¹ |
| DuBois Traction, | 28,701 16 | 16,745 10 | 45,446 26 | 2,000 00 | 2.25 | 4.8 ¹ |
| East Harrisburg, | 235,973 25 | 176,837 53 | 412,810 78 | 24,515 20 | 10.50 | 5.2 ¹ |
| East Reading, | 53,524 16 | 47,068 05 | 101,194 81 | 4,300 00 | 8.00 | 5.2 ¹ |
| Easton, South Easton and West End, | 126,350 77 | 27,611 90 | 153,962 67 | 10,000 00 | 3.31 | 5.2 ¹ |

| | | | |
|---|--------------|------------|-------|
| Empire, | 39,536 58 | | 10.0 |
| Erle City, | 125,000 00 | | 5.2½ |
| Erle City Electric, | 544,670 23 | | 4.8½ |
| Federal Street and Pleasant Valley, | 1,541,384 21 | | 5.2½ |
| Fort Pitt Incline Plane, | 98,324 68 | | 10.0 |
| Forty-third Street and Bloomfield Street, † | 475,493 41 | | 5.2 |
| Frankford and Southwark, | 258,181 43 | | 4.8½ |
| Green and Coates Streets, | 112,571 05 | | 5.2½ |
| Greensburg and Hempfield Electric, | 9,753 19 | | 5.2 |
| Greenfield Avenue, | 72,220 86 | | 5.2 |
| Harrisburg City, | 145,731 45 | | 5.2 |
| Hestonville, Mantua and Fairmount, | 335,296 38 | | 4.8½ |
| Johnstown, | 50,449 91 | | 5.2 |
| Lancaster City, | 62,154 65 | | 5.2 |
| Lebanon and Annville, | 110,423 49 | | 5.2 |
| Lehigh Avenue, | 273,776 17 | | 5.2 |
| Lombard and South Streets, | 589,451 52 | | 5.2 |
| Manayunk and Roxboro' Incline, | 60,107 87 | | 5.2½ |
| Mahanoy City, Shenandoah, Girardsville and Ashland, | 18,795 87 | | 4.5½ |
| Marshall Street, | 53,655 31 | | 5.2½ |
| Middletown, Highspire and Steelton, | 14,721 49 | | 5.2½ |
| Millvale, | 889 00 | | 5.0 |
| Monongahela Inclined Plane, | 250,000 00 | | 5.0 |
| Mount Oliver Incline, | 91,899 52 | | 5.2½ |
| Newcastle Electric, | 27,027 53 | | 4.8½ |
| Norristown, | 28,269 14 | | 5.2½ |
| Nunnery Hill Incline Plane, | 90,862 04 | | 5.0 |
| Pennsylvania Motor Company, | 184,500 00 | | 5.2 |
| People's, Philadelphia, | 408,962 66 | | 5.2 |
| People's, Scranton, | 749,376 72 | | 4.8½ |
| Philadelphia City, | 116,334 82 | | 5.2½ |
| Philadelphia and Darby, | 225,094 58 | | 5.2½ |
| Philadelphia and Gray's Ferry, | 249,514 40 | | 5.2½ |
| Philadelphia Traction, | 431,371 90 | | 5.2½ |
| Pittsburg, Allegheny and Manchester Passenger, | 954,834 12 | | 5.2½ |
| Pittsburg and Birmingham Traction, | 124,789 08 | | 5.2½ |
| Pittsburg and Birmingham Passenger, | 63,800 00 | | 5.2½ |
| Pittsburg and Birmingham Traction, | 1,600,965 10 | | 5.2½ |
| Pittsburg, Oakland and East Liberty, | 129,349 10 | | 5.2½ |
| Pittsburg Traction, | 1,269,715 60 | | 5.2½ |
| 39,536 58 | 125,000 00 | 51,306 55 | 9.50 |
| 814,670 23 | 114,000 00 | 114,000 00 | 19.50 |
| 1,541,384 21 | 114,000 00 | 114,000 00 | 11.00 |
| 98,324 68 | 12,500 00 | 12,500 00 | .07 |
| 1,149,967 97 | 15,000 00 | 15,000 00 | 20.00 |
| 258,181 43 | 1,000 00 | 1,000 00 | 2.50 |
| 112,571 05 | 30,000 00 | 30,000 00 | 1.00 |
| 9,753 19 | 319,111 74 | 319,111 74 | 5.33 |
| 72,220 86 | 10,000 00 | 10,000 00 | 20.00 |
| 145,731 45 | 14,000 00 | 14,000 00 | 4.8½ |
| 335,296 38 | 6,500 00 | 6,500 00 | 4.8½ |
| 50,449 91 | 10,000 00 | 10,000 00 | 5.2 |
| 62,154 65 | 4,728 80 | 4,728 80 | 5.2 |
| 110,423 49 | 70,000 00 | 70,000 00 | 5.2 |
| 273,776 17 | 132,938 40 | 132,938 40 | 5.2 |
| 589,451 52 | 12,177 00 | 12,177 00 | 5.2½ |
| 60,107 87 | 6.50 | 6.50 | 5.2½ |
| 18,795 87 | 3.50 | 3.50 | 4.5½ |
| 53,655 31 | 2.00 | 2.00 | 5.2½ |
| 14,721 49 | 1.12 | 1.12 | 5.2½ |
| 889 00 | 3,500 00 | 3,500 00 | 5.0 |
| 250,000 00 | 25,300 00 | 25,300 00 | 5.0 |
| 91,899 52 | 2,676 91 | 2,676 91 | 5.2½ |
| 27,027 53 | 2.20 | 2.20 | 4.8½ |
| 28,269 14 | 4.00 | 4.00 | 5.2½ |
| 90,862 04 | 3,635 19 | 3,635 19 | 5.0 |
| 184,500 00 | 21 | 21 | 5.0 |
| 408,962 66 | 2,377 | 2,377 | 5.2 |
| 749,376 72 | 32.70 | 32.70 | 5.2 |
| 116,334 82 | 30.00 | 30.00 | 4.8½ |
| 225,094 58 | 17.41 | 17.41 | 5.2½ |
| 249,514 40 | 5.05 | 5.05 | 5.2½ |
| 431,371 90 | 133.48 | 133.48 | 5.2½ |
| 954,834 12 | 5.00 | 5.00 | 5.2½ |
| 124,789 08 | 157,116 38 | 157,116 38 | 5.2½ |
| 63,800 00 | 7.06 | 7.06 | 5.2½ |
| 1,600,965 10 | 14.01 | 14.01 | 5.2½ |
| 129,349 10 | 10.66 | 10.66 | 5.2½ |
| 1,269,715 60 | 23,204 75 | 23,204 75 | 5.2½ |

*Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

†Included in report of Millvale Passenger Railway Company.

TABLE B—COST AND MILEAGE—CONTINUED.

| NAME OF COMPANY. | Cost for construction of road. | Cost of equipment. | Total cost of road and equipment. | Value of real estate held exclusive of roadway. | Length of road. | Gauge of track. |
|--|--------------------------------|--------------------|-----------------------------------|---|-----------------|-----------------|
| Pittsburg Incline Plane, | \$386,000 00 | \$5,000 00 | \$400,000 00 | \$9,000 00 | 1.00 | 8.00 |
| Pittsburg Union, | 206,755 59 | 39,158 31 | 244,911 00 | 14,878 85 | 5.25 | 5.21 |
| Pittsburg and West End, | 7,500 00 | 26,000 00 | 32,500 00 | 18,720 83 | 1.00 | 4.81 |
| Pittston, | 404,600 67 | 65,100 72 | 469,701 39 | 2,500 00 | 23.00 | 5.21 |
| Reading City, | 96,896 24 | 43,158 60 | 139,544 84 | 56,414 80 | 5.50 | 4.81 |
| Reading and South Western, | | | 584,811 00 | 10,878 19 | 15.00 | 5.2 |
| Ridge Avenue, | | | 225,000 00 | 75,000 00 | .40 | 5.0 |
| Saint Clair Incline, | | | 47,463 54 | 4,000 00 | | |
| Schuylkill River, | | | 150,000 00 | | 2.00 | 4.81 |
| Scranton, | 252,064 69 | 60,665 67 | 312,720 36 | 9,397 19 | 7.00 | 4.81 |
| Scranton Suburban, | 392,508 84 | 141,548 80 | 534,057 14 | 28,392 05 | 10.06 | 5.21 |
| Second Avenue, | | | 974,621 24 | 100,000 00 | 37.00 | 5.21 |
| Second and Third Streets, | | | 236,436 80 | | | 5.2 |
| Seventeenth and Nineteenth Streets, | 162,024 66 | 73,411 14 | 235,435 80 | | | 5.21 |
| Shamokin, | 51,394 06 | 30,467 07 | 81,861 13 | 6,500 00 | 2.00 | 5.2 |
| South Side, Pittsburg, | 15,033 97 | 9,588 81 | 24,622 78 | | 1.37 | 4.81 |
| Stroudsburg, | | | | 2,500 00 | | |
| Sunbury and Northumberland, | 343,181 59 | | 348,181 59 | | 14.00 | 5.2 |
| Thirteenth and Fifteenth Streets, | 196,602 86 | 97,135 91 | 296,738 27 | | | 6.0 |
| Troy Hill Incline Plane and Bridge Company, | | | | | | |
| Twenty-Second Street and Allegheny Avenue, Philadelphia, | 209,226 98 | | 209,226 98 | | | |
| Union, Philadelphia, | 862,422 74 | 476,606 22 | 1,338,028 96 | | | 5.2 |
| Union, Chester, Pa., | 33,128 69 | | 38,128 69 | | 9.50 | 5.21 |
| Warrington, | 38,000 00 | 60,000 00 | 98,000 00 | 8,000 00 | 2.46 | 5.2 |
| Washington, | 4,743 10 | | 4,743 10 | | 4.76 | 4.81 |
| Washington Electric, | 42,062 80 | 19,294 13 | 62,170 43 | | 2.63 | 5.21 |

| | | | | | | |
|---|-----------------|----------------|-----------------|----------------|--------|------|
| West Chester, | 110,543 12 | 73,905 50 | 174,670 95 | 12,000 00 | 6.00 | 5.2½ |
| West End, | 248,576 45 | | | | 9.00 | 5.2½ |
| West Philadelphia, | 2,252,572 79 | | | | 25.30 | 5.2½ |
| White Electric Traction, | 90,400 00 | 10,400 00 | 80,000 00 | | 1.12 | 5.2½ |
| Williamsport, | 354,021 12 | 254,005 58 | 100,015 54 | 7,350 43 | 6.50 | 4.8½ |
| Wilkes-Barre and Kingston,* | 125,354 05 | | | | 7.00 | 5.2 |
| Wilkes-Barre and Suburban, | 6,500,000 00 | | | 9,883 46 | 19.00 | 4.8½ |
| Wilkes-Barre and Wyoming Valley Traction, | 76,151 63 | 22,354 32 | 53,797 31 | 16,682 85 | 5.50 | 4.8½ |
| York, | | | | | | |
| | \$41,636,011 20 | \$6,644,567 05 | \$21,762,979 29 | \$2,849,578 77 | 819.15 | |

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

TABLE C—CHARACTERISTICS OF ROADS.

| NAME OF COMPANY. | Number car houses, shops and stables. | Number of depots. | Number of first class passenger cars. | Average value of each car. | Number second class passenger cars. | Average value of each car. | Number of passengers that may be seated in each car. | Number of cars propelled by cable. | Number of cars propelled by electricity. | Number of horses and mules owned by the company. | Average value of each, including harness. | Average of speed by cars. (miles per hour). | Number of trips each day. | Number of miles run each day. |
|---|---------------------------------------|-------------------|---------------------------------------|----------------------------|-------------------------------------|----------------------------|--|------------------------------------|--|--|---|---|---------------------------|-------------------------------|
| Allentown, Bethlehem Rapid Transit. | 1 | 1 | 46 | \$2,000 00 | | | 40 | | 27 | 15 | \$100 00 | 6 | 225 | 2,000 |
| Altoona, | 4 | 2 | 10 | 500 00 | | | 24 | | 10 | | | 6 to 7 | 82 | 1,075 |
| Barnesville Traction, | 2 | 2 | 4 | 2,800 00 | | | 24 | | 4 | | | | | |
| Berkley Electric, | 1 | 1 | 6 | 1,800 00 | | | 20 | | 6 | | | | | |
| Bradford and Turtle Creek, | 1 | 1 | 4 | 1,300 00 | | | 20 | | 4 | | | | | |
| Bradford and Keokuk, | 1 | 1 | 19 | 1,900 00 | 2 | 100 00 | 16 | 16 | 3 | 1 | 110 00 | 7 and 9 | 28 | 42 |
| Central Traction Company, | 2 | 1 | 4 | 600 00 | 4 | 100 00 | 34 | | | 2 | 200 00 | | 15 | 72 |
| Chelton Avenue, | 2 | 2 | 66 | 750 00 | | 300 00 | 22 | | | 65 | 75 00 | 6 | 360 | 3,245 |
| Citizens', Philadelphia, | 11 | 1 | 1 | 700 00 | 7 | 250 00 | 14 | | | 41 | 125 00 | 6 | 19 | 22 |
| Citizens', Norristown, | 1 | 1 | 8 | 1,000 00 | 2 | 400 00 | 30 | 66 | 10 | 4 | 100 00 | 9 | 860 | 6,560 |
| Citizens', Traction, | 6 | 3 | 76 | 1,800 00 | 20 | 400 00 | 30 | | | 40 | 100 00 | 8 | 128 | 1,300 |
| City, Altoona, | 3 | 1 | 14 | 3,750 00 | 14 | 400 00 | 35 | | 14 | | | 8 | | |
| Coalville, | 1 | 1 | 4 | 2,750 00 | | | 20 | | 4 | | | 8 | 42 | 399 |
| Connellsville, New Haven and Leisvring, | 1 | 3 | | | | | | | | | | | | |

TABLE C—CHARACTERISTICS OF ROADS—CONTINUED.

| NAME OF COMPANY. | Number of car houses, shops and stables. | Number of depots. | Number of first class passenger cars. | Average value of each car. | Number of second class passenger cars. | Average value of each car. | Number of passengers that may be seated in each car. | Number of cars propelled by cable. | Number of cars propelled by electricity. | Number of horses and mules. | Number owned by the company, including burross. | Average value of each, including burross. | Average of speed by cars (miles per hour). | Number of trips each day. | Number of miles run each day. |
|--|--|-------------------|---------------------------------------|----------------------------|--|----------------------------|--|------------------------------------|--|-----------------------------|---|---|--|---------------------------|-------------------------------|
| Duquesne Traction, | 2 | 2 | 55 | \$3,500 00 | | | 30 | | 55 | | 4 | \$200 00 | 10 | 9 | 3,500 |
| DuBois Traction, | 1 | 1 | 33 | 2,500 00 | | | 25 | | 33 | | | | 10 | 9 | 250 |
| East Harburg, | 4 | 1 | 33 | 2,500 00 | 15 | \$275 00 | 25 | | 33 | | | | 8 | 17 | 201 |
| East Reading, | 3 | 3 | 9 | 4,250 00 | | | 35 | | 9 | | | | 6 | 48 | 20 |
| Easton, South Easton and West End, | 3 | 3 | 13 | 3,000 00 | 3 | 150 00 | 20 | | 16 | 16 | 54 | 150 00 | 6 | 48 | 80 to 130 |
| Erie City Electric, | 2 | 1 | 76 | 3,000 00 | 6 | 150 00 | 40 | | 82 | | 26 | 150 00 | 7 to 10 | 28 to 50 | 4,000 |
| Federal Street and Pleasant Valley, | 10 | 6 | 67 | 4,000 00 | | | 22 | | 67 | 1 | 26 | 150 00 | 6 to 7 | 633 | |
| Fort Pitt Incline Plane, | 3 | 3 | 2 | | | | 40 | | 57 | | | | | | |
| Forty-third Street and Bloomfield street, | 8 | 4 | 106 | 2,800 00 | 14 | 300 00 | 22 | | 82 | | 821 | 88 00 | 6 | 10 | |
| Frankford and Southwark, | 6 | 1 | 26 | 3,000 00 | | | 22 | | 8 | 17 | 86 | 100 00 | 6 | 40 | 200 |
| Greensburg and Hempfield Electric, | 6 | 1 | 30 | 500 00 | | | 17 | | 8 | 80 | | | 9 | 499 | 9,980 |
| Harrisburg City, | 5 | 2 | 15 | 500 00 | | | 35 | | 15 | 60 | | | 9 | 148 | 1,368 |
| Hendonville, Mantua and Fairmount, | 1 | 1 | 19 | 2,017 05 | 4 | 500 00 | 22 | | 10 | | 3 | 170 00 | 8 | 31 | 361 |
| Johnstown, | 1 | 1 | 15 | 3,600 00 | | | 22 | | 12 | | | | 8 | 16 | 86 |
| Lancaster City, Anville, | 1 | 1 | 8 | 500 00 | | | 22 | | 12 | | | | 8 | 31 | 361 |
| Lehigh Avenue, | 1 | 1 | 19 | 3,600 00 | | | 22 | | 12 | | | | 8 | 16 | 86 |
| Lombard and South Streets, | 5 | 3 | 46 | 600 00 | 32 | 300 00 | 20 | | 78 | 6 | 446 | 100 00 | 5 | 13 to 19 | 213 |
| Manayunk and Roxboro' Incline, | 1 | 1 | 8 | 840 00 | | | 24 | | 8 | | 36 | 75 00 | 5 | 13 | 213 |
| Mahanoy City, Shenandoah, Girardville and Ashland, | 1 | 1 | 6 | 3,733 00 | | | 32 | | 6 | | | | 10 | 10 | 120 |
| Millvale, | 1 | 1 | 2 | 1,800 00 | 1 | 200 00 | 14 | | 2 | 3 | 15 | 150 00 | 5 | 117 | 234 |
| Monongahela Incline Plane, | 2 | 2 | 6 | 750 00 | 2 | | 30 | | 4 | 4 | 17 | 75 00 | 7 | 250 | 36 |
| Mount Oliver Incline, | 2 | 2 | 6 | 4,850 00 | | | 22 | | 4 | | | | 7 | 96 | 103 |
| Newcastle Electric, | 1 | 1 | 2 | 1,000 00 | 6 | | 22 | | 4 | 4 | 37 | 110 00 | 5 | 60 | 800 |
| Norristown, | 5 | 1 | 2 | 1,000 00 | | | 20 | | 2 | | | | 5 | 50 | 400 |
| Renssely Hill Incline Plane, | 2 | 2 | 4 | 3,000 00 | 2 | 1,250 00 | 20 | | 8 | 200 | 1,486 | 100 00 | 6 | 64 | 152 |
| Shenandoah Traction Company, | 12 | 5 | 148 | 700 00 | 61 | 500 00 | 35 | | 60 | | 708 | 150 00 | 6 | 1,527 | 11,682 |
| Philadelphia, | 3 | 6 | 180 | 1,000 00 | | | 32 | | 60 | | 4,180 | | 6 | 460 | 2,188 |
| People's Scranton, | 6 | 4 | 132 | 1,000 00 | | | 32 | | 156 | 670 | | | 6 | 1,527 | 11,682 |
| Philadelphia City, | 6 | 4 | 625 | 1,500 00 | 201 | 500 00 | 30 | | 58 | 1 | 8 | 100 00 | 9 | 810 | 6,500 |
| Philadelphia Traction, | 42 | 15 | 85 | 8,053 88 | 13 | 475 00 | 30 | | 30 | 6 | 32 | 100 00 | 10 | 84 | 84 |
| Pittsburg, Allegheny and Manchester Traction, | 3 | 3 | 30 | 4,000 00 | 25 | 200 00 | 20 | | 30 | | 27 | 150 00 | 8 | 11 | 150 |
| Pittsburg and Birmingham Traction, | 3 | 1 | 66 | 1,100 00 | 15 | 300 00 | 36 | 74 | 2 | | 32 | 150 00 | 10 | 14 | 150 |

| | | | | | | | | | | | | |
|--|-----|-----|----------|-----|--------|-------|-----|-------|--------|--------|-----|-----|
| Pittsburg Incline Plane. | 1 | 2 | 2,500 00 | 7 | 450 00 | 90 | 2 | 20 | 152 | 140 00 | 260 | 125 |
| Pittsburg and West End. | 1 | 2 | 700 00 | 7 | 450 00 | 18 | 18 | 2 | 6 | 100 00 | 10 | 50 |
| Pittston. | 1 | 1 | 350 00 | 6 | 726 00 | 16 | 20 | 75 | 324 | 125 00 | 10 | 40 |
| Reading City. | 9 | 4 | 400 00 | 6 | 726 00 | 20 | 40 | 12 | 385 | 65 00 | 10 | 110 |
| Reading and South Western. | 1 | 1 | 3,635 40 | 6 | 726 00 | 40 | 20 | 62 | 385 | 65 00 | 10 | 21 |
| Ridge Branch. | 1 | 1 | 400 00 | 2 | 726 00 | 20 | 2 | 62 | 385 | 65 00 | 10 | 21 |
| Ridge Chair Incline. | 1 | 2 | 400 00 | 2 | 726 00 | 20 | 2 | 62 | 385 | 65 00 | 10 | 21 |
| Seranton. | 1 | 3 | 1,000 00 | 2 | 726 00 | 32 | 8 | 8 | 100 | 140 00 | 46 | 152 |
| Seranton Suburban. | 2 | 12 | 1,000 00 | 2 | 726 00 | 30 | 12 | 12 | 100 | 140 00 | 16 | 100 |
| Second Avenue. | 2 | 30 | 3,500 00 | 10 | 500 00 | 24 | 20 | 20 | 717 | 75 00 | 10 | 100 |
| Second and Third Streets. | 9 | 2 | 800 00 | 10 | 500 00 | 22 | 30 | 4 | 175 | 00 | 628 | 22 |
| Shamokin. | 1 | 3 | 1,200 00 | 1 | 200 00 | 22 | 3 | 3 | 10 | 75 00 | 75 | 300 |
| Stroudsburg. | 2 | 2 | 2,500 00 | 1 | 200 00 | 22 | 28 | 3 | 10 | 75 00 | 11 | 23 |
| Sunbury and Northumberland Electric. | 2 | 4 | 2,500 00 | 8 | 500 00 | 22 | 4 | 4 | 625 | 100 00 | 11 | 80 |
| Thirteenth and Fifteenth Streets. | 2 | 81 | 800 00 | 8 | 500 00 | 22 | 22 | 22 | 84 | 200 00 | 11 | 252 |
| Troy Hill Incline Plane and Bridges Company. | 1 | 22 | 2,000 00 | 2 | 726 00 | 16 | 16 | 22 | 84 | 200 00 | 11 | 252 |
| Union, Chester, Pa. | 1 | 1 | 3,000 00 | 2 | 726 00 | 30 | 6 | 6 | 130 | 252 | 130 | 252 |
| Washington. | 1 | 6 | 2,800 00 | 2 | 726 00 | 28 | 6 | 6 | 130 | 252 | 130 | 252 |
| Washington Electric. | 1 | 7 | 3,100 00 | 2 | 350 00 | 28 | 5 | 5 | 100 | 300 | 30 | 85 |
| West Chester. | 1 | 10 | 4,000 00 | 2 | 500 00 | 35 | 5 | 5 | 100 | 300 | 100 | 300 |
| West End. | 1 | 1 | 3,000 00 | 12 | 60 00 | 36 | 10 | 10 | 4 | 160 00 | 17 | 112 |
| White Electric Traction. | 1 | 3 | 3,000 00 | 12 | 60 00 | 50 | 3 | 3 | 7 | 65 00 | 36 | 126 |
| Williamsport. | 1 | 10 | 3,000 00 | 4 | 100 00 | 24 | 10 | 10 | 7 | 65 00 | 36 | 121 |
| Wilkes-Barre and Kingston.* | 1 | 7 | 2,600 00 | 4 | 100 00 | 30 | 7 | 7 | 1 | 150 00 | 24 | 250 |
| Wilkes-Barre and Suburban. | 1 | 30 | 3,000 00 | 10 | 225 00 | 22 | 22 | 11 | 53 | 125 00 | 30 | 100 |
| Wilkes-Barre and Wyoming Valley Traction. | 2 | 8 | 3,000 00 | 10 | 225 00 | 22 | 17 | 18 | 47 | 125 00 | 30 | 100 |
| York. | 3 | 18 | 700 00 | 523 | 523 | 95 | 324 | 1,388 | 10,875 | 125 00 | 15 | 60 |
| | 218 | 113 | 2,527 | 523 | 523 | 1,772 | 324 | 1,388 | 10,875 | 125 00 | 15 | 60 |

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

† Included in report of Millvale Passenger Railway Company.

TABLE D—PASSENGERS AND EXPENSES.

| NAME OF COMPANY. | Number of passengers (all classes) carried. | Rate of fare for passen- gers. | EXPENSES. | | | Total. |
|--|--|-----------------------------------|--|---------------------------|-------------|--------|
| | | | Of maintaining the road and real estate of the corporation. | Of operating the road. | Total. | |
| Allentown and Bethlehem Rapid Transit, | 1,881,409 | \$0 05 | \$2,522 50 | \$56,168 84 | \$58,691 34 | |
| Beaver Valley Traction, | 917,987 | 5 & 10 | 2,426 79 | 38,828 42 | 36,253 21 | |
| Braddock Electric, | 29,577 | 5 | .. | 2,470 99 | 2,470 99 | |
| Braddock and Turtle Creek, | .. | 5 | .. | .. | 12,945 98 | |
| Bradford and Kendall,* | 16,604 | 5 | 18 50 | 787 26 | 805 76 | |
| Central Traction, | 3,444,512 | 5 | 23,823 81 | 90,936 58 | 114,760 39 | |
| Citizens', Philadelphia, | 4,856,434 | 5 & 8 | 13,302 64 | 149,072 33 | 162,374 97 | |
| Citizens', Norristown, | 219,507 | 5 & 8 | 792 74 | 11,257 83 | 12,050 57 | |
| Citizens' Traction, | 13,009,998 | 5 & 8 | 35,056 67 | 929,178 00 | 964,234 67 | |
| City, Altoona, | 1,168,684 | 5 | 3,008 65 | 32,991 54 | 36,000 19 | |
| Coalville,† | .. | .. | .. | .. | .. | |
| Connellsville, New Haven and Lisenring,* | 210,240 | 5 | 15 15 | 7,672 00 | 7,687 15 | |
| Duquesne Traction, | 5,417,348 | 5 & 7 | .. | 267,878 32 | 267,878 32 | |
| Du Bois Traction,* | 161,880 | 5 | 100 00 | 8,313 72 | 8,413 72 | |
| East Harrisburg, | 2,701,202 | 5 | .. | .. | 100,169 01 | |
| East Reading, | 444,900 | 5 | .. | .. | 8,548 25 | |
| Easton, South Easton and West End, | 337,386 | 5 | 16 59 | 17,288 74 | 17,305 33 | |
| Erie City Electric, | 2,946,467 | 5 | 6,036 70 | 80,744 78 | 86,781 48 | |
| Federal Street and Pleasant Valley, | 7,703,949 | 5 | 22,239 85 | 251,120 23 | 273,360 08 | |
| Fort Pitt Incline Plane,* | 169,782 | .. | .. | .. | .. | |
| Frankford and Southward, | 16,688,044 | 5 & 8 | 49,179 97 | 403,384 34 | 452,514 31 | |
| Greensburg and Hempfield Electric, | 202,182 | 5 | 170 26 | 11,583 39 | 11,703 66 | |
| Heatonville, Mantua and Fairmount, | 6,423,903 | 5 & 8 | 14,560 93 | 235,601 15 | 250,162 08 | |
| Johansstown, | 1,721,041 | 5 | 3,265 37 | 34,586 43 | 37,851 80 | |
| Lancaster City, | 673,804 | 5 | 2,941 98 | 20,847 83 | 23,789 01 | |
| Lebanon and Annville, | 568,310 | 5 | .. | .. | 19,560 99 | |
| Lehigh Avenue, | .. | 5 & 8 | 2,355 05 | 41,383 80 | 43,738 85 | |

| | | | | | |
|--|-------------|--------|--------------|----------------|----------------|
| Lombard and South Streets, | 7,367,176 | 5 & 8 | 10,439 00 | 186,446 02 | 196,885 02 |
| Manayunk and Roxboro' Incline, | 99,618 | 5 & 10 | 2,721 15 | 15,498 98 | 18,218 13 |
| Mahanoy City, Shenandoah, Girardsville and Ashland,* | | | 4,321 60 | 9,845 82 | 14,167 42 |
| Middletown, Hignispre and Steelton, | | | | | 201 75 |
| Millvale, | 66,548 | 3 & 5 | 168 21 | 3,333 40 | 3,501 61 |
| Monongahela Inclined Plane, | 1,427,195 | 5 | 1,637 32 | 16,222 83 | 17,860 15 |
| Newcastle Electric, | 175,151 | 5 | 1,943 08 | 4,870 00 | 6,813 08 |
| Norristown, | 168,348 | 5 & 8 | 257 98 | 8,175 65 | 8,433 63 |
| Nunnery Hill Incline Plane, | 215,502 | 5 | | 3,134 21 | 3,134 21 |
| Pennsylvania Motor Company, | 168,408 | 5 & 7 | | 1,005 00 | 1,005 00 |
| People's, Philadelphia, | 84,073,980 | 5 & 6 | 12,815 40 | 702,086 35 | 714,901 75 |
| People's, Scranton, | 3,816,540 | 5 | 5,399 09 | 112,633 03 | 118,032 12 |
| Philadelphia Traction, | 80,015,773 | 5 & 8 | 98,878 73 | 2,617,514 15 | 2,706,392 88 |
| Pittsburg, Allegheny and Manchester Traction, | 7,627,138 | 5 | 20,188 86 | 264,409 70 | 284,598 56 |
| Pittsburg and Birmingham Traction, | 6,169,133 | 5 | 3,936 75 | 164,713 67 | 168,650 42 |
| Pittsburg Traction, | 9,027,033 | 3 & 5 | 23,788 00 | 233,144 64 | 256,937 64 |
| Pittsburg Incline Plane, | 536,972 | 5 | | | |
| Pittsburg and West End, | 1,858,394 | 6 | 4,718 23 | 69,308 33 | 74,021 56 |
| Pittston, | 111,494 | 5 | | 2,956 40 | 2,956 40 |
| Reading City, | 3,817,237 | 5 & 7 | 5,139 18 | 114,874 15 | 120,013 33 |
| Reading and South Western, | 307,803 | 5 | 1,115 22 | 16,518 75 | 17,633 97 |
| Ridge Avenue, | 7,576,888 | 5 & 8 | 19,690 79 | 197,612 09 | 217,302 88 |
| Saint Clair Incline, | 442,686 | 5 | 1,331 26 | 10,906 37 | 12,237 63 |
| Second Avenue, | 1,901,252 | 5 | 5,155 53 | 58,426 20 | 63,581 73 |
| Second and Third Streets, | 11,744,260 | 5 & 8 | 23,822 75 | 368,746 29 | 392,569 04 |
| Shamokin, | 247,920 | 5 | 844 68 | 10,609 38 | 10,954 06 |
| Shrodsburg, | 52,534 | 5 | 368 55 | 3,890 00 | 4,258 55 |
| Thirteenth and Fifteenth Streets,* | 4,872,735 | | 5,218 49 | 140,527 69 | 145,746 18 |
| Troy Hill Incline Plane and Bridge Company, | | 3 | 738 42 | 7,299 53 | 8,037 95 |
| Union, Chester, Pa., | 1,077,770 | 5 | 727 42 | 31,871 88 | 32,599 30 |
| Uniontown, | 198,766 | 5 | 1,000 00 | 5,550 00 | 6,550 00 |
| Washington Electric, | 286,306 | 5 | 175 80 | 12,629 72 | 12,805 52 |
| West Chester, | | 5 | | | 9,832 48 |
| West End, | 703,183 | 5 | 2,487 09 | 20,777 82 | 23,264 91 |
| White Electric Traction,* | 197,388 | 5 | | 4,659 50 | 4,959 50 |
| Williamsport, | 911,460 | 5 | 2,157 10 | 31,075 85 | 33,232 95 |
| Wilkes-Barre and Suburban, | 736,229 | 5 & 10 | 3,329 33 | 26,352 76 | 29,682 09 |
| Wilkes-Barre and Wyoming Valley Traction,* | 423,169 | 5 & 10 | | | 10,001 46 |
| York, | 424,109 | 5 | 1,335 09 | 16,374 71 | 17,709 80 |
| | 260,655,224 | | \$447,498 25 | \$7,588,536 34 | \$8,186,745 96 |

* For fractional part of year only.

† Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

TABLE F—RECEIPTS.

| NAME OF COMPANY. | Passengers | Rent | Manure | Other sources. | Total. |
|---|------------|------------|----------|----------------|------------|
| Allentown, | 896,412 48 | \$9,025 00 | .. . . . | \$533 87 | \$9,558 87 |
| Allentown and Bethlehem Rapid Transit, | 45,899 62 | 38 50 | .. . . . | 692 46 | 94,074 04 |
| Beaver Valley Traction, . . . . . | .. . . . | 4,512 50 | .. . . . | 141 55 | 46,079 67 |
| Bethlehem and Allentown, . . . . . | .. . . . | 9,525 00 | .. . . . | 58 25 | 4,570 75 |
| Bethlehem and South Bethlehem, | 1,470 50 | .. . . . | .. . . . | 58 25 | 9,588 25 |
| Braddock Electric,* | 16,037 83 | 149 50 | .. . . . | 79 25 | 1,470 50 |
| Braddock and Turtle Creek, | 794 60 | .. . . . | .. . . . | 90 80 | 16,266 58 |
| Bradford and Kendal,* . . . . . | .. . . . | 9,000 00 | .. . . . | .. . . . | 885 40 |
| Catharine and Bainbridge, | 166,524 27 | 2,507 40 | .. . . . | .. . . . | 9,000 00 |
| Central Traction, | 249,002 68 | 1 00 | 1,216 70 | 200 00 | 169,231 67 |
| Citizens' Philadelphia, | 10,538 85 | 188 25 | 581 73 | 2,988 85 | 245,189 23 |
| Citizens' Norristown, | 648,452 69 | 400 00 | .. . . . | 10 62 | 11,319 45 |
| Citizens' Traction, | 57,051 39 | .. . . . | .. . . . | 15,152 15 | 664,004 84 |
| City, Altoona, . . . . . | .. . . . | 120,000 00 | .. . . . | 22,615 31 | 79,866 70 |
| Coalville,† . . . . . | .. . . . | .. . . . | .. . . . | .. . . . | .. . . . |
| Continental, | 10,519 84 | .. . . . | .. . . . | 72 77 | 120,000 00 |
| Connellsville, New Haven and Leisenring,* | 283,399 35 | .. . . . | .. . . . | .. . . . | 10,592 61 |
| Duquesne Traction, | 7,742 09 | .. . . . | .. . . . | .. . . . | 283,399 35 |
| DuBois Traction,* | 135,060 18 | 364 00 | 40 00 | 128 50 | 7,870 69 |
| East Harrisburg, | 21,000 18 | .. . . . | .. . . . | 224,360 31 | 359,824 41 |
| East Reading, | 16,819 85 | .. . . . | 13 25 | 36 37 | 21,086 55 |
| Easton, South Easton and West End, | 313,764 98 | .. . . . | .. . . . | 2,395 39 | 19,228 49 |
| Empire, | 196,207 37 | 285 25 | .. . . . | .. . . . | 313,764 98 |
| Erle City Electric, | 385,197 45 | 782 90 | .. . . . | .. . . . | 196,492 62 |
| Federal Street and Pleasant Valley, | 6,514 86 | .. . . . | .. . . . | 12,274 87 | 397,472 92 |
| Fort Pitt Incline Plane, | 721,363 54 | 688 58 | 3,673 42 | .. . . . | 7,297 46 |
| Frankford and Southwark, . . . . . | .. . . . | 60,000 00 | .. . . . | .. . . . | 768,063 06 |
| Green and Coates Streets, . . . . . | .. . . . | .. . . . | .. . . . | 2,578 13 | 62,578 13 |

| | | | | | |
|--|--------------|------------|-----------|------------|--------------|
| Greenfield Avenue,* | \$208 08 | | | | 208 08 |
| Greensburg and Hempfield Electric, | 10,108 30 | 542 83 | | 16,984 86 | 10,646 13 |
| Harrisburg City, | 311,434 53 | 468 71 | 808 53 | 3,393 01 | 15,934 85 |
| Hestonville, Mantua and Fairmount. | 86,052 00 | | | 205,364 77 | 316,069 78 |
| Johnstown, | 32,147 77 | | | 35,416 81 | 291,416 77 |
| Lancaster City, | 24,323 75 | | | 76 50 | 67,564 58 |
| Lebanon and Annville, | 35,147 11 | 60 00 | | 7,100 33 | 24,400 25 |
| Lombard Avenue, | 283,621 51 | 2,312 70 | 1,001 22 | 25,407 81 | 42,307 44 |
| Manayunk and South Streets, | 21,134 00 | 121 50 | 219 20 | 32 45 | 312,343 24 |
| Mahanoy City, Shenandoah, Girardsville and Ashland,* | 5,872 79 | | | | 21,507 15 |
| Millvale, | 1,964 58 | | | | 5,872 79 |
| Monongahela Inclined Plane, | 35,338 45 | 120 00 | | 10,596 89 | 1,964 68 |
| Mount Oliver Incline, | | 3,150 00 | | | 49,065 34 |
| Newcastle Electric, | | 60 00 | | | 3,150 00 |
| Norristown, | 8,159 69 | | | 179 68 | 8,339 37 |
| Nunnery Hill Incline Plane, | 8,585 78 | | | 250 00 | 8,905 78 |
| Pennsylvania Motor Company, | 5,508 71 | | | | 5,508 71 |
| People's, Philadelphia, | 1,198,779 09 | | 4,514 39 | | 9,090 17 |
| People's, Scranton, | 174,048 40 | | | | 1,234,104 08 |
| Philadelphia City, | | 152,500 00 | | 30,810 60 | 174,873 40 |
| Philadelphia and Darby, | | | | 825 00 | 162,784 29 |
| Philadelphia and Gray's Ferry, | | 43,250 00 | | 50 00 | 50 00* |
| Philadelphia Traction, | 3,913,696 48 | | 10,748 85 | 1,210 56 | 44,485 56 |
| Pittsburg, Allegheny and Manchester Traction, | 371,328 75 | 475 93 | | 155,327 76 | 4,079,773 09 |
| Pittsburg, Allegheny and Manchester Passenger, | | | | 70,815 21 | 442,619 89 |
| Pittsburg and Birmingham Passenger, | | 24,000 00 | | | 37,600 00 |
| Pittsburg and Birmingham Traction, | 305,214 83 | 1,198 26 | | 49,809 46 | 24,000 00 |
| Pittsburg Traction, | 360,669 29 | 620 00 | | 6,815 92 | 356,222 55 |
| Pittsburg Incline Plane, | 22,908 31 | 6,250 00 | | | 368,105 21 |
| Pittsburg Union, | | | | 6,281 26 | 29,158 31 |
| Pittsburg and West End, | 93,048 13 | 184 00 | 155 00 | | 6,281 26 |
| Pittston, | 5,574 70 | | | 380 00 | 93,767 13 |
| Reading City, | 143,208 30 | 245 05 | 4,894 71 | 295 80 | 5,870 50 |
| Reading and South Western, | 19,112 70 | | | 132,354 00 | 290,642 06 |
| Ridge Avenue, | 375,341 68 | | | 101 98 | 19,214 68 |
| Saint Clair Incline, | 18,300 50 | | | 343 48 | 375,685 16 |
| Scranton, | | | | 3,281 90 | 21,582 40 |
| Scranton Schurban, | | 4,000 00 | | 6,000 00 | 6,000 00 |
| Second Avenue, | 92,907 60 | 97 85 | | 12,000 00 | 15,000 00 |
| Second and Third Streets, | 582,144 61 | | 3,062 09 | 482 17 | 93,487 62 |
| Seventeenth and Nineteenth Streets, | | 15,000 00 | | 6,064 88 | 591,271 58 |
| | | | | | 15,000 00 |

* For fractional part of year only. † Included in report of Wilkes-Barre and Wyoming Valley Traction Company. ‡ Included in report of Millvale Passenger Railway Co.

TABLE E—RECEIPTS—CONTINUED.

| NAME OF COMPANY. | Passengers. | Rent. | Manure. | Other sources. | Total. |
|---|-----------------|--------------|-------------|----------------|-----------------|
| Shamokin, | \$12,124 25 | \$1,785 89 | | \$150 00 | \$14,060 14 |
| Stroudsburg, | 2,626 87 | 30 00 | \$55 00 | 2,289 03 | 5,000 93 |
| Thirteenth and Fifteenth Streets,* | 239,577 22 | | 1,102 90 | 2,250 00 | 242,930 12 |
| Troy Hill Incline Plane and Bridge Company, | 11,341 57 | 4,701 80 | 241 50 | | 16,284 87 |
| Union, Philadelphia, | | 285,000 00 | | | 285,000 00 |
| Union, Chester, Pa., | 53,336 54 | | 390 00 | 979 38 | 54,706 92 |
| Uniontown, | 9,927 19 | | | | 9,927 19 |
| Washington Electric, | 13,320 00 | | | 1,866 00 | 15,186 00 |
| West Chester, | 11,038 96 | | | 463 40 | 11,502 35 |
| West End, | 44,825 92 | | | 108,614 59 | 153,440 51 |
| White Philadelphia, | | | | 150,000 00 | 150,000 00 |
| White Electric Traction, | 9,867 32 | | | | 9,867 32 |
| Williamsport, | 43,474 17 | 24 50 | 22 00 | 5,299 78 | 48,820 45 |
| Wilkes-Barre and Kingston, † | | | | | |
| Wilkes-Barre and Suburban, | 36,689 15 | 68 00 | | 250 00 | 37,017 15 |
| Wilkes-Barre and Wyoming Valley Traction,* | 20,571 32 | | | | 20,571 32 |
| York, | 19,983 12 | | 137 00 | 369 45 | 20,439 57 |
| | \$12,419,318 60 | \$763,709 60 | \$32,812 49 | \$1,413,864 24 | \$14,629,704 93 |

* For fractional part of year only. † Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

TABLE F—ACCIDENTS.

| NAME OF COMPANY. | PASSENGERS. | | EMPLOYES. | | OTHERS. | | TOTAL. | |
|---|------------------------------------|----------|-----------|----------|---------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | Allenstown and Bethlehem Traction, | .. | 6 | .. | 1 | 1 | 2 | 1 | 9 |
| Beaver Valley Traction, | .. | 1 | .. | 2 | .. | .. | .. | 3 |
| Bradford Electric, | .. | .. | .. | .. | 1 | .. | .. | .. |
| Braddock and Turtle Creek, | .. | .. | .. | 2 | 2 | 8 | .. | 5 |
| Central Traction, | .. | 4 | .. | .. | 2 | 2 | 3 | 6 |
| Citizens' Traction, | .. | .. | .. | .. | 2 | 2 | 2 | 2 |
| City, Altona, | .. | 1 | .. | 2 | .. | 4 | .. | 7 |
| Connellsville, New Haven and Leisenring, | .. | 5 | .. | .. | .. | .. | 1 | 5 |
| Duquesne Traction, | 1 | .. | .. | .. | .. | 4 | .. | 4 |
| Dubois Traction, | .. | .. | .. | 1 | .. | .. | .. | 1 |
| Erie City Electric | .. | 2 | .. | 1 | .. | 8 | .. | 6 |
| Federal Street and Pleasant Valley, | .. | .. | .. | 1 | .. | 1 | .. | 2 |
| Frankford and Southwark, | .. | 5 | .. | .. | 3 | 4 | .. | 9 |
| Hestonville, Mantua and Fairmont, | .. | 9 | .. | .. | .. | .. | .. | 9 |
| Johantown, | .. | 1 | .. | .. | .. | 2 | .. | 3 |
| Lancaster City, | .. | .. | .. | .. | 1 | 1 | .. | 1 |
| Lebanon and Annville, | .. | .. | .. | .. | 2 | .. | .. | 2 |
| Lehigh Avenue, | .. | .. | .. | .. | 1 | .. | .. | .. |
| Lombard and South Streets, | 1 | 17 | .. | .. | .. | .. | .. | 17 |
| Pennsylvania Motor Company, | .. | 2 | .. | 1 | .. | .. | .. | 3 |
| Peoples', Philadelphia, | 1 | 39 | .. | 1 | .. | .. | .. | 40 |
| Peoples', Scranton, | .. | 9 | .. | .. | 2 | 1 | 3 | 10 |
| Philadelphia Traction, | 1 | 84 | .. | 3 | 6 | 48 | 9 | 186 |
| Pittsburg, Allegheny and Manchester Traction, | .. | 21 | .. | 6 | 3 | 40 | 3 | 67 |
| Pittsburg and Birmingham Traction, | .. | 7 | .. | 3 | 3 | 17 | 3 | 27 |
| Pittsburg Traction, | .. | .. | .. | .. | .. | .. | .. | .. |
| Reading City, | .. | 1 | .. | .. | .. | 2 | .. | 2 |
| Reading and South Western, | .. | .. | .. | .. | .. | .. | .. | .. |
| Second Avenue, | .. | 2 | .. | 3 | .. | 6 | .. | 11 |
| Shamokin, | .. | .. | .. | .. | 1 | .. | .. | 1 |

TABLE F—ACCIDENTS—CONTINUED.

| NAME OF COMPANY. | PASSENGERS. | | EMPLOYEES. | | OTHERS. | | TOTAL. | |
|--------------------------------------|-------------|----------|------------|----------|---------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | |
| Union, Chester, Pa., | | 2 | | | | | | 2 |
| Washington Electric, | | 2 | | | | | | 2 |
| Wilkes-Barre and Suburban, | | 2 | | 1 | | 1 | | 4 |
| | 5 | 222 | 5 | 28 | 36 | 143 | 44 | 393 |

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|----------------------|-------------|-------------|-------------|--------------|
| | Allentown, | \$45,260 00 | \$45,260 00 | \$45,260 00 | \$45,260 00 | $200,000 00 |
| Allentown and Bethlehem Rapid Transit | | | | | 1,000,000 00 |
| Allentown and Millvale, | | | | 2,400 00 | |
| Allegheny and Bellevue, | | | | 50,000 00 | |
| Allegheny Street Railway Company, | | | 5,000 00 | 50,000 00 | |
| Altoona and Hollidaysburg, | | | 5,000 00 | 5,000 00 | |
| Athens, Sayre and Waverly Electric, | | | | 1,000 00 | |
| Beaver, | | | 400 00 | 400 00 | |
| Beaver Falls, College and Metamore Electric, | | | | 10,000 00 | |
| Beaver Valley, | | | 30,000 00 | 60,000 00 | 60,000 00 |
| Beaver Valley Traction, | 30,000 00 | 30,000 00 | | | 300,000 00 |
| Bellevue and Pittsburg, | | | | 4,800 00 | |
| Bethlehem and Allentown, | | | 50,000 00 | 75,000 00 | 100,000 00 |
| Bethlehem and South Bethlehem, | | | 600 00 | | 200,000 00 |

| | | | | | | | | | |
|---|--------------|--|--|--|--|--------------|--|--|--------------|
| Bloomfield and Shady Side | | | | | | 6,310 00 | | | 56,000 00 |
| Braddock Electric | | | | | | 600 00 | | | |
| Braddock and Britton Electric | | | | | | 800 00 | | | |
| Braddock and McKeesport Electric | | | | | | 50,000 00 | | | 60,787 50 |
| Braddock and Turtle Creek | 10,000 00 | | | | | 12,000 00 | | | 12,000 00 |
| Bradford and Kendall | 12,100 00 | | | | | 300 00 | | | |
| Royd Street | | | | | | 1,600 00 | | | |
| Cambria and Somerset Streets | | | | | | 150,000 00 | | | 150,000 00 |
| Capital City | | | | | | 748,737 50 | | | 896,067 50 |
| Cardonale and Jermyn Electric | 8,622 50 | | | | | 6,000 00 | | | 6,000 00 |
| Catharine and Bainbridge | 100,000 00 | | | | | 9,900 00 | | | 3,900 00 |
| Centennial | | | | | | 100,000 00 | | | 150,000 00 |
| Central Traction | | | | | | 192,500 00 | | | 192,500 00 |
| Central Electric | | | | | | 49,520 00 | | | 49,520 00 |
| Chelton Avenue | | | | | | 4,800 00 | | | 4,800 00 |
| Chester | 100,000 00 | | | | | 3,600 00 | | | 3,600 00 |
| Citizens' Philadelphia | 192,500 00 | | | | | 600 00 | | | 600 00 |
| Citizens' Pittsburg | 200,000 00 | | | | | 2,500,000 00 | | | 2,500,000 00 |
| Citizens' Norristown | 41,695 00 | | | | | 68,000 00 | | | 68,000 00 |
| Citizens' Beaver Falls | | | | | | 62,700 00 | | | 62,700 00 |
| Citizens' Fairmount Park | | | | | | 580,000 00 | | | 580,000 00 |
| Citizens' North Philadelphia | | | | | | 42,000 00 | | | 42,000 00 |
| Citizens' South Philadelphia | | | | | | 3,550 00 | | | 3,550 00 |
| Citizens' Street Passenger | | | | | | 3,000 00 | | | 3,000 00 |
| Citizens' Steelton | | | | | | 100,000 00 | | | 100,000 00 |
| Citizens' Traction | 2,500,000 00 | | | | | 3,000,000 00 | | | 3,000,000 00 |
| City Altoona | 68,000 00 | | | | | 600 00 | | | 600 00 |
| City Line | | | | | | 2,800,000 00 | | | 2,800,000 00 |
| Coalville | 62,675 00 | | | | | 148,990 00 | | | 148,990 00 |
| Continental | 580,000 00 | | | | | 1,000 00 | | | 1,000 00 |
| Connellsville, New Haven and Leisenring | | | | | | 61,500 00 | | | 61,500 00 |
| Craig Street | | | | | | 580,000 00 | | | 580,000 00 |
| Cumberland Street | | | | | | 42,000 00 | | | 42,000 00 |
| Diamond Street | | | | | | 3,600 00 | | | 3,600 00 |
| Duquesne Street | | | | | | 3,000 00 | | | 3,000 00 |
| DuBois Traction | | | | | | 100,000 00 | | | 100,000 00 |
| Duquesne Traction | | | | | | 3,000,000 00 | | | 3,000,000 00 |
| East End (Lancaster) | | | | | | 600 00 | | | 600 00 |
| East End (Penn Avenue) | 15,000 00 | | | | | 3,600 00 | | | 3,600 00 |
| East End (Washington Street) | | | | | | 100,000 00 | | | 100,000 00 |
| East Harrisburg | | | | | | 120,000 00 | | | 120,000 00 |
| East Reading | | | | | | | | | |
| Easton, South Easton and West End | 80,000 00 | | | | | | | | |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|-------------|-------------|--------------|--------------|--------------|
| Ellsworth, | | | \$1,200 00 | | |
| Eric City, Electric, | \$50,000 00 | \$50,000 00 | 50,000 00 | \$50,000 00 | \$100,000 00 |
| Exchange Street, | | | 400,000 00 | 400,000 00 | 700,000 00 |
| Fairhill Passenger, | | | 100 00 | 100 00 | |
| Fairmount Palace Car, | | | | 900 00 | |
| Federal Street and Pleasant Valley, | 100,000 00 | 100,000 00 | 1,300,000 00 | 4,800 00 | 1,400,000 00 |
| Fifth Avenue, West End and Crafton, | | | 1,840 00 | 1,300,000 00 | |
| Forbes Street, | | | | 4,200 00 | |
| Fort Pitt Incline Plane, | 60,000 00 | 60,000 00 | 1,200 00 | 60,000 00 | 60,000 00 |
| Forty-third Street and Bloomfield Street, | | 500 00 | 5,000 00 | 500 00 | |
| Fountain Street, | | 750,000 00 | 300 00 | 300 00 | |
| Frankford and Southwark, | 750,000 00 | 750,000 00 | 1,000,000 00 | 1,250,000 00 | 1,250,000 00 |
| Fremont Street, | | 572,800 00 | 572,800 00 | 572,800 00 | 572,800 00 |
| Germanstown, | 572,860 00 | | 300 00 | 300 00 | |
| Grant Street, | | | | | |
| Glenshaw, | | | | 3,000 00 | |
| Green and Coates Streets, | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| Greensburg and Hemfield Electric, | | | 8,800 00 | 50,000 00 | 59,250 00 |
| Greensburg and Suburban Street, | | | 600 00 | | |
| Greenfield Avenue, | | | | 600 00 | 6,000 00 |
| Harrisburg City, | 100,000 00 | 100,000 00 | 100,000 00 | 125,000 00 | 125,000 00 |
| Hestonville, Mantua and Fairmount, | 299,381 36 | 299,381 36 | 299,381 36 | 299,381 36 | 299,381 36 |
| Highland Park, | | | 2,100 00 | | |
| Highland Street, | | | 15,000 00 | 15,000 00 | |
| Hill Top Traction, | | | | 3,500 00 | |
| Holmesburg, Tacony and Frankford Electric, | | | | 3,550 00 | |
| Homewood Avenue, | | | 1,200 00 | | |
| Howe Street, | | | 1,800 00 | 1,800 00 | |
| Jackson Street, | | | | 500 00 | |
| Johnstown, | 100,000 00 | 100,000 00 | 100,000 00 | 137,500 00 | 187,500 00 |
| Lancaster City, | 42,150 00 | 46,800 00 | 68,900 00 | | 68,900 00 |
| Lancaster and Millersville, | 40,000 00 | 40,000 00 | 40,000 00 | 40,000 00 | |
| Lancaster and Litz, | | | 1,410 00 | 1,410 00 | |
| Larlner Street, | | | 15,000 00 | 15,000 00 | |

| | | | | | |
|--|--------------|--------------|--------------|--------------|--------------|
| Lebanon and Annuville, | 60,000 00 | 100,000 00 | 200,000 00 | 300,000 00 | 100,000 00 |
| Lehigh Avenue, | 299,895 00 | 299,895 00 | 374,842 50 | 374,842 50 | 300,000 00 |
| Lombard and South Streets, | 58,475 00 | 58,475 00 | 58,475 00 | 58,475 00 | 374,842 50 |
| Manayunk and Roxboro' Incline, | | | | | 58,475 00 |
| Mahanoy City, Shenandoah, Girardsville and Ash-land, | | | | | 200,000 00 |
| Mansfield and Charters, | | | | | 10,500 00 |
| Market Square, | | | 600 00 | 600 00 | 1,500 00 |
| Market Street, | | | 500 00 | 500 00 | 1,500 00 |
| Marshall Street, | | | 25,000 00 | 25,000 00 | 500 00 |
| McKeesport and Duquesne Street, | | | 500 00 | 500 00 | 25,000 00 |
| Middletown, Highspire and Steelton, | | | | | 15,000 00 |
| Midvale, | | | 3,000 00 | 3,000 00 | 3,000 00 |
| Millvale, | | 1,500 00 | 15,000 00 | 1,500 00 | 3,000 00 |
| Monongahela, | | | 600 00 | 600 00 | 1,500 23 |
| Montgomery and Berks streets, | | | | | 2,100 00 |
| Monongahela Incline Plane, | 140,000 00 | 140,000 00 | 140,000 00 | 200,000 00 | 200,000 00 |
| Mount Oliver Incline, | 38,000 00 | 38,000 00 | 54,000 00 | 61,162 00 | 87,350 00 |
| Nay Aug Cross Town, | | 23,975 00 | | | |
| Nanticoke, | | | | | 200 00 |
| New Brighton Electric, | | | | | 28,400 00 |
| Newcastle Electric, | | | | | 40,000 00 |
| Norristown, | 35,470 52 | 44,322 20 | 44,415 15 | 44,439 65 | 44,439 65 |
| North End, | | | | | 2,400 00 |
| North Philadelphia, | 300,000 00 | 300,000 00 | 300,000 00 | | |
| Northern, | | | | | 1,500 00 |
| Nunnery Hill Incline Plane, | | 60,000 00 | 60,000 00 | 60,000 00 | 60,000 00 |
| Oakmont and Verona Traction, | | | | | 250 00 |
| Observatory Hill, | | 125,000 00 | | | |
| Oil City, | | | 2,550 00 | 2,550 00 | 2,550 00 |
| Park Street, | | | | | 2,400 00 |
| Pennsylvania Motor Company, | | | 80,000 00 | 120,000 00 | 120,000 00 |
| People's Park, | 100,000 00 | 100,000 00 | | | |
| People's, Philadelphia, | 500,000 00 | 500,000 00 | 500,000 00 | 723,146 73 | 723,146 73 |
| People's, Scranton, | 150,000 00 | 162,500 00 | 425,000 00 | 425,000 00 | 425,000 00 |
| People's, Pittsburg, | | | 35,000 00 | 35,000 00 | |
| Perkintown Avenue, | 65,000 00 | 90,000 00 | | | |
| Perry Street, | | | | | 50,000 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 | 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 |
| Philadelphia Traction, | 2,500,000 00 | 2,937,405 00 | 3,913,205 00 | 3,984,000 00 | 6,000,000 00 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|--------------|--------------|--------------|--------------|--------------|
| Pittsburg, Allegheny and Manchester Passenger Railway Company, | \$350,000 00 | \$350,000 00 | \$350,000 00 | \$350,000 00 | \$350,000 00 |
| Pittsburg, Allegheny and Manchester Traction Company, | 200,000 00 | 200,000 00 | 200,000 00 | 2,897,168 66 | 2,919,568 67 |
| Pittsburg and Birmingham Passenger, | 150,000 00 | 150,000 00 | 150,000 00 | 3,000,000 00 | 3,000,000 00 |
| Pittsburg, Oakland and East Liberty, | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 150,000 00 |
| Pittsburg, Glenwood and Homestead, | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,900,000 00 |
| Pittsburg Passenger, | 78,350 00 | 82,755 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| Pittsburg Traction, | 86,000 00 | 86,000 00 | 110,060 14 | 82,755 00 | 82,755 00 |
| Pittsburg Incline Plane, | 10,000 00 | 10,000 00 | 10,000 00 | 110,060 14 | 124,000 00 |
| Pittsburg Union, | | | | 14,000 00 | 200 00 |
| Pittsburg and West End, | | | | | |
| Pittston, Moosic and Pleasant Valley, | | | | | |
| Plymouth, | | | | 1,400 00 | |
| Rapid Transit, Wallingford, | | | | 50,000 00 | |
| Rapid Transit Electric, Philadelphia, | 75,000 00 | 150,000 00 | 250,000 00 | 281,250 00 | 350,000 00 |
| Reading City, | 420,000 00 | 420,000 00 | 420,000 00 | 32,460 00 | 130,000 00 |
| Reading and South Western, | | | | 420,000 00 | 420,000 00 |
| Ridge Avenue, | | | | 180 00 | |
| Riverside, | | | | 150 00 | |
| Rosa Street, | 6,000 00 | 6,000 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| Saint Clair Incline, | 50,000 00 | 50,000 00 | 50,000 00 | | 50,000 00 |
| Schenykill River, | 2,350 00 | | | | |
| Scranton, | 47,500 00 | 49,910 00 | 100,000 00 | 50,000 00 | 50,000 00 |
| Scranton Suburban, | 30,000 00 | 30,000 00 | 30,000 00 | 100,000 00 | 100,000 00 |
| Second Avenue, | 771,076 25 | 771,076 25 | 848,160 00 | 300,000 00 | 400,000 00 |
| Second and Third Streets, | 250,000 00 | 250,000 00 | 250,000 00 | | 771,076 25 |
| Seventeenth and Nineteenth Streets, | | | | 250,000 00 | 250,000 00 |
| Sewickley, | | | | 1,925 00 | |
| Shamokin, | | | | 17,580 00 | 46,145 00 |
| Shenango Valley, | | | | | |
| South End, | 88,400 00 | 88,400 00 | 88,400 00 | 3,600 00 | 38,400 00 |
| South Side, Pittsburg, | 25,600 00 | 25,600 00 | 25,600 00 | 25,600 00 | 25,600 00 |
| Stroudsburg, | 1,000 00 | 1,000 00 | 75,000 00 | 55,000 00 | 125,000 00 |
| Sunbury and Northumberland Electric, | | | | | |

| | | | | | | | |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|--|------------|
| Swissvale Electric, | | | | | 2,500 00 | | |
| Swissvale and Wilkinsburg, | | | | | 3,300 00 | | |
| Sylvan Street, | | | | | 2,400 00 | | |
| Thirteenth and Fifteenth Streets, | 334,529 44 | | | | 334,529 44 | | 334,529 44 |
| Trans-Allegheny, | | | | | 200,000 00 | | |
| Troy Hill Incline Plane and Bridge Company, | | | | | 200,000 00 | | |
| Troy Hill Passenger Railway Company, | | | | | 200,000 00 | | |
| Twenty-Second Street and Allegheny Avenue, Philadelphia, | | | | | 50,000 00 | | |
| Turtle Creek Valley Electric, | | | | | 50,000 00 | | |
| Union, Philadelphia, | | | | | 2,500 00 | | |
| Union, Rochester, Pa., | 925,000 00 | | | | 925,000 00 | | 925,000 00 |
| Union, Chester, Pa., | | | | | 1,205 00 | | |
| Union Line, | | | | | 20,125 00 | | |
| Uniontown, | | | | | 1,200 00 | | |
| Venango, | | | | | 50,000 00 | | |
| Verner, | | | | | 420 00 | | |
| Verona and Oakmont, | | | | | 6,000 00 | | |
| Walnut Street Connecting, | | | | | 150 00 | | |
| Warren, | | | | | 5,000 00 | | |
| Washington Electric, | | | | | 600 00 | | |
| West Chester, | | | | | 16,320 00 | | |
| West End Street (Lancaster), | | | | | 36,000 00 | | |
| West Philadelphia, | | | | | 225,000 00 | | |
| West Pittston and Wyoming, | 750,000 00 | | | | 750,000 00 | | 750,000 00 |
| White Electric Traction, | | | | | 1,000 00 | | |
| Wilkinsburg, | | | | | 17,500 00 | | |
| Wilkinsburg and East Liberty, | | | | | 35,000 00 | | |
| Williamsport, | 18,400 00 | | | | 14,300 00 | | |
| Wilkes-Barre and Kingston, | 75,000 00 | | | | 110,000 00 | | |
| Wilkes-Barre and Suburban, | 100,000 00 | | | | 100,000 00 | | |
| Wilkes-Barre and Wyoming Valley Traction, | 61,468 00 | | | | 100,000 00 | | |
| Wissahickon, | | | | | 1,000 00 | | |
| York, | 34,850 00 | | | | 1,000 00 | | |
| | | | | | 82,950 00 | | |
| | \$17,911,680 07 | \$18,527,567 25 | \$26,665,578 59 | \$34,622,120 26 | \$45,462,264 79 | | |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|-------------|--------------|--------------|--------------|--------------|
| Allentown, | \$10,000 00 | \$10,000 00 | \$78,162 93 | \$75,000 00 | \$200,000 00 |
| Allentown and Bethlehem Rapid Transit, | | | | | 552,650 27 |
| Allegheny and Bellevue, | | | | 62,000 00 | |
| Allegheny Street Railway Company, | | | | 118,000 00 | |
| Beaver Valley Traction, | 15,000 00 | 17,500 00 | 16,750 00 | | 167,000 00 |
| Bethlehem and Allentown, | | | | | 100,000 00 |
| Bethlehem and South Bethlehem, | | | | 1,200 00 | 200,000 00 |
| Bradlock Electric, | | | | 250 00 | 41,200 00 |
| Bradlock and McKeesport Electric, | | | | 50,000 00 | |
| Carbondale and Turtle Creek, | 1,000 00 | 9,500 00 | | | 50,000 00 |
| Catharine and Jermyrn Electric, | | | 150,000 00 | 150,000 00 | 150,000 00 |
| Central Traction, | 41,129 46 | 19,974 49 | | 428,742 56 | 395,000 00 |
| Chelton Avenue, | | | | 26,500 00 | 69,998 02 |
| Citizens' Pittsburg, | 68,000 00 | 50,000 00 | | | |
| Citizens', Steelton, | 3,500 00 | 4,500 00 | | 6,800 00 | 8,200 00 |
| Citizens', Traction, | | 1,161,000 00 | 1,578,000 00 | 1,378,000 00 | 1,378,000 00 |
| City Altoona, | | | | | 48,295 09 |
| Coalville, | 15,232 08 | 13,772 85 | 13,003 64 | 12,000 00 | 350,000 00 |
| Connellsville, New Haven and Leisenring, | 350,000 00 | 350,000 00 | 350,000 00 | 350,000 00 | 350,000 00 |
| Craig Street, | | | | | 24,218 03 |
| Duquesne Traction, | | | | 632,000 00 | 1,562,374 74 |
| DuRois Traction, | | | | | 15,749 87 |
| East Harrisburg, | | 3,000 00 | | | 298,668 84 |
| East Reading, | | 4,886 25 | | 500 00 | 3,200 00 |
| Easton, South Easton and West End, | 46,331 81 | 63,174 20 | 2,849 20 | 2,849 20 | 4,249 20 |
| Empire, | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 | 200,000 00 |
| Erie City, | 51,987 18 | 52,983 08 | 25,000 00 | 25,000 00 | 25,000 00 |
| Erie City Electric, | | | 262,000 00 | 245,625 00 | 377,671 23 |
| Federal Street and Pleasant Valley, | 75,000 00 | 75,000 00 | 638,000 00 | 773,000 00 | 1,226,000 00 |
| Fort Pitt Incline Plane, | 32,400 00 | 31,150 00 | 30,000 00 | 30,000 00 | 30,000 00 |
| Frankford and Southwark, | 100,000 00 | 100,000 00 | 100,000 00 | 38,000 00 | 33,000 00 |
| Germanatown, | 227,500 00 | 227,500 00 | 227,500 00 | 227,500 00 | 227,500 00 |
| Grant Street, | | | | 1,800 00 | |
| Green and Coates Streets, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 |

| | | | | | | | | |
|---|---|---|--|--|-----------|--|--|--|
| Greensburg and Hempfield Electric, Greenfield Avenue, | | | | | | | | 70,922 23 |
| Harrisburg City, Hestonville, Mantua and Fairmount, Johnstown, | 9,500 00 524,279 00 5,000 00 | 8,500 00 519,629 00 15,000 00 | 10,000 00 499,500 00 105,460 01 | 1,250 00 499,500 00 189,023 47 | 58,856 77 | | | 8,763 19 |
| Lancaster City, Lebanon and Annville, Lehigh Avenue, Lombard and South Streets, Manayunk and Roxboro' Incline, Manoy City, Shenandoah, Girardsville and Ashland, | 70,000 00 174,410 00 2,000 00 | 80,000 00 210,679 54 2,000 00 | 136,000 00 304,258 22 3,900 00 | 14,845 78 44,500 00 331,969 06 2,000 00 | | | | 100,000 00 54,000 00 44,500 00 |
| Monongahela Inclined Plane, Mount Oliver Incline, Nay-Aug Cross Town, Newcastle Electric, Norristown, | 100,000 00 58,962 60 | 100,000 00 6,300 00 | 65,000 00 49,500 00 | 63,500 00 44,500 00 | | | | 2,282 58 1,750 00 32,040 00 |
| Nunnery Hill Incline Plane, Observatory Hill, Pennsylvania Motor Company, People's, Park, People's, Philadelphia, People's, Scranton, Perry Street | 9,731 92 137,468 68 832,455 99 33,000 00 | 2,200 00 34,500 00 141,011 58 159,011 65 785,213 40 200,000 00 | 2,000 00 35,100 00 45,634 79 782,136 78 216,452 70 | 1,750 00 30,000 00 60,000 00 750,000 00 200,000 00 | | | | 64,500 00 |
| Philadelphia City, Philadelphia and Darby, Philadelphia Traction, Pittsburg, Allegheny and Manchester Traction Com- pany, | 300,000 00 100,000 00 1,300,000 00 200,000 00 | 300,000 00 100,000 00 1,274,000 00 200,000 00 | 300,000 00 100,000 00 1,226,000 00 200,000 00 | 300,000 00 100,000 00 1,138,000 00 1,354,783 50 | | | | 750,000 00 362,007 17 300,000 00 100,000 00 1,159,000 00 1,687,961 01 |
| Pittsburg, Allegheny and Manchester Passenger Railway Company, Pittsburg and Birmingham Passenger, Pittsburg and Birmingham Traction, Pittsburg, Oakland and East Liberty, Pittsburg Traction, Pittsburg Incline Plane, Pittsburg Union, Pittsburg and West End, Rapid Transit Electric, Philadelphia, Reading City, Reading and South Western, Ridge Avenue, Saint Clair Incline, | 78,000 00 15,000 00 47,183 47 104,500 00 66,200 00 59,219 76 | 75,000 00 915,000 00 102,500 00 66,394 32 37,000 00 67,000 00 | 75,000 00 7,000 00 51,337 58 250,000 00 112,930 28 75,000 00 139,800 00 60,000 00 | 200,000 00 75,000 00 1,635,418 02 7,000 00 761,202 15 250,000 00 100,000 00 15,000 00 164,800 00 | | | | 100,000 00 75,000 00 1,627,324 39 7,000 00 754,202 15 250,000 00 100,000 00 175,000 00 124,800 00 13,243 08 26,000 00 75,000 00 |

54-11-32

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|---------------------|-----------------|-----------------|-----------------|-----------------|
| | Scranton, | \$20,000 00 | \$38,732 78 | \$210,256 97 | \$100,000 00 | $100,000 00 |
| Seranton Suburban, | 44,558 20 | 45,203 39 | 150,000 00 | 200,000 00 | 200,000 00 |
| Second Avenue, | 100,000 00 | 100,000 00 | 100,000 00 | 100,000 00 | 150,000 00 |
| Seventeenth and Nineteenth Streets, | 19,303 80 | 19,000 00 | 19,000 00 | 2,000 00 | 100,000 00 |
| Shamokin, | | | 19,000 00 | 19,000 00 | 22,108 66 |
| South Side, Pittsburg, | | | 700 00 | 600 00 | 19,000 00 |
| Stroudsburg, | | | 65,000 00 | 83,136 42 | 65,000 00 |
| Sunbury and Northumberland Electric, | 170,000 00 | 170,000 00 | 170,000 00 | 186,000 00 | 180,000 00 |
| Thirteenth and Fifteenth Streets, | | | 106,000 00 | 106,000 00 | 106,000 00 |
| Troy Hill Incline Plane and Bridge Company, | | | | 97,000 00 | |
| Troy Hill Passenger Railway Company, | | | | | 750,000 00 |
| Union, Philadelphia, | | | | | |
| Union, Rochester, Pa., | 750,000 00 | 750,000 00 | 750,000 00 | 8,000 00 | |
| Union Line, | | | | | |
| Uniontown, | | | | | 46,000 00 |
| Warren, | | | | | 2,000 00 |
| Washington Electric, | | | | | 23,003 00 |
| West Chester, | | | | | 50,000 00 |
| West End Street, Lancaster, | | | | | 246,400 00 |
| West Philadelphia, | | | | | 996,000 00 |
| White Electric Traction, | 996,000 00 | 996,000 00 | 996,000 00 | 996,000 00 | 996,000 00 |
| Wilkinsburg and East Liberty, | 3,250 00 | 3,250 00 | 3,250 00 | | 39,539 10 |
| Williamsport, | 4,027 50 | 30,700 53 | 30,000 00 | | 119,000 00 |
| Wilkes-Barre and Suburban, | | 29,271 71 | 5,500 00 | 25,000 00 | 35,000 00 |
| Wilkes-Barre and Wyoming Valley Traction, | 6,000 00 | 7,000 00 | 20,000 00 | 69,500 00 | 1,620,000 00 |
| York, | | | | 5,500 00 | 8,500 00 |
| | \$7,677,131 45 | \$10,126,589 13 | \$12,870,982 70 | \$16,689,488 83 | \$22,091,366 05 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|-------------|-------------|--------------|--------------|--------------|
| Allentown, | \$39,686 84 | \$39,686 84 | \$111,665 06 | \$118,208 06 | \$400,000 00 |
| Allentown and Bethlehem Rapid Transit, | | | | | 521,327 44 |
| Allegheny and Bellevue, | | | | 22,000 00 | |
| Allegheny Street Railway Company, | | | | 78,000 00 | |
| Beaver Valley, | 47,268 16 | 51,269 63 | 53,759 00 | 60,857 43 | 140,000 00 |
| Beaver Valley Traction, | | | | | 225,354 51 |
| Bethlehem and Allentown, | | | | | 400,000 00 |
| Bethlehem and South Bethlehem, | | | | | 93,716 57 |
| Braddock Electric, | | | | 2,169 59 | 108,508 22 |
| Braddock and Turtle Creek, | | | | 95,000 00 | 113 46 |
| Bradford and Kendall, | 19,409 41 | 18,409 41 | | 12,000 00 | 286,567 50 |
| Catharine and Bainbridge, | | | | | 1,215,251 36 |
| Central Traction, | 141,896 76 | 141,896 76 | | 1,244,400 77 | 110,000 00 |
| Central Electric, | | | | | 59,004 31 |
| Chelton Avenue, | | | | 30,336 80 | 150,000 00 |
| Chester, | 118,534 48 | 119,006 76 | 120,744 34 | 150,000 00 | 318,337 36 |
| Citizens', Philadelphia, | 319,134 57 | 312,134 57 | 312,134 57 | 312,134 57 | 164,209 54 |
| Citizens', Pittsburg, | | | | | 44,031 29 |
| Citizens', Norristown, | 42,989 78 | 44,156 54 | 44,031 29 | 44,031 29 | 9,386 97 |
| Citizens', Steelton, | 262,119 89 | | 1,629,917 77 | 1,816,243 78 | 2,042,914 42 |
| Citizens' Traction, | 68,000 00 | 68,000 00 | 80,049 90 | 128,575 62 | 228,295 69 |
| City, Altoona, | 61,798 13 | 51,826 11 | 51,921 53 | 51,921 53 | 263,653 65 |
| Coalville, | | | | | 89,111 61 |
| Continental, | | | | | 1,643,928 27 |
| Connellsville, New Haven and Leisenring, | | | | | 45,446 26 |
| Duquesne Traction, | | | | | 412,810 78 |
| Du Bois Traction, | 46,719 84 | 82,470 02 | 111,532 88 | 106,399 18 | 101,194 81 |
| East Harrisburg, | | 16,409 00 | 68,617 96 | 96,623 96 | 153,962 67 |
| East End, Lancaster, | | 15,281 41 | 151,335 36 | 152,685 36 | 39,536 58 |
| Easton, South Easton and West End, | 131,167 17 | 133,847 34 | | | 125,000 00 |
| Empire, | | | | | 814,670 23 |
| Erie City, | 113,005 58 | 116,540 82 | | | 1,541,384 21 |
| Erie City Electric, | | | 577,659 02 | 628,221 14 | 98,324 68 |
| Federal Street and Pleasant Valley, | 130,000 00 | 150,000 00 | 1,072,354 28 | 1,340,970 28 | |
| Fort Pitt Incline Plane, | 96,257 27 | 96,398 05 | 97,986 56 | 97,986 56 | |
| Forty-third Street and Bloomfield Street, | | | | 2,979 00 | |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|----------------|----------------|----------------|----------------|----------------|
| Frankford and Southwark, | \$1,005,585 45 | \$1,025,987 40 | \$1,052,703 55 | \$1,135,053 99 | \$1,149,987 97 |
| Grant Street, | | | | 1,500 00 | 258,181 43 |
| Green and Coates Streets, | | | | | 112,571 05 |
| Greensburg and Hempfield Electric, | | | 50,000 00 | 100,000 00 | 9,763 19 |
| Greenfield Avenue, | | | | | 166,963 93 |
| Harrisburg City, | 196,898 88 | 145,014 30 | 159,762 94 | 166,963 93 | 166,963 93 |
| Hestonville, Mantua and Fairmount, | 551,614 56 | 548,194 56 | 550,940 76 | 556,079 96 | 556,469 71 |
| Johnstown, | 4,558 71 | 845 60 | | 316,393 95 | 385,746 29 |
| Lancaster City, | 33,530 84 | 45,617 10 | 65,085 10 | 70,248 02 | 81,228 23 |
| Lancaster and Millersville, | 44,449 77 | 44,449 77 | 44,449 77 | 44,449 77 | |
| Lebanon and Annville, | | | | | 153,563 99 |
| Lehigh Avenue, | 54,900 00 | 96,000 00 | 144,000 00 | 310,998 91 | 289,120 70 |
| Lombard and South Streets, | 677,417 25 | 678,819 94 | 757,707 39 | 810,489 16 | 817,234 44 |
| Manayunk and Roxboro' Incline, | 59,053 06 | 59,053 06 | 70,508 94 | 70,752 28 | 78,903 74 |
| Marshall Street, | | | | | 58,655 31 |
| Middletown, Highspire and Steelton, | | | | | 14,721 49 |
| Millvale, | | | | | 4,068 00 |
| Monongahela Incline Plane, | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 | 250,000 00 |
| Mount Oliver Incline, | 119,387 52 | 119,387 52 | 119,387 52 | | 91,889 52 |
| Nay-Aug Cross Town, | | 28,556 99 | | | |
| Newcastle Electric, | | | 24,000 00 | 29,668 76 | 43,070 25 |
| Norristown, | 42,579 69 | 39,946 25 | 40,887 56 | 40,877 60 | 40,877 60 |
| Nunnery Hill Incline Plane, | | 90,430 22 | 90,412 04 | 90,862 04 | 90,862 04 |
| Observatory Hill, | | 275,372 09 | | | |
| Pennsylvania Motor Company, | | | | | 184,500 00 |
| People's Park, | 163,935 01 | 163,935 01 | | | |
| People's, Philadelphia, | 354,696 61 | 354,696 61 | 407,350 31 | 403,055 31 | 408,962 66 |
| People's, Scranton, | 161,879 82 | 372,378 22 | 622,681 86 | 522,735 30 | 749,376 72 |
| Perkiomen Avenue, | 118,139 88 | 134,940 45 | | | |
| Perry Street, | | | | 56,000 00 | |
| Philadelphia City, | 875,842 88 | 875,842 88 | 875,842 88 | 875,842 88 | 875,842 88 |
| Philadelphia and Gray's Ferry, | 243,429 50 | 243,713 00 | 249,514 40 | 249,514 40 | 249,514 40 |
| Philadelphia Traction, | | | | | 994,641 94 |
| Pittsburg, Allegheny and Manchester Passenger Railway Company, | 287,994 12 | 303,719 12 | 308,609 12 | 732,796 76 | 1,407,402 30 |
| Pittsburg, Allegheny and Manchester Traction, | | | | | 180,240 12 |
| Pittsburg and Birmingham Passenger, | 172,972 00 | 178,275 28 | 181,372 88 | | 1,600,865 10 |
| Pittsburg and Birmingham Traction, | | | | | |

| | | | | | |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|
| Pittsburg, Oakland and East Liberty, | 190, 107 83 | 1, 261, 869 45 | 2, 628, 586 59 | 190, 107 83 | 190, 107 83 |
| Pittsburg Traction, | 416, 048 32 | | 400, 000 00 | 1, 445, 341 69 | 1, 400, 000 00 |
| Pittsburg Incline Plane, | | | 131, 155 44 | | |
| Pittsburg Union, | 183, 360 77 | 138, 760 77 | 164, 042 76 | 188, 281 83 | 244, 911 90 |
| Pittsburg and West End, | 145, 906 15 | 155, 214 66 | 10, 000 00 | 10, 000 00 | 32, 500 00 |
| Pitston, | 10, 000 00 | 10, 000 00 | 392, 923 71 | 446, 287 56 | 469, 701 89 |
| Reading City, | 131, 110 89 | 192, 648 91 | 582, 963 50 | 594, 811 00 | 139, 544 84 |
| Reading and South Western, | | | 75, 000 00 | 75, 000 00 | 594, 811 00 |
| Ridge Avenue, | 576, 516 90 | 582, 659 50 | 47, 463 54 | | 225, 000 00 |
| Saint Clair Incline, | 47, 463 54 | 47, 463 54 | | | 47, 463 54 |
| Schuylkill River, | | | | | |
| Scranton, | | | | | 150, 000 00 |
| Scranton Suburban, | 70, 000 00 | 85, 087 67 | 321, 477 23 | 312, 720 36 | 312, 720 36 |
| Second Avenue, | 76, 388 50 | | 412, 050 95 | 496, 344 90 | 594, 057 14 |
| Second and Third Streets, | 945, 885 19 | 950, 830 67 | 952, 827 56 | 967, 511 86 | 974, 621 24 |
| Seventeenth and Nineteenth Streets, | | | | | 235, 435 80 |
| Shamokin, | | | | | 63, 501 36 |
| South Side, Pittsburg, | 81, 851 23 | 81, 851 13 | 81, 851 13 | | 81, 851 13 |
| Stroudsburg, | 24, 627 84 | 24, 583 87 | 24, 627 84 | 24, 626 00 | 24, 627 78 |
| Sunbury and Northumberland, | | | | 120, 000 00 | |
| Thirteenth and Fifteenth Streets, | 321, 568 86 | | 388, 566 86 | 338, 566 86 | 343, 181 59 |
| Troy Hill Incline Plane and Bridge Company, | | | 286, 471 94 | 295, 738 27 | 285, 738 27 |
| Troy Hill Passenger Railway, | | | | 57, 000 00 | |
| Twenty-Second Street and Allegheny Avenue, | | | | | |
| Philadelphia, | | | | | 209, 226 98 |
| Union, Philadelphia, | | | | | 1, 338, 928 86 |
| Union, Chester, Pa., | | | | 26, 123 77 | 33, 128 69 |
| Uniontown, | | | | 58, 000 00 | 98, 000 00 |
| Warren, | | | | | 4, 743 10 |
| Washington Electric, | | | | | 62, 170 43 |
| West Chester, | | | | | 110, 543 12 |
| West End, | | | | | 248, 576 45 |
| West Philadelphia, | | | 6, 226 08 | 144, 632 20 | 2, 252, 572 79 |
| White Electric Traction, | 1, 876, 250 67 | | | | 90, 400 00 |
| Williamsburg and East Liberty, | 15, 777 84 | 15, 777 84 | 15, 777 84 | | 354, 021 12 |
| Williamsport, | 106, 969 87 | 141, 198 01 | 142, 842 59 | 145, 736 00 | |
| Wilkes-Barre and Kingston, | 94, 833 37 | 94, 833 37 | 94, 833 37 | | 125, 354 05 |
| Wilkes-Barre and Suburban, | | 88, 439 65 | 91, 355 47 | 113, 048 95 | 6, 500, 000 00 |
| Wilkes-Barre and Wyoming Valley Traction, | | | | | 76, 151 63 |
| York, | 38, 609 53 | 52, 373 25 | 58, 942 67 | 74, 343 10 | |
| | \$12, 326, 068 63 | \$11, 515, 099 92 | \$17, 804, 185 61 | \$19, 945, 127 13 | \$41, 636, 011 20 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|------------|------------|------------|------------|------------|
| Allentown, | 185,920 | 205,645 | 447,670 | 279,220 | 1,881,409 |
| Beaver Valley Traction, | 368,091 | 336,908 | 484,372 | 491,540 | 917,987 |
| Belleuve and Pittsburg, | | | | | 29,577 |
| Braddock Electric, | | | | | 16,604 |
| Bradford and Kendall, | 96,623 | 87,338 | 99,464 | 89,589 | |
| Carbondale and Jermyu Electric, | | 35,578 | | | |
| Central Traction, | 1,040,465 | 1,062,236 | | 3,049,852 | 3,444,512 |
| Chester, | 948,531 | 947,908 | 1,101,840 | 491,916 | |
| Citizens', Philadelphia, | 6,996,759 | 7,286,286 | 7,573,836 | 7,373,044 | 4,956,434 |
| Citizens', Pittsburg, | 6,041,331 | | | | |
| Citizens', Norristown, | 103,312 | 255,161 | 267,194 | 255,965 | 219,507 |
| Citizens' Traction, | 2,497,991 | 6,952,131 | 10,832,192 | 12,547,908 | 13,009,988 |
| City, Altoona, | 421,083 | 405,897 | 427,680 | 503,152 | 1,168,694 |
| Coalville, | 124,117 | 137,948 | 157,418 | 108,638 | |
| Connellsville, New Haven and Leisenring, | | | | 408,861 | 210,240 |
| Duquesne Traction, | | | | | 5,417,348 |
| DuBois Traction, | | | | | 161,830 |
| East End, Lancaster, | 101,176 | 111,202 | | | |
| East Harrisburg, | | 544,569 | 1,041,978 | 1,370,659 | 2,701,202 |
| East Reading, | 277,985 | 20,313 | 194,935 | 383,740 | 3,444,909 |
| Easton, South Easton and West End, | 5,260,764 | 277,608 | 300,286 | 327,872 | 337,396 |
| Empire, | 748,672 | | | | |
| Erie City, | | 768,149 | | | |
| Erie City Electric, | | | 1,553,718 | 2,345,655 | 2,946,467 |
| Federal Street and Pleasant Valley, | 1,892,645 | 2,112,164 | 4,583,900 | 6,819,150 | 7,703,949 |
| Fort Pitt Incline Plane, | 311,296 | 316,496 | 294,829 | 232,872 | 7,169,782 |
| Frankford and Southwark, | 13,334,476 | 13,654,292 | 15,075,276 | 16,252,191 | 16,683,044 |
| Greensburg and Hempfield Electric, | | | | 154,986 | 16,202,182 |
| Harrisburg City, | 694,957 | 743,104 | 860,680 | 757,018 | |
| Hestonville, Mantua and Fairmount, | 666,688 | 5,804,686 | 6,429,672 | 6,439,684 | 6,423,903 |
| Johnstown, | 814,846 | 806,694 | | 400,157 | 1,721,041 |
| Lancaster City, | 96,263 | 158,081 | 266,060 | 521,788 | 673,804 |
| Lancaster and Millersville, | 43,571 | 45,724 | 61,441 | 66,927 | |
| Lebanon and Annville, | | | | | 568,810 |
| Lehigh Avenue, | | | 66,640 | | |

| | | | | | |
|---|------------|------------|------------|------------|------------|
| Lombard and South Streets, | 5,908,338 | 6,849,110 | 7,184,720 | 7,455,454 | 7,367,176 |
| Manayunk and Roxboro' Incline, | | | 320,768 | | 99,618 |
| Mahanoy City, Shenandoah, Girardsville and Ashland, | | | | | 68,548 |
| Milvale, | | | | | 1,427,186 |
| Monongahela Incline Plane, | 988,249 | 1,064,675 | 1,150,339 | 1,248,794 | |
| Mount Oliver Incline, | 1,224,214 | 1,206,562 | 1,269,668 | 1,053,461 | |
| Nay-Aug Cross Town, | | 39,361 | | | |
| New Brighton Electric, | | | | 106,728 | |
| Newcastle Electric, | | | | | 175,151 |
| Norristown, | 74,867 | 190,227 | 188,783 | 180,604 | 168,948 |
| Nunnery Hill Incline Plane, | | 54,443 | 142,223 | 190,786 | 215,502 |
| Observatory Hill, | | 311,436 | | | |
| Pennsylvania Motor Company, | | | 143,958 | 163,081 | 168,408 |
| People's Park, | 701,607 | 838,130 | | | |
| People's, Philadelphia, | 29,645,286 | 31,061,527 | 33,069,348 | 34,176,867 | 34,073,980 |
| People's, Scranton, | 1,032,926 | 1,313,613 | 2,173,493 | 2,253,130 | 3,616,540 |
| Perkionen Avenue, | 870,814 | 1,033,118 | | | |
| Philadelphia and Gray's Ferry, | 3,089,871 | 3,032,592 | 2,896,996 | 1,269,135 | |
| Philadelphia Traction, | 51,274,944 | 55,484,740 | 63,898,712 | 69,470,486 | 80,015,773 |
| Pittsburg, Allegheny and Manchester Traction Company, | 4,004,550 | 4,339,994 | 4,928,090 | 5,789,510 | 7,627,138 |
| Pittsburg and Birmingham, | 3,002,955 | 3,191,323 | 1,437,932 | | |
| Pittsburg and Birmingham Traction, | | | 2,762,925 | 4,843,039 | 6,169,183 |
| Pittsburg Traction, | 2,045,756 | 2,800,889 | 8,229,809 | 8,649,788 | 9,027,633 |
| Pittsburg Incline Plane, | | | | | 536,972 |
| Pittsburg Union, | 1,261,561 | 1,299,092 | 1,487,560 | | |
| Pittsburg and West End, | 1,094,559 | 1,452,181 | 1,412,453 | 1,854,836 | 1,858,394 |
| Pittston, | 96,923 | 102,087 | 108,608 | 106,727 | 111,494 |
| Reading City, | 1,132,633 | 1,864,190 | 2,961,044 | 3,388,505 | 3,817,237 |
| Reading and South Western, | | | | | 307,903 |
| Ridge Avenue, | 6,719,233 | 6,965,973 | 7,280,643 | 7,423,042 | 7,576,898 |
| Saint Clair Incline, | | 125,026 | 327,693 | 394,897 | 442,085 |
| Scranton Suburban, | | | 814,910 | 788,773 | |
| Second Avenue, | 470,763 | 689,652 | 686,986 | 1,808,983 | 1,901,252 |
| Second and Third Streets, | 272,085 | 119,109 | | 11,247,562 | 11,744,260 |
| Shamokin, | 11,335,575 | 11,343,876 | 11,156,252 | | 247,920 |
| South Side, Pittsburg, | 427,068 | 495,674 | 213,429 | | |
| Stroudsburg, | 35,083 | 38,138 | 48,916 | | 52,534 |
| Sunbury and Northumberland, | | | | 52,652 | |
| Thirteenth and Fifteenth Streets, | | | | 171,452 | |
| Troy Hill Passenger Railway Company, | 8,164,608 | 9,035,819 | 10,328,747 | 9,594,008 | 4,872,735 |
| Union, Chester, Pa., | | | | 125,002 | |
| Uniontown, | | | | 502,129 | 1,077,770 |
| Washington Electric, | | | | 34,459 | 186,766 |
| | | | | 33,717 | 286,306 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1789-90. | 1890-91. | 1891-92. |
|---|-------------|-------------|-------------|-------------|-------------|
| West End, | | | 83,744 | 95,956 | 703,183 |
| White Electric Traction, | | | | 487,454 | 197,386 |
| Williamsport, | 417,074 | 496,116 | 227,884 | 272,876 | 911,460 |
| Wilkes-Barre and Kingston, | 328,350 | 346,696 | 337,630 | 489,885 | 735,229 |
| Wilkes-Barre and Suburban, | | 122,512 | 318,574 | | 423,169 |
| Wilkes-Barre and Wyoming Valley Traction, | | 243,191 | 292,893 | 375,290 | 424,109 |
| York, | 160,197 | | | | |
| | 184,835,994 | 190,506,017 | 219,506,616 | 237,781,172 | 260,655,224 |

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|-------------|-------------|-------------|-------------|------------|
| Allentown, | \$16,040 81 | \$14,854 66 | \$26,164 52 | \$21,218 75 | \$9,558 87 |
| Allentown and Bethlehem Rapid Transit, | | | | | 99,074 94 |
| Beaver Valley, | 19,225 73 | 22,314 98 | 24,375 06 | 25,128 08 | 46,079 67 |
| Beaver Valley Traction, | | | | | 4,570 75 |
| Bethlehem and Allentown, | | | | | 9,588 25 |
| Bethlehem and South Bethlehem, | | | | | 1,470 50 |
| Braddock Electric, | | | | | 16,266 58 |
| Braddock and Turtle Creek, | | | | | 885 40 |
| Bradford and Kendall, | 4,831 15 | 4,366 90 | 5,135 38 | 4,371 42 | |
| Carbondale and Jersey Electric, | | 1,778 92 | | | |
| Catharine and Bainbridge, | | | | | 9,000 00 |
| Central Traction, | | 52,053 73 | | 181,319 10 | 169,231 67 |
| Chester, | 50,967 23 | 43,652 69 | 49,923 61 | 24,495 76 | |
| Citizens', Philadelphia, | 427,298 39 | 346,369 01 | 347,147 00 | 338,810 23 | 253,189 23 |
| Citizens', Pittsburg, | 304,151 90 | | | | |
| Citizens', Norristown, | 5,308 79 | | | | |
| Citizens' Traction, | 125,950 21 | 18,486 56 | 12,894 62 | 12,947 06 | 11,319 45 |
| | | 357,825 17 | 646,983 04 | 639,377 87 | 684,004 84 |

| | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|
| City, Altoona, | 21,551 28 | 20,289 70 | 21,251 81 | 24,774 89 | 79,866 70 |
| Coalville, | 9,671 61 | 10,807 88 | 11,874 61 | 12,455 05 | 120,000 00 |
| Continental, | 120,000 00 | 120,000 00 | 120,000 00 | 120,000 00 | 10,592 61 |
| Connellsville, New Haven and Leisenring, | | | | 288,399 35 | 7,870 59 |
| Duquesne Traction, | | | | | |
| Du Bois Traction, | | | | 20,129 85 | |
| East End, Lancaster, | 5,907 10 | | | | |
| East Harrisburg, | 76,767 17 | | | | |
| East Reading, | 1,010 94 | | 54,692 78 | 135,349 35 | 359,824 41 |
| Easton, South Easton and West End, | 63,829 92 | | 9,492 60 | 21,036 55 | 21,036 55 |
| Empire, | 267,392 25 | | 31,182 48 | 16,804 69 | 19,228 49 |
| Erie City, | 39,396 01 | 40,340 77 | | | 313,764 88 |
| Erie City Electric, | | | 75,147 00 | 112,136 73 | 136,492 62 |
| Federal Street and Pleasant Valley, | 87,469 89 | 96,402 10 | 231,379 03 | 361,805 48 | 397,472 32 |
| Fort Pitt Incline Plane, | 8,994 35 | 8,914 04 | 9,712 60 | 9,111 55 | 7,297 46 |
| Frankford and Southwark, | 639,970 94 | 646,856 24 | 689,108 77 | 721,141 46 | 758,053 05 |
| Green and Coates Streets, | | | | | 62,578 13 |
| Greensburg and Hempfield Electric, | | | | 7,970 29 | 10,046 13 |
| Greenfield Avenue, | | | | | 203 08 |
| Harrisburg City, | 52,156 25 | 44,496 43 | 45,653 06 | 38,783 38 | 15,934 85 |
| Hestonville, Mantua and Fairmount, | 319,979 34 | 292,433 25 | 336,301 25 | 326,781 87 | 316,099 78 |
| Johnstown, | 42,174 85 | 40,441 90 | | 20,099 85 | 291,416 77 |
| Lancaster City, | 45,613 11 | 23,076 92 | 30,341 73 | 99,183 05 | 67,564 58 |
| Lancaster and Millersville, | 7,202 71 | 8,985 50 | 11,596 74 | 10,012 60 | |
| Lebanon and Annville, | | | | | 24,400 25 |
| Lehigh Avenue, | 314 58 | | 3,331 96 | 42,307 44 | |
| Lombard and South Streets, | 250,345 63 | 265,941 79 | 287,086 94 | 312,164 18 | 312,943 24 |
| Manayunk and Roxboro' Incline, | 18,190 89 | 17,746 94 | 18,792 35 | 20,311 81 | 21,507 15 |
| Mahanoy City, Shenandoah, Girardsville and Ashland, | | | | | |
| Millvale, | | | | | 5,972 79 |
| Monongahela Incline Plane, | | | | | 1,664 58 |
| Mount Oliver Incline, | 40,699 03 | 46,423 95 | 51,586 98 | 57,745 53 | 49,056 34 |
| Nay-Aug Cross Town, | 51,052 00 | 50,205 00 | 54,640 00 | 32,917 41 | 3,150 00 |
| Newcastle Electric, | | 1,966 85 | | | |
| Norristown, | 3,986 50 | 9,569 12 | 9,367 84 | 4,883 82 | 8,339 37 |
| Nunnery Hill Incline Plane, | | 2,396 35 | 4,586 54 | 9,181 30 | 8,905 78 |
| Observatory Hill, | | 18,544 29 | | 4,611 70 | 5,908 71 |
| Pennsylvania Motor Company, | | | 7,263 36 | 8,514 01 | 9,080 17 |
| People's Park, | 31,573 00 | 37,716 00 | | | |
| People's, Philadelphia, | 1,046,388 72 | 1,094,289 31 | 1,195,371 28 | 1,208,807 45 | 1,284,104 08 |
| People's, Scranton, | 58,855 00 | 71,740 39 | 108,652 14 | 116,187 40 | 174,573 40 |
| Perkiomen Avenue, | 38,784 84 | 44,418 15 | | | |

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|--------------|--------------|--------------|--------------|--------------|
| Perry Street, | \$132,913 49 | \$142,760 96 | \$147,751 46 | \$6,250 10 | \$152,784 29 |
| Philadelphia City, | 50 00 | 50 00 | 50 00 | 50 00 | 50 00 |
| Philadelphia and Darby, | 147,691 59 | 145,879 34 | 141,423 34 | 65,014 64 | 44,435 56 |
| Philadelphia and Gray's Ferry, | 2,788,188 39 | 2,889,889 88 | 3,259,128 70 | 3,551,035 02 | 4,079,773 09 |
| Philadelphia Traction, | | | | | |
| Pittsburg, Allegheny and Manchester Passenger | | | | | |
| Railway Company, | 215,700 77 | 232,263 12 | 258,808 31 | 51,411 30 | 37,600 00 |
| Pittsburg, Allegheny and Manchester Traction | | | | | |
| Company, | | | | | |
| Pittsburg and Birmingham Passenger, | 150,147 75 | 160,282 22 | 74,946 60 | 301,445 90 | 442,619 89 |
| Pittsburg and Birmingham Traction, | | | | | |
| Pittsburg Traction, | 125,852 29 | 178,636 97 | 140,834 11 | 243,702 98 | 356,222 55 |
| Pittsburg Incline Plane, | | | | | |
| Pittsburg Union, | 65,588 22 | 70,610 17 | 73,851 21 | 40,272 87 | 29,158 31 |
| Pittsburg and West End, | 60,271 02 | 76,865 49 | 87,186 91 | 110,969 23 | 98,767 13 |
| Pitston, | 6,160 73 | 5,419 45 | 5,478 20 | 5,713 12 | 5,870 50 |
| Reading and South Western, | 98,850 00 | 151,367 49 | 170,973 26 | 227,188 38 | 290,642 06 |
| Reading City, | | | | | |
| Ridge Avenue, | 334,164 01 | 341,068 53 | 361,528 19 | 368,014 99 | 375,685 16 |
| Saint Clair Incline, | | 8,460 97 | 17,512 75 | 21,022 55 | 21,882 40 |
| Scranton, | | | | | 6,000 00 |
| Scranton Suburban, | 23,538 15 | 34,482 60 | 65,219 70 | 38,885 60 | 16,000 00 |
| Second Avenue, | 18,779 79 | 5,389 82 | 33,618 45 | 88,492 45 | 65,487 62 |
| Second and Third Streets, | 572,741 92 | 578,376 10 | 576,413 90 | 565,167 51 | 591,271 58 |
| Seventeenth and Nineteenth Streets, | 16,000 00 | 16,000 00 | 15,000 00 | 15,000 00 | 15,000 00 |
| Shamokin, | | | | | 14,060 14 |
| South Side, Pittsburg, | 21,965 91 | 21,883 20 | 10,671 46 | | |
| Stroudsburg, | | 2,003 83 | 4,972 08 | | |
| Sunbury and Northumberland, | | | | 4,937 94 | 5,000 98 |
| Thirteenth and Fifteenth Streets, | 445,046 60 | 456,554 81 | 515,066 52 | 8,717 89 | 242,630 12 |
| Troy Hill Incline Plane and Bridge Company, | | | 13,368 37 | 483,001 99 | 16,234 87 |
| Troy Hill Passenger Railway Company, | | | | 15,217 01 | 16,234 87 |
| Union, Philadelphia, | 285,000 00 | 285,000 00 | 285,000 00 | 6,250 10 | 285,000 00 |
| Union, Chester, Pa., | | | | 285,000 00 | 54,706 92 |
| Uniontown, | | | | 24,832 16 | 9,927 19 |
| Washington Electric, | | | | 1,760 00 | 15,186 00 |
| West Chester, | | | | 1,676 10 | 11,562 35 |

| | | | | |
|---|-----------------|-----------------|-----------------|-----------------|
| West End, | 150,000 00 | 4,330 54 | 191,204 10 | 153,440 51 |
| West Philadelphia, | 150,000 00 | 150,000 00 | 150,000 00 | 150,000 00 |
| White Electric Traction, | 500 00 | | | 9,867 32 |
| Wilkes-Barre and East Liberty, | 20,263 88 | 24,016 47 | 24,140 43 | 48,820 45 |
| Williamsport, | 29,863 43 | 32,280 98 | 27,238 04 | |
| Wilkes-Barre and Kingston, | | 19,186 98 | 26,028 95 | 37,017 15 |
| Wilkes-Barre and Suburban, | | | | 20,371 32 |
| Wilkes-Barre and Wyoming Valley Traction, | 37,096 70 | 40,629 62 | 18,118 28 | 20,439 57 |
| York, | | | | |
| | \$10,025,905 65 | \$11,457,215 50 | \$12,631,433 60 | \$14,629,704 93 |

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|----------------------|-------------|-------------|-------------|-------------|
| | Allentown, | \$13,195 05 | \$11,863 44 | \$21,253 93 | \$21,726 84 | $58,691 34 |
| Beaver Valley, | 16,048 97 | 18,947 30 | 19,237 88 | 22,558 36 | 36,253 21 |
| Beaver Valley Traction, | | | | 300 00 | 2,470 99 |
| Braddock Electric, | | | | | 12,945 98 |
| Braddock and Turtle Creek, | 4,207 52 | | 5,141 05 | 4,620 20 | 846 76 |
| Erdford and Kendall, | | 3,037 50 | | | |
| Carbondale and Jermy Electric, | 43,026 77 | 48,460 32 | | | |
| Central Traction, | 31,080 81 | 31,809 70 | 33,730 32 | 112,500 02 | 114,760 39 |
| Chester, | 255,832 35 | 189,602 27 | 188,449 41 | 16,234 25 | |
| Citizens', Philadelphia, | 210,846 94 | | | 196,644 86 | 162,374 97 |
| Citizens', Pittsburg, | 5,866 59 | 14,950 04 | 13,090 46 | 13,181 30 | 12,050 57 |
| Citizens', Norristown, | 91,561 39 | 268,707 00 | 308,912 96 | 367,215 77 | 364,234 67 |
| Citizens' Traction, | 16,115 53 | 15,206 42 | 17,862 20 | 19,083 71 | 36,000 19 |
| City, Altoona, | 6,214 34 | 7,894 23 | 9,675 13 | 8,342 04 | |
| Coalville, | | | | | 7,687 15 |
| Cornellsville, New Haven and Leisenring, | | | | | 257,878 32 |
| Duquesne Traction, | | | | | 8,413 72 |
| DuBois Traction, | | | | | |

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|------------|------------|-------------|-------------|--------------|
| East End, Lancaster, | | \$4,359 64 | | | |
| East Harrisburg, | \$7,004 14 | 21,735 97 | \$60,067 23 | \$32,800 46 | \$100,169 01 |
| East Reading, | | | 6,144 56 | 11,025 31 | 8,556 96 |
| Easton, South Easton and West End, | 12,766 57 | 11,824 33 | 14,162 03 | 13,545 92 | 17,305 33 |
| Erie City, | 28,483 65 | 30,313 48 | | | |
| Erie City Electric, | | | 48,201 62 | 86,157 30 | 95,781 48 |
| Federal Street and Pleasant Valley, | 58,387 62 | 71,813 69 | 153,644 97 | 236,237 10 | 273,360 08 |
| Fort Pitt Incline Plane, | 4,137 50 | | | | |
| Forty-third Street and Bloomfield Street, | 367,291 27 | 407,080 15 | | 240 00 | |
| Frankford and Southwark, | | | | 461,348 02 | 452,514 31 |
| Greensburg and Hempfield Electric, | | | | 1,824 51 | 11,703 65 |
| Harrisburg City, | 39,863 96 | 32,989 01 | 39,440 97 | 32,087 66 | |
| Hestonville, Mantua and Fairmount, | 282,506 69 | 241,948 06 | 260,967 22 | 278,058 79 | 250,162 08 |
| Johnstown, | 28,761 87 | 32,523 56 | | 10,430 97 | 37,851 80 |
| Lancaster City, | 6,085 91 | 8,801 10 | 11,187 78 | 19,910 34 | 23,789 01 |
| Lancaster and Millersville, | 5,440 50 | 3,363 22 | 4,461 66 | 5,216 20 | |
| Lebanon and Annville, | | | | | 19,560 69 |
| Lehigh Avenue, | | | 4,444 82 | | 43,739 45 |
| Lombard and South Streets, | 154,275 40 | 164,339 19 | 184,108 58 | 210,207 96 | 196,885 02 |
| Manayunk and Roxboro' Incline, | 17,559 45 | 16,843 04 | 17,867 20 | 17,936 71 | 18,218 13 |
| Mahanoy City, Shenandoah, Girardville and Ashland, | | | | | 14,167 42 |
| Middletown, Highspire and Steelton, | | | | | 201 75 |
| Millvale, | | | | | 3,501 61 |
| Monongahela Incline Plane, | 15,696 45 | | 306 00 | 240 00 | 17,860 15 |
| Mount Oliver Incline, | | 19,367 13 | 19,236 50 | 19,405 21 | |
| Nay-Aug Cross Town, | | 8,727 33 | 26,585 81 | 28,640 12 | |
| Newcastle Electric, | | 2,041 23 | | | |
| Norristown, | 4,116 83 | 10,674 88 | 8,375 22 | 4,181 06 | 6,819 08 |
| Nunnery Hill Incline Plane, | | 1,272 96 | 2,879 35 | 3,513 74 | 8,433 63 |
| Oakmont and Verona Traction, | | | | 84 40 | 3,134 21 |
| Observatory Hill, | | 14,853 42 | | | |
| Pennsylvania Motor Company, | | | 3,425 28 | 370 00 | 1,005 00 |
| People's Park, | 41,525 53 | 44,583 97 | | | |
| People's, Philadelphia, | 666,532 33 | 671,016 98 | 723,462 46 | 727,867 88 | 714,901 75 |
| People's, Scranton, | 64,064 60 | 57,627 16 | 71,365 58 | 82,880 25 | 118,032 12 |
| Perkionen Avenue, | 32,404 66 | 34,919 07 | | | |
| Philadelphia and Gray's Ferry, | 98,298 05 | 102,950 40 | 96,136 29 | 57,090 07 | |

| | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|
| Philadelphia Traction, | 1,701,339 83 | 1,939,559 92 | 2,120,761 10 | 2,355,185 86 | 2,716,392 86 |
| Pittsburg, Allegheny and Manchester Traction Company, | 152,166 54 | 163,230 74 | 172,689 02 | 253,866 55 | 284,598 56 |
| Pittsburg and Birmingham, | 91,192 44 | 107,331 95 | 38,751 47 | | |
| Pittsburg and Birmingham Traction, | | | 78,806 60 | 122,622 76 | 168,650 42 |
| Pittsburg Traction, | 72,831 72 | 98,364 89 | 189,268 65 | 231,853 19 | 256,937 84 |
| Pittsburg Incline Plane, | | | 73,756 05 | 13,150 00 | |
| Pittsburg Union, | 53,532 32 | 60,915 22 | 59,064 50 | 71,515 79 | 74,021 56 |
| Pittsburg and West End, | 44,394 47 | 56,313 30 | 4,594 09 | 4,957 71 | 2,956 40 |
| Pittston, | 4,056 27 | 4,425 12 | 91,077 51 | 118,520 03 | 120,013 33 |
| Reading City, | 43,340 43 | 58,633 97 | | 17,633 97 | 17,633 97 |
| Reading and South Western, | 177,815 10 | 205,947 00 | 207,051 27 | 215,835 07 | 217,302 88 |
| Ridge Avenue, | | | 10,395 34 | 11,064 13 | 12,237 63 |
| Saint Clair Incline, | | 7,080 75 | 28,527 27 | 27,175 00 | |
| Scranton Suburban, | | 34,894 55 | 22,176 17 | 61,094 94 | 63,581 73 |
| Second Avenue, | 12,255 68 | 6,125 01 | 334,741 46 | 357,053 90 | 392,569 04 |
| Second and Third Streets, | 352,102 66 | 357,329 37 | | | 10,954 06 |
| Shamokin, | | | 5,564 09 | | |
| South Side, Pittsburg, | 22,513 21 | 27,603 65 | 4,164 36 | 4,316 00 | 4,258 55 |
| Stroudsburg, | | | | 11,727 34 | |
| Sunbury and Northumberland, | | | | 280,056 68 | 145,746 18 |
| Thirteenth and Fifteenth Streets, | 252,738 16 | 268,331 00 | 275,280 98 | 10,155 13 | 8,037 95 |
| Troy Hill Incline Plane and Bridge Company, | | | 7,507 70 | 15,434 85 | 32,599 30 |
| Union, Chester, Pa., | | | | | 6,550 00 |
| Uniontown, | | | | 1,308 03 | 12,805 52 |
| Washington Electric, | | | | | 9,892 48 |
| West Chester, | | | 3,633 24 | 4,391 79 | 23,264 91 |
| West End, | | | | | 4,959 50 |
| White Electric Traction, | | | | | 33,232 95 |
| Williamsport, | 13,169 43 | 14,784 29 | 14,560 29 | 18,024 82 | |
| Wilkes-Barre and Kingston, | 14,804 16 | 15,083 00 | 15,432 17 | 14,825 52 | |
| Wilkes-Barre and Suburban, | | 6,564 79 | 14,026 95 | 14,997 13 | 29,682 09 |
| Wilkes-Barre and Wyoming Valley Traction, | | 9,820 23 | | | 10,001 46 |
| York, | 5,580 43 | | 10,255 76 | 16,441 89 | 17,709 80 |
| | \$5,646,606 01 | \$6,063,738 81 | \$6,549,273 94 | \$7,369,945 42 | \$8,188,745 96 |

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | | 1888. | | 1889-90. | | 1890-91. | | 1891-92. | |
|--|---------|----------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Allentown and Bethlehem Rapid Transit, | | | | | | | | | 1 | 9 |
| Beaver Valley, | | | | | 1 | | | | | 3 |
| Beaver Valley Traction, | | | | | | | | | 1 | |
| Braddock Electric, | | | | | | | | | 2 | 5 |
| Braddock and Turtle Creek, | | 1 | | | | | | | 3 | 6 |
| Central Traction, | | 3 | | 1 | | | | | | |
| Chester, | | 3 | | 1 | 2 | | | | | |
| Citizens', Pittsburg, | 2 | 3 | | | 5 | 47 | | | 2 | 2 |
| Citizens' Traction, | | 1 | 1 | 7 | | | 6 | 21 | | 7 |
| City, Altoona, | | | | 1 | | | | | | |
| Coalville, | 1 | | | 2 | | | | | | |
| Connellsville, New Haven and Leisenring, | | | | | | | | | 1 | 5 |
| Duquesne Traction, | | | | | 2 | | | 3 | | 4 |
| DuBois Traction, | | | | | | | | | | 1 |
| East Reading, | | | | | | 3 | | | | |
| Erie City, | | 2 | | | | | | | | |
| Erie City Electric, | | | | | | | | | | 6 |
| Federal Street and Pleasant Valley, | | | | | 2 | 11 | | | | 2 |
| Frankford and Southwark, | | 7 | | 1 | 2 | 10 | | | 3 | 9 |
| Harrisburg City, | | | | | | 8 | | | | |
| Hestonville, Mantua and Fairmount, | | | | 5 | | 5 | | 10 | | 9 |
| Johnstown, | | | | | | | | | | 3 |
| Lancaster City, | | 1 | | 1 | | | | | 1 | 1 |
| Lebanon and Annville, | | | | | | | | | 1 | 2 |
| Lehigh Avenue, | | | | | | | | | 1 | |
| Lombard and South Streets, | 3 | 10 | 1 | 4 | 1 | | | 9 | 1 | 17 |
| Newcastle Electric, | | | | | | | | | | |
| Norristown, | | | 2 | | | | | | | |
| Observatory Hill, | | | | | | | | | | |
| Pennsylvania Motor Company, | 1 | 20 | 1 | 6 | 2 | 9 | | 1 | 1 | 3 |
| People's, Philadelphia, | | | | | | | | | | 40 |



TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A—STOCK AND DEBT.

| NAME OF COMPANY. | Capital stock authorized by law. | Total amount now paid in of capital stock. | Total amount of funded debt. | Total amount of floating debt. | Total amount of funded and floating debt. |
|---------------------------------------|----------------------------------|--|------------------------------|--------------------------------|---|
| Delaware and Hudson, | Unlimited. | \$30,000,000 00 | \$9,829,000 00 | | \$9,829,000 00 |
| Delaware Division, | \$2,400,000 00 | 1,633,350 00 | 800,000 00 | | 800,000 00 |
| Lehigh Coal and Navigation, | Unlimited. | 14,866,650 00 | 14,866,250 00 | | 14,866,250 00 |
| Monongahela Navigation, | Unlimited. | 1,648,050 00 | 250,000 00 | 3,962 79 | 253,962 79 |
| Pennsylvania, | 5,000,000 00 | 4,501,200 00 | 2,553,000 00 | | 2,553,000 00 |
| Schuylkill Navigation, | Unlimited. | 3,982,262 00 | 8,494,872 86 | | 8,494,872 86 |
| Susquehanna, | Unlimited. | 2,002,746 00 | 2,901,310 58 | 49,609 33 | 2,950,919 91 |
| | \$7,400,000 00 | \$56,114,258 00 | \$39,797,433 44 | \$63,572 12 | \$39,861,005 56 |

TABLE B—CHARACTERISTICS OF CANAL.

| NAME OF COMPANY. | Cost of canal and fixtures. | Length of main line of the canal. | Number of branch or leased canals. | Width at top water line. | Width on bottom. | Depth of water. | Number of basins. | Number of locks. | Number of weigh locks. | Number of bridges. | Number of dams. | Number of miles of slack water. | Number of boats owned by the company. | Value of real estate held by the company, exclusive of canal. |
|-----------------------------------|-----------------------------|-----------------------------------|------------------------------------|--------------------------|------------------|-----------------|-------------------|------------------|------------------------|--------------------|-----------------|---------------------------------|---------------------------------------|---|
| Delaware and Hudson, . . . | \$6,339,210 49 | 108 | .. | Feet. 48 | Feet. 32 | Feet. 6 | 41 | 132 | 2 | 136 | 40 | 3 | 654 | \$5,000 00 |
| Delaware Division, . . . | 2,433,350 00 | 60 | .. | 44 | 26 | 6 | 4 | 33 | .. | 88 | .. | .. | .. | .. |
| Lehigh Coal and Navigation, . . . | 2,040,958 00 | 48 | 1 | 60 to 100 | 45 | 6 | 4 | 58 | 1 | 10 | 9 | 12 | 249 | 200,000 00 |
| Monongahela Navigation, . . . | 1,919,115 83 | 86 | .. | 50 to 60 | .. | .. | 7 | 11 | .. | .. | 7 | 86 | 4 | .. |
| Pennsylvania, . . . | 144 | 144 | .. | 50 to 60 | 32 to 40 | 6 | 6 | 25 | 2 | 318 | 8 | 13 | 271 | .. |
| Schuylkill Navigation, . . . | 12,461,600 36 | 108 | 1 | 60 to 300 | 40 | 6 | 6 | 71 | 17 | 121 | 31 | 48 | .. | .. |
| Susquehanna, . . . | 4,931,345 53 | 45 | .. | 50 | 30 | 6 | 2 | 42 | .. | 18 | 4 | 2 | .. | .. |
| | \$30,125,578 21 | 599 | 2 | .. | .. | .. | 89 | 418 | 22 | 691 | 99 | 164 | 1,178 | \$206,000 00 |

TABLE C—TONNAGE, EXPENSES AND RECEIPTS.

| NAME OF COMPANY. | TONNAGE. | | EXPENSES. | | | RECEIPTS. |
|---------------------------------------|---|--|--|----------------------|----------------|-----------|
| | Number of tons of through freight on main line. | Gross amount of ton- nage including branches and leased canals. | Maintaining the canal or real estate of the corporation. | Operating the canal. | Total. | |
| Delaware and Hudson, | 911,526 | 1,237,444 | ..... | ..... | \$57,548 27 | |
| Delaware Division,* . . . . . | ..... | 556,141 | \$55,635 64 | \$78,176 35 | 2,210,603 38 | |
| Lehigh Coal and Navigation, . . . . . | ..... | 39,948 43 | 39,948 43 | 46,581 10 | 330,401 60 | |
| Monongahela Navigation, . . . . . | ..... | 377,878 | 82,903 65 | 19,468 22 | 129,499 91 | |
| Pennsylvania, . . . . . | ..... | 111,385 | 22,236 04 | 18,043 35 | 66,870 52 | |
| Schuylkill Navigation, . . . . . | ..... | 40,862 | 10,146 93 | 5,960 84 | 9,030 14 | |
| Susquehanna, | 911,526 | 2,323,700 | \$210,370 60 | \$108,219 86 | \$2,803,953 82 | |
| | | | | | \$228,325 55 | |
| | | | | | 133,611 99 | |
| | | | | | 86,529 53 | |
| | | | | | 102,371 87 | |
| | | | | | 40,279 39 | |
| | | | | | 16,067 77 | |
| | | | | | \$607,416 10 | |

* Leased to Lehigh Coal and Navigation Company.

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Delaware and Hudson, | \$24,500,000 00 | \$24,500,000 00 | \$24,500,000 00 | \$30,000,000 00 | \$30,000,000 00 |
| Delaware Division, | 1,633,350 00 | 1,633,350 00 | 1,633,350 00 | 1,633,350 00 | 1,633,250 00 |
| Lehigh Coal and Navigation, | 12,780,250 00 | 12,821,850 00 | 14,314,700 00 | 14,315,850 00 | 14,306,650 00 |
| Monongahela Navigation, | 1,422,900 00 | 1,537,800 00 | 1,631,700 00 | 1,647,650 00 | 1,648,050 00 |
| Pennsylvania, | 4,501,200 00 | 4,501,200 00 | 4,501,200 00 | 4,501,200 00 | 4,501,200 00 |
| Schuylkill Navigation, | 3,962,262 00 | 3,962,262 00 | 3,962,262 00 | 3,962,262 00 | 3,962,262 00 |
| Susquehanna, | 2,002,746 00 | 2,002,746 00 | 2,002,746 00 | 2,002,746 00 | 2,002,746 00 |
| | \$50,821,708 00 | \$50,959,208 00 | \$52,545,968 00 | \$58,063,058 00 | \$58,114,258 00 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Delaware and Hudson, | \$15,378,000 00 | \$15,378,000 00 | \$15,378,000 00 | \$10,559,000 00 | \$9,829,000 00 |
| Delaware Division, | 800,000 00 | 800,000 00 | 800,000 00 | 800,000 00 | 800,000 00 |
| Lehigh Coal and Navigation, | 13,991,750 00 | 14,491,750 00 | 14,661,250 00 | 14,783,250 00 | 14,969,250 00 |
| Monongahela Navigation, | 851,187 84 | 838,919 02 | 277,113 73 | 237,536 39 | 253,962 79 |
| Pennsylvania, | 2,775,000 00 | 2,774,000 00 | 2,675,000 00 | 2,641,000 00 | 2,553,000 00 |
| Schuylkill Navigation, | 9,783,446 37 | 10,117,200 12 | 10,896,572 08 | 8,494,572 86 | 8,494,572 86 |
| Susquehanna, | 3,862,976 23 | 3,536,745 02 | 2,953,723 19 | 2,944,820 25 | 2,950,919 91 |
| | \$46,942,360 44 | \$47,406,614 16 | \$47,641,958 95 | \$40,480,488 50 | \$39,851,005 56 |

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

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Delaware and Hudson, | \$6,339,210 49 | \$6,339,210 49 | \$6,339,210 49 | \$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, | 2,191,000 00 | 2,191,000 00 | 2,151,000 00 | 2,091,000 00 | 2,040,958 00 |
| Monongahela Navigation, | 1,815,384 22 | 1,901,887 98 | 1,906,284 33 | 1,924,115 83 | 1,919,115 83 |
| Schuylkill Navigation, | 12,461,600 36 | 12,461,600 36 | 12,461,600 36 | 12,461,600 36 | 12,461,600 36 |
| Susquehanna, | 4,931,945 53 | 4,931,945 53 | 4,931,315 53 | 4,931,945 53 | 4,931,945 53 |
| | \$30,171,880 60 | \$30,256,394 36 | \$30,222,790 71 | \$30,180,622 21 | \$30,125,578 21 |

COMPARATIVE STATEMENT FOR FIVE YEARS—GROSS AMOUNT OF TONNAGE.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Delaware and Hudson, | 1,308,357 | 1,338,964 | 1,401,794 | 1,326,976 | 1,237,444 |
| Delaware Division,* | 588,090 | 564,480 | 567,669 | 603,682 | 556,141 |
| Lehigh Coal and Navigation, | 5,869,644 | 4,340,594 | 3,874,022 | 603,682 | 556,141 |
| Monongahela Navigation, | 687,461 | 712,089 | 410,904 | 144,904 | 377,578 |
| Pennsylvania, | 276,985 | 295,178 | 182,992 | 144,904 | 111,385 |
| Schuylkill Navigation, | 309,434 | 323,412 | 64,722 | 32,948 | 40,852 |
| Susquehanna, | 9,037,941 | 7,574,726 | 6,562,103 | 2,108,580 | 2,823,700 |

* Included in report of Lehigh Coal and Navigation Company.

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

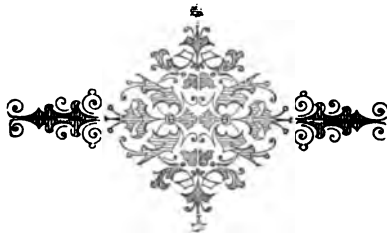
| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---------------------------------------|----------------|--------------|--------------|--------------|--------------|
| Delaware and Hudson, | \$218,564 60 | \$239,878 29 | \$251,566 47 | \$232,500 80 | \$228,325 55 |
| Delaware Division,* | 151,271 98 | 146,307 96 | 115,153 62 | 131,722 68 | 133,811 99 |
| Lehigh Coal and Navigation, | 196,456 22 | 90,784 65 | 73,117 22 | 89,227 66 | 86,529 53 |
| Monongahela Navigation, | 366,871 23 | 406,172 75 | 228,808 99 | 99,413 31 | 102,371 87 |
| Pennsylvania, | 68,363 43 | 49,087 54 | 43,309 18 | 40,088 57 | 40,279 39 |
| Schuylkill Navigation, | 35,269 95 | 41,503 36 | 88,897 55 | 18,296 36 | 16,097 77 |
| Susquehanna, | \$1,036,817 41 | \$973,734 54 | \$800,833 03 | \$611,248 38 | \$607,416 10 |

* Included in report of Lehigh Coal and Navigation Company.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---------------------------------------|----------------|----------------|----------------|----------------|----------------|
| Delaware and Hudson, | \$66,505 45 | \$57,868 51 | \$61,039 36 | \$60,232 32 | \$57,548 27 |
| Delaware Division,* | 1,914,948 83 | 2,360,738 00 | 2,138,287 17 | 2,268,579 64 | 2,210,603 38 |
| Lehigh Coal and Navigation, | 201,008 43 | 272,888 28 | 257,665 14 | 254,272 36 | 330,401 60 |
| Monongahela Navigation, | 297,706 78 | 325,928 28 | 172,342 19 | 135,029 34 | 129,499 91 |
| Pennsylvania, | 152,231 29 | 172,632 73 | 102,010 38 | 81,206 58 | 66,870 52 |
| Schuylkill Navigation, | 42,928 31 | 45,410 07 | 18,189 30 | 8,685 57 | 9,030 14 |
| Susquehanna, | \$2,575,349 09 | \$3,235,466 59 | \$2,749,533 54 | \$2,808,005 81 | \$2,803,953 82 |

* Included in report of Lehigh Coal and Navigation Company.



TABULATED RESULTS

COMPILED FROM

Telegraph and Telephone Reports.

TELEGRAPH AND TELEPHONE TABLE A—STOCK AND DEBT.

| NAME OF COMPANY | Capital stock as authorized by law. | Total amount now paid in of capital stock. | Rate per cent. of dividend. | Total amount now of floating and funded debt. | Rate per cent. of interest on funded debt. |
|--|-------------------------------------|--|-----------------------------|---|--|
| American District Telegraph, | \$400,000 00 | \$400,000 00 | | | |
| Hell Telephone, | 10,000 00 | 10,000 00 | | \$1,377,421 52 | |
| Central District and Printing Telegraph, | 560,000 00 | 560,000 00 | 12 | 95,810 00 | |
| Central Pennsylvania Telephone and Supply, | 825,000 00 | 825,000 00 | | 47,000 00 | |
| Delaware and Atlantic Telegraph and Telephone, | 1,000,000 00 | 800,000 00 | 4½ | | |
| Lykens Telegraph and Telephone, | 10,000 00 | 10,000 00 | | | |
| New York and Pennsylvania Telegraph and Telephone, | 1,000 00 | 300 00 | | | |
| Pennsylvania Telephone, | 1,000,000 00 | 1,000,000 00 | | 10,000 00 | |
| Philadelphia Local Telegraph, | 749,200 00 | 749,200 00 | 4 | | |
| Philadelphia, Reading and Pottsville Telegraph, | 400,000 00 | 400,000 00 | 6 | | |
| Postal Telegraph Cable (of New York), | 50,000 00 | 20,000 00 | 15 | 200,000 00 | 6 |
| Rockhill Telegraph, | 10,000,000 00 | 8,600,000 00 | | 2,399,177 73 | |
| Royal Telegraph and Telephone, | 3,000 00 | 300 00 | | | |
| Western Union Telegraph, | 10,000 00 | 1,000 00 | | | |
| Williamsport and North Branch Telephone, | 86,200,000 00 | 86,199,852 06 | 6 | 15,198,060 00 | 6 & 7 |
| | 3,000 00 | 3,000 00 | 8 | | |
| | \$101,222,000 00 | \$99,578,652 06 | | \$19,327,469 25 | |

TABLE B—CHARACTERISTICS OF LINE.

| NAME OF COMPANY. | Cost of line and equip-ments. | Length of main line in miles. | Length of main line in Pennsylvania. | Number stations, entire line. | Number stations in Penn-sylvania. | Number of instruments in use, entire line. | Number in instru-ments in Pennsylvania. | Number of persons employed in maintaining and operating entire line | | Number of persons em-ployed in main-aining and op-erating line in Pennsylv-ania. | | Number of messages sent during the year, entire line. | Number of messages sent during the year in Pennsylvania. | Number of messages re-ceived during the year. | Number of messages re-ceived during the year in Pennsylvania. |
|---|-------------------------------|-------------------------------|--------------------------------------|-------------------------------|-----------------------------------|--|---|---|----------|--|----------|---|--|---|---|
| | | | | | | | | Males. | Females. | Males. | Females. | | | | |
| American District Telegraph. | \$327,053.22 | 882.75 | 882.75 | 13 | 13 | 2,272 | 2,272 | 24 | 6 | 30 | 24 | 26,156 | 108,833 | 43,385 | 850,797 |
| Atlantic Telegraph and Telephone. | 1,587,691.52 | 882.75 | 882.75 | 35 | 35 | .. | .. | .. | .. | .. | .. | 53,164 | 53,164 | 43,385 | 43,385 |
| Blair Telephone Company. | 540,000.00 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Central Pennsylvania Telephone and Supply. | 556,273.06 | .. | .. | 3,859 | 3,859 | 3,859 | 3,859 | 60 | 64 | 124 | 60 | .. | .. | .. | .. |
| Delaware and Atlantic Telegraph and Telephone. | 709.92 | 3.50 | 3.50 | 1,329 | 1,329 | 2,658 | 2,658 | 52 | 13 | 65 | 52 | .. | .. | .. | .. |
| Lykens Telegraph and Telephone. | 895,084.54 | .. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| New York and Pennsylvania Tele-graph and Telephone. | 400,000.00 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Pennsylvania Local Telegraph. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Philadelphia Local Telegraph. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Philadelphia, Reading and Pottsville Telegraph. | 293,981.20 | 101.00 | 1,023.12 | 467 | 467 | 951 | 951 | 711 | 9 | 720 | 711 | 469,144 | 469,144 | 469,144 | 469,144 |
| Post Office Telegraph Cable of New York. | 4,220.13 | 30.00 | 2,000.00 | 6 | 6 | 6 | 6 | .. | .. | .. | .. | 8,914,314 | 8,914,314 | 8,914,314 | 8,914,314 |
| Rochester Telegraph. | 1,000.00 | 22.00 | 30.00 | 3 | 3 | 6 | 6 | .. | .. | .. | .. | 980 | 980 | 980 | 980 |
| Royal Telegraph and Telephone. | .. | 189,576.00 | 9,473.00 | 20,700 | 1,653 | .. | .. | 31,742 | 2,457 | 34,199 | 2,457 | 62,367,286 | 62,367,286 | 62,367,286 | 62,367,286 |
| Western Union Telegraph. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Williamsport and North Branch Tele-phone. | 3,000.00 | 64.50 | 64.50 | 18 | 18 | 16 | 16 | .. | .. | .. | .. | .. | .. | .. | .. |
| | \$4,990,327.56 | 190,729.75 | 13,536.97 | 26,469 | 5,374 | 10,067 | 11,868 | 82,654 | 2,579 | 35,233 | 967 | 140 | 4,108 | 72,189,268 | 1,151,806 |

TABLE C—EXPENSES AND RECEIPTS.

| NAME OF COMPANY. | Gross expenses, entire line. | Gross expenses in Pennsylvania. | Gross receipts, entire line. | Gross receipts in Pennsylvania. |
|--|------------------------------|---------------------------------|------------------------------|---------------------------------|
| American District Telegraph, | \$91,618 01 | \$73,061 10 | \$138,527 89 | \$58,650 04 |
| American Telegraph and Telephone, | 73,061 10 | | 58,650 04 | |
| Bell Telephone, | 457,605 24 | | 521,725 82 | |
| Central Pennsylvania Telephone and Supply, | 148,410 09 | 148,410 09 | 207,272 17 | 207,272 17 |
| Delaware and Atlantic Telegraph and Telephone, | 66,082 46 | 66,082 46 | 69,900 33 | 69,900 33 |
| New York and Pennsylvania Telegraph and Telephone, | 143,884 85 | | 178,008 23 | 44,941 42 |
| Pennsylvania Telephone, | 153,813 72 | | 161,980 34 | 145,809 76 |
| Philadelphia Local Telegraph, | 62,947 78 | 62,947 78 | 64,946 59 | 64,646 59 |
| Philadelphia, Reading and Pottsville Telegraph, | 73,651 69 | 73,651 69 | 97,383 62 | 97,382 62 |
| Postal Telegraph Cable of New York, | 2,522,484 23 | | 2,968,789 98 | 285,000 00 |
| Western Union Telegraph, | 16,307,857 10 | | 23,706,404 72 | 382,311 01 |
| | \$20,101,855 83 | \$424,143 12 | \$28,101,239 73 | \$1,355,914 94 |

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| American District Telegraph, | \$400,000 00 | \$200,000 00 | \$400,000 00 | \$400,000 00 | \$400,000 00 |
| American Telegraph and Telephone, | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 |
| Atlantic and Ohio Telegraph, | 650,000 00 | 650,000 00 | 650,000 00 | 650,000 00 | 650,000 00 |
| Baltimore and Ohio Telegraph of Pennsylvania, | 2,000 00 | 2,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| Bell Telephone, | 560,000 00 | 560,000 00 | 560,000 00 | 560,000 00 | 560,000 00 |
| Central District and Printing Telegraph, | 500,000 00 | 500,000 00 | 750,000 00 | 750,000 00 | 825,000 00 |
| Central Pennsylvania Telephone and Supply, | 794,000 00 | 500,000 00 | 800,000 00 | 800,000 00 | 800,000 00 |
| Curwensville Telephone, | 3,000 00 | 3,000 00 | 3,000 00 | 3,000 00 | 3,000 00 |
| Delaware and Atlantic Telegraph and Telephone, | 300 00 | 10,000 00 | 10,000 00 | 10,000 00 | 10,000 00 |
| Lykens Telegraph and Telephone, | 300 00 | 300 00 | 300 00 | 300 00 | 300 00 |
| National Telegraph, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| New York and Pennsylvania Telegraph and Telephone, | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 |
| Pacific and Atlantic Telegraph, | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 |
| Pennsylvania Telephone, | 400,000 00 | 400,000 00 | 400,000 00 | 749,200 00 | 749,200 00 |
| Philadelphia Local Telegraph, | 20,000 00 | 20,000 00 | 400,000 00 | 400,000 00 | 400,000 00 |
| Philadelphia, Reading and Pottsville Telegraph, | 50,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| Postal Telegraph, | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| Postal Telegraph and Cable, No. 1, | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| Postal Telegraph and Cable, No. 2, | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 | 20,000 00 |
| Postal Telegraph and Cable, No. 3, | 5,000 00 | 5,000 00 | 5,000 00 | 5,000 00 | 5,000 00 |
| Postal Telegraph and Cable of New York, | 300 00 | 300 00 | 300 00 | 300 00 | 300 00 |
| Rockhill Telegraph, | 1,000 00 | 1,000 00 | 1,000 00 | 1,000 00 | 1,000 00 |
| Royal Telegraph and Telephone, | 1,700 00 | 1,700 00 | 1,700 00 | 1,700 00 | 1,700 00 |
| Tioga and Morris Run Telegraph, | 86,199,852 06 | 86,199,852 06 | 86,199,852 06 | 86,199,852 06 | 86,199,852 06 |
| Western Union Telegraph, | 10,500 00 | 10,500 00 | 10,500 00 | 10,500 00 | 10,500 00 |
| Williamsport District Telegraph and Messenger, | 3,000 00 | 3,000 00 | 3,000 00 | 3,000 00 | 3,000 00 |
| Williamsport and North Branch Telephone, | 3,000 00 | 3,000 00 | 3,000 00 | 3,000 00 | 3,000 00 |
| | \$93,649,552 06 | \$92,571,652 06 | \$94,588,822 06 | \$94,556,652 06 | \$99,578,652 06 |

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|----------------|-----------------|-----------------|-----------------|-----------------|
| American District Telegraph, | \$13,604 33 | \$13,400 00 | \$7,200 00 | \$6,200 00 | \$1,577,421 52 |
| American Telegraph and Telephone, | | | 591,038 36 | 921,434 79 | 95,810 00 |
| Central District and Printing Telegraph, | 67,300 00 | 66,460 00 | 95,980 00 | 95,985 00 | 47,000 00 |
| Central Pennsylvania Telephone and Supply, | | | 20,000 00 | 25,000 00 | 10,000 00 |
| Pennsylvania Telephone, | | | | | 200,000 00 |
| Philadelphia, Reading and Pottsville Telegraph, | 200,000 00 | 200,000 00 | | 200,000 00 | 2,399,177 73 |
| Postal Telegraph Cable of New York, | 4,220 13 | 4,220 13 | 4,220 13 | 4,220 13 | 15,198,060 00 |
| Rockhill Telegraph, | 7,126,118 00 | 12,412,398 00 | 15,183,986 00 | 15,161,266 00 | |
| Western Union Telegraph, | \$7,411,242 46 | \$12,686,478 13 | \$15,902,424 49 | \$16,414,065 92 | \$19,327,469 25 |

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|-----------|-----------|----------|----------|-----------|
| American District Telegraph, | 259,727 | 311,750 | 282,646 | 341,040 | 350,797 |
| American Telegraph and Telephone, | 5,682 | 9,000 | | | 43,385 |
| New York and Pennsylvania Telegraph and Telephone, | | | | | 17,549 |
| Philadelphia Local Telegraph, | 425,000 | 420,000 | 420,000 | 275,000 | 270,000 |
| Philadelphia, Reading and Pottsville Telegraph, | 411,383 | 417,585 | | | 469,144 |
| Rockhill Telegraph, | 616 | 660 | 819 | 854 | 980 |
| | 1,103,408 | 1,158,995 | 713,465 | 616,894 | 1,151,805 |

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|---------|---------|-----------|----------|-----------|
| American District Telegraph, | 109,115 | 129,389 | 152,281 | 143,099 | 168,383 |
| American Telegraph and Telephone, | 6,904 | 8,870 | | | 53,164 |
| New York and Pennsylvania Telegraph and Telephone, | | | | | 17,549 |
| Philadelphia Local Telegraph, | 400,000 | 400,000 | 400,000 | 300,000 | 295,000 |
| Philadelphia, Reading and Pottsville Telegraph, | 411,383 | 417,585 | 461,976 | 467,837 | 469,144 |
| Rockhill Telegraph, | 616 | 660 | 819 | 854 | 930 |
| | 928,018 | 956,504 | 1,015,036 | 616,894 | 1,004,120 |

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|-------------|-------------|--------------|--------------|-------------|
| American District Telegraph, | \$10,916 21 | \$17,795 65 | \$122,754 47 | | \$58,650 04 |
| American Telegraph and Telephone, | | 2,759 07 | | | |
| Baltimore and Ohio Telegraph of Pennsylvania, | 405,238 77 | 434,191 97 | 489,425 98 | \$526,484 15 | |
| Bell Telephone, | 157,712 84 | 167,898 37 | 191,595 38 | 202,745 55 | 207,272 17 |
| Central Pennsylvania Telephone and Supply, | 643 73 | 692 51 | 542 95 | 141 80 | |
| Curwensville Telephone, | | 55,765 04 | 63,161 00 | 67,355 02 | 69,900 33 |
| Delaware and Atlantic Telegraph and Telephone, | | 81 80 | 53 74 | 85 14 | |
| National Telegraph, | | | | | 44,941 42 |
| New York and Pennsylvania Telegraph and Telephone, | | | | 143,903 74 | 145,809 76 |
| Pennsylvania Telephone, | | | 137,037 56 | | |
| Pennsylvania and New Jersey Telephone, | | 55,784 00 | 63,861 06 | | |
| Philadelphia Local Telegraph, | 55,767 04 | | | 58,273 62 | 64,646 59 |
| Philadelphia, Reading and Pottsville Telegraph, | | | | 102,492 03 | 97,353 62 |
| Postal Telegraph and Cable, | 1,000 00 | 2,000 00 | 1,300 00 | 4,400 00 | |
| Postal Telegraph and Cable No. 1, | 4,000 00 | 200 00 | 800 00 | 6,250 00 | |
| Postal Telegraph and Cable No. 2, | 14,000 00 | 20,000 00 | 16,000 00 | 19,000 00 | |

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS—CONTINUED.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|--|--------------|--------------|----------------|----------------|----------------|
| Postal Telegraph and Cable No. 3. | \$1,900 00 | \$2,700 00 | \$3,000 00 | \$3,600 00 | \$285,000 00 |
| Postal Telegraph Cable of New York, | 549 04 | 893 55 | | | |
| Tioga and Morris Run Telegraph, | | | | 396,907 89 | 382,311 01 |
| Western Union Telegraph, | 2,018 20 | | 477 74 | | |
| Williamsport District Telegraph and Messenger, | \$653,746 83 | \$760,762 96 | \$1,090,295 34 | \$1,531,698 94 | \$1,355,914 94 |

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

| NAME OF COMPANY. | 1887. | 1888. | 1889-90. | 1890-91. | 1891-92. |
|---|--------------|--------------|--------------|--------------|--------------|
| American District Telegraph, | \$81,708 74 | | \$81,887 05 | | \$73,051 10 |
| American Telegraph and Telephone, | 214,085 73 | \$233,630 08 | 242,145 79 | \$344,917 99 | |
| Bell Telephone, | 92,322 85 | 105,324 82 | 131,827 70 | 142,950 55 | 148,410 09 |
| Central Pennsylvania Telephone and Supply, | 804 28 | 721 93 | 568 71 | 280 40 | |
| Curwensville Telephone, | | 45,826 55 | 00,520 45 | 63,536 48 | 66,082 46 |
| Delaware and Atlantic Telegraph and Telephone, | | | | 302 72 | |
| National Telegraph, | 40,675 17 | 49,671 32 | 64,753 04 | 64,220 92 | 62,947 78 |
| Philadelphia Local Telegraph, | | | 84,812 76 | 90,875 07 | 73,651 69 |
| Philadelphia, Reading and Pottsville Telegraph, | 549 04 | 893 55 | | | |
| Tioga and Morris Run Telegraph, | 2,082 04 | | | | |
| Williamsport District Telegraph and Messenger, | \$432,327 85 | \$436,068 25 | \$667,079 04 | \$706,563 13 | \$424,143 12 |

INDEX.

| | <i>Page.</i> |
|---|--------------|
| Communication to the Governor, | i |
| General remarks in reference to railway, canal and telegraph companies, . . | iil |
| Authority of the Secretary of Internal Affairs as to railroads, etc., | iil |
| Blanks to make annual reports, when and how furnished, | iil |
| The information that must be given in the blanks, | iv |
| Rapid development of railway interests, | v |
| Capitalization of railways, | v |
| Capitalization per mile of road, | viii |
| Interest accrued during the year, | ix |
| Cost of roads and equipment, | ix |
| Number of locomotives and cars in use, | x |
| Mileage of railroads, deductions thereon, | x |
| Summary of the railway mileage of the world, | xiii |
| Employes, information as to the number, etc., | xv |
| Compensation of employes, | xvii |
| Passenger train mileage, | xviii |
| Freight train mileage, | xix |
| Passenger and freight traffic, | xix |
| Kinds of freight carried, | xx |
| Rates of transportation, | xxii |
| Earnings as compared with the previous year, | xxvii |
| Expenses during the year, | xxviii |
| Accidents, the number and causes, | xxix |
| Improvements, reference to some, | xxxvii |
| State supervision of railways, | xl |
| Street railway companies, number reporting, | xliv |
| Comparison of business with previous year, | xliv |
| Telegraph and telephone companies, their mileage, business, etc., | xlv |
| Canal companies, business transacted, | xlvii |
| List of roads not constructed, | xlviii |
| Stock represented by same, | xlviii |
| List of delinquent companies, | lii |
| Companies consolidated or reorganized, | liii |
| List of abandoned roads, | liv |
| Names of companies changed, | lv |
| Note complimentary to Deputy Secretary Isaac B. Brown, | lvi |

STEAM RAILROAD COMPANIES.

| | |
|---|----|
| Addison and Pennsylvania, | 3 |
| Allegheny and Kinzua, | 5 |
| Allegheny Valley, | 7 |
| Allentown, | 10 |
| Allentown Terminal, | 11 |
| Altoona, Clearfield and Northern, | 12 |
| Arnot and Pine Creek, | 14 |

| | <i>Page.</i> |
|--|--------------|
| Bald Eagle Valley, | 15 |
| Baltimore and Cumberland Valley, | 17 |
| Baltimore and Cumberland Valley Extension, | 18 |
| Baltimore and Harrisburg, | 19 |
| Baltimore and Harrisburg, Western Extension, | 22 |
| Baltimore and Lehigh, | 23 |
| Baltimore and Philadelphia, | 25 |
| Bangor and Portland, | 27 |
| Barclay, | 30 |
| Beaver and Ellwood, | 31 |
| Bedford and Bridgeport, | 33 |
| Beech Creek, | 34 |
| Bellefonte Central, | 37 |
| Berlin, | 39 |
| Berlin Branch, | 41 |
| Bloomsburg and Sullivan, | 43 |
| Bradford, Bordell and Kinzua (9 months), | 44 |
| Bradford, Bordell and Kinzua (3 months), | 47 |
| Bradford, | 49 |
| Bradford, Bordell and Smethport, | 50 |
| Bradford, Eldred and Cuba | 52 |
| Bradford, Richburg and Cuba, | 54 |
| Bradford and Western Pennsylvania, | 55 |
| Brockport and Shawmut, | 56 |
| Brownstone and Middletown, | 57 |
| Buffalo, Bradford and Pittsburg, | 59 |
| Buffalo, Rochester and Pittsburg, | 60 |
| Bustleton, | 63 |
| Cambria and Clearfield, | 65 |
| Catasauqua and Fogelsville, | 66 |
| Chambersburg and Gettysburg, | 68 |
| Catawissa, | 69 |
| Chartiers, | 70 |
| Chartiers (Pittsburg, Cincinnati, Chicago and St. Louis Company lessee), | 72 |
| Chester Creek, | 74 |
| Chester and Delaware River, | 75 |
| Chestnut Hill, | 77 |
| Clarion River, | 78 |
| Cleveland and Pittsburg, | 80 |
| Cleveland and Pittsburg (Pennsylvania Company operating), | 81 |
| Colebrookdale, | 83 |
| Columbia and Port Deposit, | 85 |
| Connecting, | 87 |
| Corning, Cowanesque and Antrim, | 89 |
| Corning, Cowanesque and Antrim (Fall Brook Coal Company lessee), | 90 |
| Cornwall, | 92 |
| Cornwall and Lebanon, | 94 |
| Confluence and Oakland, | 96 |
| Coudersport and Pine Creek, | 98 |
| Coudersport and Port Allegheny, | 99 |
| Crescent Connecting, | 101 |
| Cresson, Clearfield County and New York Short Route, | 102 |
| Cumberland Valley, | 104 |
| Danville and Shamokin, | 107 |
| Dauphin and Berks, | 108 |
| Delaware and Hudson Canal Company's Railroad, | 109 |

| | <i>Page.</i> |
|--|--------------|
| Delaware, Lackawanna and Western, | 113 |
| Delaware River and Lancaster, | 117 |
| Delaware, Susquehanna and Schuylkill, | 119 |
| Dillsburg and Mechanicsburg, | 122 |
| Downingtown and Lancaster, | 123 |
| Dunkirk, Allegheny Valley and Pittsburg, | 124 |
| East Broad Top, | 127 |
| East Mahanoy, | 129 |
| East Pennsylvania, | 131 |
| Easton and Northern, | 132 |
| Elmira and Williamsport, | 133 |
| Emporium and Rich Valley, | 135 |
| Erie and Pittsburg, | 136 |
| Erie and Pittsburg (Pennsylvania Company operating), | 138 |
| Erie and Wyoming Valley, | 140 |
| Falls Creek, | 142 |
| Fayette County, | 143 |
| Ferney Mountain, | 144 |
| Gettysburg and Harrisburg, | 146 |
| Grassy Island, | 148 |
| Hanover and York, | 149 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 150 |
| Huntingdon and Broad Top Mountain, | 152 |
| Hunter's Run and Slate Belt, | 154 |
| Ironton, | 156 |
| Jamestown and Franklin, | 157 |
| Jefferson, | 160 |
| Johnsonburg, | 161 |
| Jones' Lake, | 162 |
| Junction, | 163 |
| Kendall and Eldred, | 165 |
| Kensington and Tacony, | 166 |
| Kinzua, | 168 |
| Kinzua Creek and Kane, | 169 |
| Kinzua Valley, | 171 |
| Lackawanna and Montrose, | 172 |
| Lake Shore and Michigan Southern, | 174 |
| Lehigh and Lackawanna (financial report), | 179 |
| Lehigh and Lackawanna (operating report), | 180 |
| Lehigh and Susquehanna (financial report), | 181 |
| Lehigh and Susquehanna (operating report), | 182 |
| Lehigh Valley, | 184 |
| Lewisburg and Tyrone, | 188 |
| Little Schuylkill Navigation, | 189 |
| Ligonier Valley, | 191 |
| Little Saw Mill Run, | 193 |
| Littlestown, | 194 |
| Loyalsock, | 196 |
| Lykens Valley, | 197 |
| McKean and Buffalo, | 199 |
| McKeesport and Bessemer, | 200 |
| McKeesport Connecting, | 201 |
| Mahoning Valley, | 203 |
| Martin's Creek, | 205 |
| Mauch Chunk, Summit Hill and Switch-Back, | 206 |
| Mapleton and Rocky Ridge, | 207 |

| | <i>Page.</i> |
|--|--------------|
| Middletown and Hummelstown, | 206 |
| Mifflin and Centre County, | 210 |
| Mill Creek and Mine Hill, | 211 |
| Mine Hill and Schuylkill Haven, | 213 |
| Monongahela Connecting, | 214 |
| Monongahela River and Streets Run, | 216 |
| Mont Alto, | 218 |
| Montour, | 219 |
| Montrose, | 221 |
| Mount Carbon and Port Carbon, | 222 |
| Mount Carmel and Natalie, | 224 |
| Mount Jewett, Kinzua and Riterville, | 225 |
| Mount Penn Gravity, | 227 |
| Mount Pleasant and Broad Ford, | 229 |
| Nescopec, | 230 |
| Nesquehoning Valley, | 232 |
| Neversink Mountain, | 233 |
| Newcastle and Beaver Valley, | 234 |
| Newcastle and Beaver Valley (Pennsylvania Company operating), | 235 |
| Newcastle and Butler, | 237 |
| Newcastle and Shenango Valley, | 238 |
| Newport and Sherman's Valley, | 239 |
| New York, Lake Erie and Western, | 241 |
| New York, Lake Erie and Western Coal, | 247 |
| New York, Lackawanna and Western, | 248 |
| New York, Chicago and St. Louis, | 249 |
| New York and North Pennsylvania, | 253 |
| New York, Pennsylvania and Ohio, | 255 |
| New York, Pennsylvania and Ohio (N. Y., L. E. & W. Co., lessee), | 259 |
| New York, Susquehanna and Western, | 261 |
| Nittany Valley, | 264 |
| Northern Central, | 266 |
| North East Pennsylvania, | 269 |
| North Pennsylvania, | 270 |
| North and West Branch, | 272 |
| Ohio and Baltimore Short Line, | 273 |
| Ohio Connecting, | 275 |
| Ohio Connecting (operated by Pittsburgh, Cincinnati, Chicago and St. Louis Company), | 276 |
| Olean, Bradford and Warren, | 277 |
| Ontario, Carbondale and Scranton, | 279 |
| Pennsylvania, | 281 |
| Pennsylvania Company, | 308 |
| Pennsylvania and New York, | 311 |
| Pennsylvania, Poughkeepsie and Boston, | 313 |
| Pennsylvania Schuylkill Valley, | 316 |
| Pennsylvania and Western, | 318 |
| Pennsylvania and North Western, | 318 |
| Penn Gas Coal Company's Railroad, | 321 |
| People's, | 322 |
| Perkiomen, | 324 |
| Perry County, | 326 |
| Philadelphia and Baltimore Central, | 328 |
| Philadelphia Belt Line, | 330 |
| Philadelphia and Chester Valley, | 331 |
| Philadelphia and Erie, | 333 |

| | <i>Page.</i> |
|---|--------------|
| Philadelphia, (Germantown and Chestnut Hill,) | 335 |
| Philadelphia, Germantown and Norristown, | 337 |
| Philadelphia, Harrisburg and Pittsburg, | 339 |
| Philadelphia, Newtown and New York, | 340 |
| Philadelphia and Reading, | 342 |
| Philadelphia and Reading Terminal, | 356 |
| Philadelphia and Trenton, | 357 |
| Philadelphia, Wilmington and Baltimore, | 359 |
| Pickering Valley, | 364 |
| Pine Creek, | 366 |
| Pine Creek (Fall Brook Coal Company lessee), | 367 |
| Pittsburg and Castle Shannon, | 369 |
| Pittsburg, Chartiers and Youghiogheny, | 371 |
| Pittsburg, Ciucinnati, Chicago and St. Louis, | 373 |
| Pittsburg and Connellsville, | 377 |
| Pittsburg, Fort Wayne and Chicago, | 381 |
| Pittsburg, Fort Wayne and Chicago (Pennsylvania Company operating), | 382 |
| Pittsburg Junction, | 384 |
| Pittsburg and Lake Erie, | 387 |
| Pittsburg, McKeesport and Youghiogheny, | 390 |
| Pittsburg and Moon Run, | 392 |
| Pittsburg and Northern, | 393 |
| Pittsburg, Shenango and Lake Erie, | 395 |
| Pittsburg, Virginia and Charleston, | 399 |
| Pittsburg and Western, | 401 |
| Pittsburg, Youngstown and Ashtabula, | 403 |
| Pittsburg, Youngstown and Ashtabula (Pennsylvania Company operating), | 406 |
| Plymouth, | 408 |
| Point Breeze, | 409 |
| Pomeroy and Newark, | 410 |
| Priceville and Winton, | 412 |
| Reading and Columbia, | 413 |
| Reading, Marietta and Hanover, | 415 |
| Rew City and Eldred, | 416 |
| Reynoldsville and Falls Creek, | 417 |
| Ridgway and Clearfield, | 419 |
| Riverfront, | 420 |
| Rochester, Beaver Falls and Western, | 422 |
| Rupert and Bloomsburg, | 423 |
| Salisbury, | 424 |
| Schuylkill and Lehigh, | 426 |
| Schuylkill River East Side, | 428 |
| Schuylkill River West Side, | 429 |
| Schuylkill Valley, | 430 |
| Sewickley and Jeannette, | 432 |
| Shade Creek, | 433 |
| Shamokin, Sunbury and Lewisburg, | 434 |
| Shamokin Valley and Pottsville, | 436 |
| Sharon, | 437 |
| Sharpsville, | 439 |
| Sheffield and Spring Creek, | 441 |
| Shenango Valley, | 442 |
| Sinnemahoning Valley, | 443 |
| Slate Run, | 445 |
| Slatington, | 446 |
| Somerset County, | 447 |

| | <i>Page.</i> |
|---|--------------|
| Somerset and Cambria, | 448 |
| South Chester, | 450 |
| South Easton and Phillipsburg, | 451 |
| South Fork, | 452 |
| Southern Pennsylvania, | 453 |
| Southwest Pennsylvania, | 455 |
| State Line, | 456 |
| State Line and Sullivan, | 458 |
| Stewart, | 459 |
| Stewartstown, | 460 |
| Stony Creek, | 462 |
| Sugar Run, | 465 |
| Sunbury, Hazleton and Wilkes-Barre, | 465 |
| Sunbury and Lewistown, | 467 |
| Susquehanna, | 468 |
| Susquehanna and Buffalo, | 469 |
| Susquehanna and Clearfield, | 470 |
| Tamaqua, Hazleton and Northern, | 471 |
| Tiadaghton and Fahnastalk, | 472 |
| Tioga, | 474 |
| Tionesta Valley, | 476 |
| Tipton, | 478 |
| Trenton Cut-off, | 479 |
| Tresckow, | 481 |
| Trout Run, | 482 |
| Turtle Creek Valley, | 483 |
| Tyrone and Clearfield, | 485 |
| Union, | 486 |
| Ursina and North Fork, | 487 |
| Warren and Farnsworth, | 489 |
| Waynesburg and Washington, | 490 |
| West Chester, | 492 |
| Western Maryland, | 494 |
| Western New York and Pennsylvania, | 496 |
| Western Pennsylvania, | 500 |
| Wheeling, Pittsburg and Baltimore, | 501 |
| Wilcox, | 503 |
| Wilcox and Rocky Run, | 505 |
| Wilkes-Barre and Harvey's Lake, | 506 |
| Wilkes-Barre and Scranton, | 507 |
| Wilkes-Barre and Western, | 508 |
| Williamsport and Clearfield, | 509 |
| Williamsport and North Branch, | 510 |
| Wilmington and Northern, | 513 |
| Wind Gap and Delaware, | 516 |
| Youghiogeny Northern, | 517 |

STREET RAILWAY COMPANIES.

| | |
|--|-----|
| Allentown, | 521 |
| Allentown and Bethlehem, | 522 |
| Beaver Valley Passenger, | 524 |
| Beaver Valley Traction, | 525 |
| Bethlehem and Allentown, | 526 |
| Bethlehem and South Bethlehem, | 527 |
| Braddock, | 529 |
| Braddock and Turtle Creek, | 530 |

| | <i>Page.</i> |
|---|--------------|
| Bradford and Kendall, | 532 |
| Catharine and Bainbridge Streets, | 533 |
| Central Electric, | 534 |
| Central Traction, | 535 |
| Chelton Avenue, | 536 |
| Chester, | 537 |
| Citizens', Norristown, | 538 |
| Citizens', Philadelphia, | 539 |
| Citizens', Pittsburg, | 541 |
| Citizens', Steelton, | 542 |
| Citizens' Traction, Pittsburg, | 544 |
| City. Altoona, | 545 |
| Coalville, | 547 |
| Continental, | 549 |
| Connellsville, New Haven and Leisenring, | 550 |
| DuBois Traction, | 552 |
| Duquesne Traction, | 553 |
| East Harrisburg, | 555 |
| East Reading, | 557 |
| Easton, South Easton and West End, | 558 |
| Empire, | 559 |
| Erie City, | 560 |
| Erie Electric, | 561 |
| Federal Street and Pleasant Valley, | 563 |
| Fort Pitt Incline Plane, | 566 |
| Frankford and Southwark, | 567 |
| Germantown, | 568 |
| Greensburg and Hempfield, | 569 |
| Green and Coates Streets, | 570 |
| Greenfield Avenue, | 572 |
| Harrisburg City, | 573 |
| Hestonville, Mantua and Fairmount, | 574 |
| Johnstown, | 576 |
| Lancaster City, | 577 |
| Lebanon and Annville, | 579 |
| Lehigh Avenue, | 580 |
| Lombard and South Streets, | 581 |
| Mahanoy City, Shenandoah, Girardsville and Ashland, | 583 |
| Manayunk and Roxborough Incline Plane, | 584 |
| Marshall Street, | 586 |
| Middletown, Highspire and Steelton, | 587 |
| Millvale and Forty-third Street and Bloomfield, | 588 |
| Monongahela Incline Plane, | 589 |
| Mount Oliver Incline, | 590 |
| Newcastle Electric, | 592 |
| Norristown, | 593 |
| Nunnery Hill Incline Plane, | 594 |
| Pennsylvania Motor, | 595 |
| People's, Philadelphia, | 596 |
| People's, Scranton, | 598 |
| Philadelphia City | 600 |
| Philadelphia and Darby, | 601 |
| Philadelphia and Gray's Ferry, | 602 |
| Philadelphia Traction, | 603 |
| Pittsburg, Allegheny and Manchester Passenger, | 607 |
| Pittsburg, Allegheny and Manchester Traction, | 608 |

| | <i>Page.</i> |
|---|--------------|
| Pittsburg and Birmingham Passenger, | 610 |
| Pittsburg and Birmingham Traction, | 611 |
| Pittsburg Incline Plane, | 618 |
| Pittsburg, Oakland and East Liberty, | 614 |
| Pittsburg Traction, | 615 |
| Pittsburg Union, | 616 |
| Pittsburg and West End, | 618 |
| Pittston, | 619 |
| Reading City, | 621 |
| Reading and South Western, | 624 |
| Ridge Avenue, | 625 |
| Saint Clair Incline, | 627 |
| Schuylkill River, | 628 |
| Scranton, | 629 |
| Scranton Suburban, | 630 |
| Second Avenue, | 631 |
| Second and Third Streets, | 633 |
| Seventeenth and Nineteenth Streets, | 635 |
| Shamokin, | 636 |
| South Side, Pittsburg, | 638 |
| Stroudsburg, | 638 |
| Sunbury and Northumberland, | 640 |
| Thirteenth and Fifteenth Streets, | 641 |
| Troy Hill Incline Plane and Bridge Company, | 642 |
| Twenty-second Street and Allegheny Avenue, | 643 |
| Union, Chester, Pa., | 644 |
| Union, Philadelphia, | 645 |
| Uniontown, | 647 |
| Warren, | 649 |
| Washington Electric, | 650 |
| West Chester, | 651 |
| West End, | 653 |
| West Philadelphia, | 654 |
| White Electric Traction, | 656 |
| Wilkes-Barre and Wyoming Valley, | 657 |
| Wilkes-Barre and Kingston, | 658 |
| Wilkes-Barre and Suburban, | 660 |
| Williamsport, | 661 |
| York, | 664 |

CANAL AND NAVIGATION COMPANIES.

| | |
|--|-----|
| Delaware Division, | 669 |
| Delaware and Hudson, | 669 |
| Lehigh Coal and Navigation, | 670 |
| Monongahela Navigation, | 671 |
| Pennsylvania Canal, | 672 |
| Schuylkill Navigation, | 672 |
| Schuylkill Navigation (Philadelphia and Reading Railroad Company, lessee), | 673 |
| Susquehanna Canal, | 673 |
| Susquehanna Canal (Philadelphia and Reading Railroad Company, lessee), | 674 |

TELEGRAPH AND TELEPHONE COMPANIES.

| | |
|---|-----|
| American District Telegraph, | 677 |
| American Telegraph and Telephone, | 678 |
| Atlantic and Ohio Telegraph, | 679 |
| Baltimore and Ohio Telegraph, | 680 |

| | <i>Page.</i> |
|--|--------------|
| Bell Telephone, | 681 |
| Central District and Printing Telegraph, | 682 |
| Central Pennsylvania Telephone, | 684 |
| Delaware and Atlantic Telegraph and Telephone, | 686 |
| Lykens Telegraph and Telephone, | 687 |
| National Telegraph, | 688 |
| New York and Pennsylvania Telephone and Telegraph, | 689 |
| Pacific and Atlantic Telegraph, | 690 |
| Pennsylvania Telephone, | 691 |
| Philadelphia Local Telegraph, | 692 |
| Philadelphia, Reading and Pottsville Telegraph, | 694 |
| Postal Telegraph, | 695 |
| Postal Telegraph Cable of New York, | 696 |
| Postal Telegraph and Cable No. 1, | 697 |
| Postal Telegraph and Cable No. 2, | 698 |
| Postal Telegraph and Cable No. 3, | 698 |
| Rockhill Telegraph, | 699 |
| Royal Telegraph and Telephone, | 700 |
| Western Union Telegraph, | 701 |
| Williamsport and North Branch Telephone, | 702 |

TABULAR STATEMENTS.

STEAM RAILROADS.

| | <i>Page.</i> |
|--|--------------|
| Table A—Stock and dividends, | 706 |
| Table B—Debt and interest, | 716 |
| Table C—Cost of roads and equipment, | 723 |
| Table D—Mileage, | 731 |
| Table E—Equipment and persons employed, | 739 |
| Table F—Miles run by trains and rate of speed, | 745 |
| Table G—Number of passengers carried, cost per mile, etc., | 749 |
| Table H—Kind of freight carried, in tons, | 753 |
| Table I—Quantity of freight carried, cost per ton, etc., | 757 |
| Table J—Earnings and income during the year, | 761 |
| Table K—Expenses during the year, | 768 |
| Table L—Accidents, | 778 |
| Comparative statement of cash realized on stock for five years, | 780 |
| Comparative statement of funded and floating debt for five years, | 788 |
| Comparative statement of cost of roads and equipment for five years, | 794 |
| Comparative statement of passengers carried for five years, | 802 |
| Comparative statement of tonnage for five years, | 805 |
| Comparative statement of receipts for five years, | 809 |
| Comparative statement of expenses for five years, | 815 |
| Comparative statement of accidents for five years, | 821 |

STREET PASSENGER RAILWAYS.

| | <i>Page.</i> |
|---|--------------|
| Table A—Stock and debt, | 826 |
| Table B—Cost and mileage, | 829 |
| Table C—Characteristics of roads, | 833 |
| Table D—Passengers and expenses, | 836 |
| Table E—Receipts, | 838 |
| Table F—Accidents, | 841 |
| Comparative statement of capital stock paid in for five years, | 842 |
| Comparative statement of funded and floating debt for five years, | 848 |
| Comparative statement of cost of road and equipment for five years, | 851 |
| Comparative statement of passengers carried for five years, | 854 |
| Comparative statement of receipts for five years, | 856 |
| Comparative statement of expenses for five years, | 859 |
| Comparative Statement of accidents for five years, | 862 |

CANALS.

| | |
|---|-----|
| Table A—Stock and debt, | 866 |
| Table B—Costs and characteristics, | 867 |
| Table C—Tonnage, expenses and receipts, | 868 |
| Comparative statement of capital stock paid in for five years, | 869 |
| Comparative statement of funded and floating debt for five years, | 869 |
| Comparative statement of cost of canal and fixtures for five years, | 870 |
| Comparative statement of tonnage for five years, | 870 |
| Comparative statement of expenses for five years, | 871 |
| Comparative statement of receipts for five years, | 871 |

TELEGRAPH AND TELEPHONES.

| | |
|--|-----|
| Table A—Stock and debt, | 874 |
| Table B—Cost and characteristics, | 875 |
| Table C—Expenses and receipts, | 876 |
| Comparative statement of capital stock paid in for five years, | 877 |
| Comparative statement of funded and floating debt for five years, | 878 |
| Comparative statement of messages received in Pennsylvania for five years, | 878 |
| Comparative statement of messages sent in Pennsylvania for five years, | 879 |
| Comparative statement of receipts in Pennsylvania for five years, | 879 |
| Comparative statement of expenses in Pennsylvania for five years, | 880 |