State of New Jersey.

Railroad and Canal Reports.

1885.

1885.

ANNUAL STATEMENTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY,

TOGETHER WITH

REPORT OF THE STATE DIRECTOR OF THE UNITED NEW JERSEY RAILROAD AND CANAL CO.,

For the Year 1885.

TRENTON, N. J.:
JOHN L. MURPHY, STATE PRINTER.
1886.

STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, MARCH 1st, 1886.

To the Senate and General Assembly:

I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1885, and such reports of Railroad and Canal Companies for that year as have been received at this office.

These reports are made under the provisions of a law of this State, approved February 24th, 1852, (P. L. 1852, p. 82,) and a supplement thereto, approved April 3d, 1873, (P. L. 1873, p. 121,) requiring each railroad company in this State to transmit to the Comptroller of the Treasury, on the first Tuesday of January in each year, "a report, under oath or affirmation of the President of said company, containing an account of their capital stock actually paid in, and the amount of funded and other debts of said company; also, of the costs of said road and equipments; also, of the operations of the said company during the year preceding up to the first day of January aforesaid; also, the expenditures for working the said roads, including repairs, maintenance of way, motive power and contingencies; also, the income from passengers, freight and other sources; also, the amount of dividends, and how paid; also, the accidents that have occurred during said year on the road, and the cause of the same, with the names of the persons injured, and the nature and extent of their injuries; also, the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of said companies."

Under the provisions of the same acts similar reports are required from each canal company in this State. Although the law does not require companies to report their mileage, an effort has been made to collect this information, and in the reports herewith submitted will be found, in nearly every instance, a statement of the number of miles operated in New Jersey by the respective companies.

In the cases of roads only a portion of which lie in New Jersey,

the items of "capital stock," "bonded debt," etc., are somewhat misleading, the figures given being those of the "capital stock," "bonded debt," etc., of the whole road, no division having been made to show the proportion pertaining to New Jersey.

For convenient reference, a statement has been prepared and appended to the reports giving, in tabular form, the information found in the individual statements.

Very respectfully,

E. J. ANDERSON,
Comptroller.

REPORT OF THE STATE DIRECTOR OF THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Governor of New Jersey:

SIR—In accordance with the requirements of my position as Director of the United New Jersey Railroad and Canal Company, I transmit with this enclosure the several statements furnished by the Pennsylvania Railroad Company, lessee of the operations of the first mentioned company, for the year ending December 31st, 1885. The report of the State Treasurer contains a transcript of the amount received by the State for its interest in the United New Jersey Railroad and Canal Company, and to this you are respectfully referred.

It would be merely a repetition of my remarks last year to say that the same progressive and rigorous management that has prevailed from first to last during the control of these properties by the lessee has in no degree been relaxed or abated; but such, indeed, is the fact, including both the main stem and collateral branches of the United Companies. The policy of the lessee has been as liberal and enlightened as expenditures have been free and unrestrained, and what was a year ago is still one of the best railroad properties in this country. Comfort, safety, speed; these are, as ever, unsurpassed by any road in the world, the management is second to none, and every intelligent means to practical ends are utilized without delay as fast as they appear. It is gratifying to be able to repeat what was truthfully observed of the employes of the company last year—that they exhibit the same unfailing fidelity to duty, and manifest the same gentlemanly deportment toward the patrons of the road.

Very respectfully,

CHAS. A. BUTTS,
State Director.

Camden, N. J., February 1st, 1886.

STATEMENTS.

The Report for the United New Jersey Railroad and Canal Company includes the following lines:

MAIN LINE—NEW YORK DIVISION—NEW YORK TO MANTUA.

	Miles in length.	Miles in length.
Hudson River Ferries	1.	
New Jersey Railroad	33.64	
Trenton Branch, U. N. J. R. R. & C. Co	23.02	
Trenton Bridge	0.19	
Philadelphia and Trenton Railroad	23.66	
Connecting Railway	6.75	
		88.26

BRANCHES WHOSE OPERATIONS ARE INCLUDED IN MAIN LINE—NEW YORK DIVISION.

Harsimus Branch	1.55	
National Docks Railway	1.92	
Center Street, Newark, Branch	1.36	
Bohampton Branch	1.89	
Princeton Branch	3.13	
Millham cut-off, Trenton	1.11	
Tioga Branch	1.23	
Kensington Branch	2.76	
		14.95

MAIN LINE—AMBOY DIVISION—CAMDEN TO SOUTH AMBOY.

Camden and Amboy Railroad	61.14

BRANCHES WHOSE OPERATIONS ARE INCLUDED IN MAIN LINE—AMBOY DIVISION.

Monmouth Junction to Jamesburg	5.52	
Trenton Branch	6.08	
Florence Branch	2.14	
		13.74
Perth Amboy and Woodbridge Railroad		6.40
Millstone and New Brunswick Railroad		6.65

Rocky Hill and Kingston Railroad	2.38	
Monmouth Junction to Kingston	4.16	
		6.54
Frankford and Holmesburg Railroad		4.16
Freehold and Jamesburg Agricultural Railroad		27.54
Pemberton and Hightstown Railroad		24.47
Columbus, Kinkora and Springfield Railroad		14.18
Burlington and Mount Holly Railroad		7.15
Camden and Burlington County Railroad		22.46
Mount Holly, Lumberton and Medford Railroad		6.19
Vincentown Branch		2.84
Belvidere Delaware Railroad		67.49
Flemington Railroad		11.67
Philadelphia and Long Branch Railroad		46.13
United Railroads of New Jersey Division		431.96
Delaware and Raritan Canal	44.00	
Feeder	22.00	
		66.00

Earnings and Expenses of The United New Jersey Railroad and Canal Company, for the Year ending December 31st, 1885.

RAILROADS.

From Passengers	$5,820,083 63	
Freights	7,437,848 45	
Express matter	350,769 66	
Mails	194,025 80	
Miscellaneous	323,567 68	
Total earnings		$14,126,295 22
Working expenses		9,917,383 19
Net earnings		$4,208,912 03

DELAWARE AND RARITAN CANAL.

From Tolls on boats	$2,757 53	
Tolls on lading	295,259 51	
Steam towing	114,214 42	
Miscellaneous	116,847 60	
Total earnings	$529,079 06	
Working expenses	342,373 94	
Net earnings		186,705 12
Total		$4,395,617 15

Statement of Amounts Received during 1885, by the Treasurer of the Pennsylvania Railroad Company, from Investments of the United New Jersey Railroad and Canal Company.

DIVIDENDS ON STOCKS.

Dividends—Freehold and Jamesburg Agricultural Railroad Company, March			$12,792 00
West Jersey Railroad Company, March	$21,714 00		
West Jersey Railroad Company, September	21,714 00		
			43,428 00
Camden and Philadelphia Steamboat Ferry Company, January,	$8,765 00		
Camden and Philadelphia Steamboat Ferry Company, July	8,765 00		
			17,530 00
Camden and Burlington County Railroad Company, January	$5,709 00		
Camden and Burlington County Railroad Company, July	5,709 00		
			11,418 00
Pemberton and Hightstown Railroad Company, January	$90 00		
Pemberton and Hightstown Railroad Company, July	90 00		
			180 00
Paterson and Ramapo Railroad Company, January	$300 00		
Paterson and Ramapo Railroad Company, July	300 00		
			600 00
Newark Plank Road Company, June	$3,956 25		
Newark Plank Road Company, December	3,165 00		
			7,121 25
Newark and New York Railroad Company, January	$1,638 00		
Newark and New York Railroad Company, July	1,638 00		
			3,276 00
Mount Holly and Moorestown Turnpike Company, June			207 00
Hackensack and Passaic Bridge Company, December			4,725 00

INTEREST ON BONDS.

Interest—Freehold and Jamesburg Agricultural Railroad Company, January	$2,568 00	
Freehold and Jamesburg Agricultural Railroad Company, July	2,568 00	
		$5,136 00

INTEREST ON BONDS AND MORTGAGES.

Interest on George T. Mills' bond, April	35 90
Rents	198,357 45
	$304,806 60

Statement of Amounts Paid and Received during 1885, by the Treasurer of the Pennsylvania Railroad Company, on Account of Dividends, Interest, Rents, &c., United New Jersey Railroad and Canal Company.

PAYMENTS.

Dividend, United New Jersey Railroad and Canal Company	$2,124,040 00	
Dividend, Philadelphia and Trenton Railroad Company	49,410 00	
		$2,173,450 00
Interest on New Jersey loans		1,162,957 20
Organizations, salaries, &c		11,500 00
Dividends on stocks and interest on bonds of branch roads		99,852 50
Tax to State of Pennsylvania on account of Philadelphia and Trenton Railroad	$4,765 50	
Tax to State of Pennsylvania on account of Frankford and Holmesburg Railroad	3 00	
		4,768 50
Interest on mortgages and ground rents		56,957 94
Rentals, leased roads (including interest on equipment Belvidere Delaware Railroad, $43,547.54; and Freehold and Jamesburg Agricultural Railroad, $8,264.68)		736,911 18
Rents		313,487 65
Transit duty		298,128 98
Commission, J. S. Morgan & Co., London, paying coupons		1,906 63
		$4,859,920 58

RECEIPTS.

Deduct amount received from investments United New Jersey Railroad and Canal Company	304,806 60
	$4,555,113 98

RECAPITULATION.

Payments on account of interest, dividends, organizations, &c., less receipts from interest on investments	$4,555,113 98
Net earnings, railroads and canals	4,395,617 15
Net loss	$159,496 83

Statement of Amounts paid by Treasurer of the Pennsylvania Railroad Company on account of Dividends, Interest, &c., for the United New Jersey Railroad and Canal Company during the year 1885.

Dividend, United New Jersey Railroad and Canal Company	$2,124,040 00	
Dividend, Philadelphia and Trenton Railroad Company	49,410 00	
		$2,173,450 00
Organization, United New Jersey Railroad and Canal Company		10,000 00
Interest, Joint Companies' loan, 1889, $5,000,000, May and November	$300,000 00	
Interest, Joint Companies' loan, 1889, $866,000, June and December	51,960 00	
Interest, United Companies' loan, 1888, $154,000, February and August	9,240 00	
Interest, United Companies' gold loan, 1894, £729,200, March and September	212,197 20	
Interest, United Companies' registered loan, 1894, $2,000,000, April and October	120,000 00	
Interest, United Companies' gold loan, 1901, $5,669,000, March and September	340,140 00	
Interest, United Companies' registered loan, 1908, $841,000, March and September	50,460 00	
Interest, United Companies' registered loan, 1923, $1,824,000, February and August	72,960 00	
Interest, New Jersey Railroad and Transportation Company's bond to New Jersey, $100,000, April and October	6,000 00	
		1,162,957 20
Dividend, Camden and Burlington County Railroad stock, January and July	$22,915 50	
Interest, Camden and Burlington County Railroad bonds, February and August	21,000 00	
Organization, Camden and Burlington County Railroad Company, July	500 00	
		44,415 50

Dividend, Pemberton and Hightstown Railroad stock, January and July	$20,529 00	
Interest, Pemberton and Hightstown Railroad bonds, January and July	11,200 00	
Organization, Pemberton and Hightstown Railroad Company, January and July	500 00	
		$32,229 00
Dividend, Vincentown Railroad stock, January and July		900 00
Dividend, Perth Amboy and Woodbridge Railroad stock, January and July	$1,632 00	
Interest, Perth Amboy and Woodbridge Railroad bonds, February and August	6,000 00	
Organization, Perth Amboy and Woodbridge Railroad Company, January and July	100 00	
		7,732 00
Interest, Frankford and Holmesburg Railroad bonds, January and July		700 00
Dividend, Millstone and New Brunswick Railroad stock, February and August	$2,865 00	
Organization, Millstone and New Brunswick Railroad Company, February and August	100 00	
		2,965 00
Dividend, Mount Holly, Lumberton and Medford Railroad stock, April and October	$5,739 00	
Interest, Mount Holly, Lumberton and Medford Railroad bonds, April and October	5,250 00	
Organization, Mount Holly, Lumberton and Medford Railroad Company, April and October	200 00	
		11,189 00
Dividend, Rocky Hill and Kingston Railroad stock, June and December	$1,122 00	
Organization, Rocky Hill and Kingston Railroad Company, June and December	100 00	
		1,222 00
Commission, J. S. Morgan & Co., London, paying coupons		1,906 63
Tax paid State of Pennsylvania on account of Philadelphia and Trenton Railroad	$4,765 50	
Tax paid State of Pennsylvania on account of Frankford and Holmesburg Railroad	3 00	
		4,768 50
Transit duty, United Railroads of New Jersey, including Delaware and Raritan Canal		298,128 98

INTEREST ON MORTGAGES AND GROUND RENTS.

New York Division	$53,927 94	
Amboy Division	3,030 00	
		56,957 94

RENTALS—LEASED ROADS.

River Front Railroad	$23,000 00	
Connecting Railway	139,992 90	
Trenton Delaware Bridge	28,000 00	
Columbus, Kinkora and Springfield Railroad	5,298 91	
Belvidere Delaware Railroad	468,509 00	
Freehold and Jamesburg Agricultural Railroad,	72,110 37	
		$736,911 18
Rents		313,487 65
		$4,859,920 58

RECAPITULATION.

Dr.

Amount paid on account of dividends, interest, &c	$4,859,920 58

Cr.

Amount received from investments	304,806 60
	$4,555,113 98

Statement of Amounts Charged and Credited to "Construction," "Real Estate" and "Harsimus Cove," on Account of Permanent Improvements on the United Railroads of New Jersey, from January 1st, 1872, to December 31st, 1885, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1880	$5,063,754 70	
Amount expended in 1881	561,737 15	
Amount expended in 1882	471,165 37	
Amount expended in 1883	538,793 18	
Amount expended in 1884	151,352 49	
Amount expended in 1885	69,756 22	
		$6,856,559 11

Cr.

By Proceeds from sale of bonds, equipment and other property	5,837,732 15
Debit balance, January 1st, 1886	$1,018,826 96

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1880	$892,050 45	
Amount expended in 1881	53,951 19	
Amount expended in 1882	41,509 49	
Amount expended in 1883	7,683 94	
Amount expended in 1884	51,679 56	
Amount expended in 1885	225,513 66	
		$1,272,388 29

Cr.

By Proceeds from sale of real estate, materials, &c		$397,517 04
Debit balance, January 1st, 1886		$874,871 25

HARSIMUS COVE—CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1880	$2,125,771 88	
Amount expended in 1881	111,808 68	
Amount expended in 1883	26,974 32	
Amount expended in 1884	8,848 38	
Amount expended in 1885	Nothing.	
		$2,273,403 26

Cr.

By Proceeds from sale of buildings and materials	$1,368 49	
United New Jersey Railroad and Canal Company's stock	2,258,708 55	
		2,260,077 04
Debit balance, January 1st, 1886		$13,326 22

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1880	$624,583 00	
Amount expended in 1881	50,000 00	
Amount expended in 1882	37,008 45	
Amount expended in 1883	30,000 00	
Amount expended in 1884	20,000 00	
Amount expended in 1885	171,000 00	
		$932,591 45

Cr.

By Proceeds from sale of buildings and materials	$300 00	
United New Jersey Railroad and Canal Company's stock	741,291 45	
		741,591 45
Debit balance, January 1st, 1886		$191,000 00

SUMMARY.

Dr.

To Cost of construction	$6,856,559 11	
Real estate	1,272,388 29	
Harsimus Cove, construction	2,273,403 26	
Harsimus Cove, right of way and real estate	932,591 45	
		$11,334,942 11

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property	$6,236,917 68	
United New Jersey Railroad and Canal Company's stock	3,000,000 00	
		$9,236,917 68
Debit balance, January 1st, 1886		$2,098,024 43

COST OF CONSTRUCTION FOR THE YEAR 1885.

New lines	$15,858 16	
Wharves and landings	34,161 36	
Right of way	19,736 70	
		$69,756 22

REPORTS OF RAILROAD AND CANAL COMPANIES.

ANGLESEA RAILROAD COMPANY.

No report.

BELVIDERE DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,150,000 00
Bonded debt	3,695,000 00
Cost of road and equipments	$4,597,708 51

The road extends from Trenton, N. J., to Manunka Chunk, N. J., a distance of sixty-eight miles, with a branch from Lambertville, N. J., to Flemington, N. J., a distance of twelve miles.

It is leased to the United New Jersey Railroad and Canal Company. The lease is assigned by them to the Pennsylvania Railroad Company at an annual rental of the "surplus of the net earnings."

NOTE.—The Flemington Railroad and Transportation Company was merged into and with the Belvidere Delaware Railroad Company February 16th, 1885.

It is equipped mainly by themselves, and operated by the Pennsylvania Railroad Company as a part of their Belvidere Division, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Belvidere Delaware Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this twenty-fifth day of January, A. D. 1886.

HUGH B. ELY,
Master in Court of Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$191,892 33
Income from freight	1,032,389 70
Income from other sources	15,359 08
	$1,239,641 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	$771,970 90

ACCIDENTS FOR 1885.

January 13th.—James Scanlon, while stealing a ride on a coal train at Wilburtha, fell and was run over and killed. Conductor, H. R. Person; engineman, L. Sharp; retained in company's employ.

January 27th.—Michael Cunningham, while riding on material train at Lambertville, jumped from the train and had his head injured. Conductor, A. Van Horn; engineman, W. S. Roberson; retained in company's employ.

February 13th.—William Buchanan, brakeman, injured while connecting cars at Coal Port. Conductor, James Black; engineman, William Johnson; retained in company's employ.

February 22d.—Abram C. Skillman, brakeman, had hand injured while connecting cars at Trenton. Conductor, Patrick Carmody; engineman, P. W. Skillman; retained in company's employ.

March 9th.—Georgia Snyder, girl, while attempting to cross track in front of freight train at Riegelsville, was struck by engine and severely injured. Conductor, B. Hicks; engineman, L. T. Brandt; retained in company's employ.

March 14th.—Alonzo Butler was found lying in Coal Port yard with head injured; he stated "that he had been injured by a passing train."

May 20th.—Edward Hartley, conductor, while getting on moving engine at Coal Port, was caught between cab and switch lever and injured. Conductor, Edward Hartley; engineman, William Perry; retained in company's employ.

June 9th.—W. L. Eichman, brakeman, while disconnecting engine from car at Manunka Chunk, had hand injured. Conductor, George Naylor; engineman, George Niece; retained in company's employ.

July 20th.—Lewis A. Whildey, brakeman, while disconnecting cars at Coal Port, had leg injured. Conductor, A. Schenck; engineman, M. H. Johnson; retained in company's employ.

July 22d.—Barclay Hicks, conductor, and John Fisher, brakeman, were severely injured while riding on top of car at Trenton, by being struck by distance signal board. Conductor, Barclay Hicks; engineman, L. T. Brandt; retained in company's employ.

October 5th.—Lawrence O'Brien, boy, while playing on cars at Trenton, had foot injured between two cars. Conductor, H. L Drake; engineman, William Perry; retained in company's employ.

October 20th.—S. S. Sheppard, baggage-master, while connecting cars at Flemington, had head injured. Conductor, Ira S. Stryker; engineman, S. Cooley; retained in company's employ.

November 2d.—George Taylor, brakeman, was fatally injured at Phillipsburg, while connecting cars. Conductor, W. E. Stites; engineman, Amos Cope; retained in company's employ.

November 6th.—Patrick Curran, while walking on track at Trenton, was struck by engine and had head injured. Engineman, William Johnson; retained in company's employ.

November 13th.—George J. Reading, tank engineer, while walking on track at Bulls Island, was struck by engine of coal train and fatally injured. Conductor, Edward Dalton; engineman, John Tennicliff; retained in company's employ.

November 18th.—Henry T. Van Doren, brakeman, while connecting cars at Coal Port was injured in back and stomach. Conductor, J. B. Clayton; engineman, G. W. Weston; retained in company's employ.

December 25th.—Frank Kitchin, brakemen, while connecting cars at Lambertville, had hand injured. Conductor, J. Shepherd; engineman, C. Lees; retained in company's employ.

December 28th.—Lewis A. Whildey, brakeman, had hand crushed between the lading (lumber) of car and the car. Conductor, A. Schenck; engineman, M. Johnson; retained in company's employ.

December 30th.—Frederick Fink, boy, in attempting to get on a moving train at Trenton, fell and had his foot crushed. Conductor, Charles Moyer; engineman, B. Potter; retained in company's employ.

BERGEN COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Bergen County Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$200,000 00
Bonded debt	200,000 00
Cost of road	562,074 35

The road extends from Rutherford to Ridgewood, a distance of ten miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $24,000. The particulars of its operations and expenditures have been kept as a part of the general accounts of that company, and cannot be specified as applied exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John King, being duly sworn, on his oath says that he is President of the Bergen County Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief, as is also the following statement of accidents occurring on the line during the year 1885.

JOHN KING.

Sworn and subscribed before me this twenty-sixth day of January, A. D. 1886.

GEORGE E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

No accidents are reported as occurring on this line during the year ending December 31st, 1885.

AUGUSTUS R. MACDONOUGH,
Secretary of the N. Y., L. E. and W. R. R. Co., Lessee.

CAMDEN AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Atlantic Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,258,255 75
Bonded debt	1,430,900 00
Floating debt	25,000 00
Cost of road and equipments	2,537,126 26

Dividends paid during the year 1885, and how paid—none.

The road extends from Camden to Atlantic City, and Atlantic City to Longport, a distance of sixty-five and seventy-six hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$401,021 22
Income from freight	109,634 43
Income from other sources	8,957 75
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	397,807 52

State of New Jersey, Camden County, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is Vice President of the Camden and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

W. J. SEWELL.
Vice President.

Sworn and subscribed before me this thirtieth day of January, A. D. 1886.

HUGH B. ELY,
M. C. C. State of New Jersey.

ACCIDENTS FOR 1885.

February 12th.—B. C. Pole, in attempting to jump from train 256 at Fourth and Main streets, Camden, fell, slightly hurting himself. He has since fully recovered.

June 12th.—Brakeman E. G. Myers, while coupling cars on train 296, had one finger broken and his thumb injured. He has since fully recovered, and is still in the service of the company. This happened at Berlin.

August 11th.—Brakeman E. N. DuBois, while coupling cars on train 298, was caught between them and badly squeezed through the breast. He has since fully recovered, and is still in the service of the company. This happened at Absecon.

August 14th.—Brakeman J. Dwyer, while uncoupling cars at Cooper's Point Yard, Camden, had his finger mashed. He has since recovered.

August 21st.—Robert Greer was struck and instantly killed by train 261 at Kirkwood.

NEW JERSEY STATE LIBRARY

CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$381,925 00
Bonded debt	350,000 00

The road extends from Camden Junction to Mt. Holly, and Burlington to Pemberton, a distance of thirty miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN S. IRICK,
President.

Sworn and subscribed before me this 23d day of January, A. D. 1886.

HUGH B. ELY,
Master in Court of Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$161,653 75
Income from freight	38,325 29
	$199,979 04
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	128,638 31

Dividends paid during the year 1885, and how paid:
Two dividends of three per cent. each in cash.

CAMDEN, GLOUCESTER AND MOUNT EPHRAIM RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden, Gloucester and Mount Ephraim Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$65,000 00
Bonded debt	62,100 00
Floating debt	7,000 00
Cost of road and equipments	81,866 89

The road extends from Camden, N. J., to Mount Ephraim, a distance of four and eight hundred and sixty-two thousandths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$17,899 63	
Income from freights	686 42	
		$18,586 05
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies		18,440 66

State of Pennsylvania, City of Philadelphia, *ss.*—James P. Michellon, being duly sworn, on his oath says that he is President of the Camden, Gloucester and Mount Ephraim Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

J. P. MICHELLON.

Sworn and subscribed before me this eighth day of February, A. D. 1886.

J. Y. HUMPHREY,
A Commissioner of Deeds for the State of New Jersey.

ACCIDENTS FOR 1885.

August 4th.—William W. Kane, aged 42 years, instantly killed; struck by train while walking on track at Camden. Conductor, William Seums; engineer, W. Krown. Engineer and conductor retained in service.

CAPE MAY AND SEWELL'S POINT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the President of Cape May and Sewell's Point Railroad presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$39,000 00
Cost of road and equipments	40,000 00

Dividends paid during the year 1885, and how paid—none.

The road extends from Cape May City to Sewell's Point, a distance of three and two-thirds miles.

RECEIPTS AND EXPENSES FOR 1885.

Road was rented for the season to James H. Edmunds for....	$2,000 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	1,582 00

REMARKS.

This is only a little excursion road, carrying passengers during the season from the built-up part of Cape May City to an excursion house at Sewell's Point, all in the city of Cape May.

State of New Jersey, Cape May County, *ss.*—Downs Edmunds, being duly sworn, on his oath says that he is President of the Cape May and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1886 are correct and true to the best of his knowledge and belief.

DOWNS EDMUNDS.

Sworn and subscribed before me this 11th day of January, A. D. 1886.

JOHN G. W. WARE,
Alderman.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$18,563,200 00
Bonded debt	38,931,048 11
Interest unpaid	1,058,576 50
Taxes claimed	83,740 04
Floating debt	1,653,886 75
Cost of road and appendages	17,345,058 44

The road extends from Jersey City to Phillipsburg, a distance of seventy-two and thirty hundredths miles, with branches to Newark six and twenty-two hundredths miles, to Brill's five and forty hundredths miles, to Elizabeth three miles, to Perth Amboy twelve and sixteen hundredths miles, to Bay Way eighty-two hundredths miles. Total, ninety-nine and ninety hundredths miles.

It is leased to the Philadelphia and Reading Railroad Company, at an annual rental of six per cent. upon the capital stock of the company and such sum as may be necessary to pay and discharge the fixed charges and expenses of organization.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$1,656,286 91
Income from freight	3,685,785 98
Income from other sources	397,250 73
	$5,739,323 62
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	3,207,168 00

Dividends paid during the year 1885—none.

ACCIDENTS FOR 1885.

January 2d.—Thomas Welsh, aged 32 years, found dead on track, supposed that he was killed while attempting to board moving train at Plainfield. Conductor, John Long; engineer, N. C. Rhodes.

January 6th.—Michael Connelly, foot crushed, run over by coal car at Elizabethport. Conductor, John O. Hare; engineer, H. Wolfskeil.

January 15th.—W. J. Jones, hand crushed between bumpers while coupling cars at Brills. Conductor, George Davis; engineer, John Hague.

January 16th.—Thomas Scanlon, three ribs broken, attempting to cross track in front of engine at Centreville. Conductor, C. E. Parker; engineer, A. Mattis.

January 21st.—William Essing, aged 60 years, instantly killed, attempting to cross track in front of engine at Brills. Conductor, H. A. Merritt; engineer, I. H. Meeker.

January 21st.—Thomas Blackwell, head injured, striking overhead bridge at Centreville. Conductor, W. C. Staples; engineer, A. Gray.

January 23d.—W. H. Bawton, collar bone broken, shoulder injured, attempting to drive across track in front of train at Dunellen. Conductor, Charles Hewlett; engineer, John Rhodes.

February 10th.—Joseph Kelly, arm crushed while coupling cars at Jersey City. Conductor, Alexander Colbatt; engineer, S. L. Jones.

February 20th.—Patrick Cavanaugh, aged 23 years, instantly killed, attempting to cross track in front of train at Bergen Point. Conductor, William M. Thomas; engineer, Charles B. Houston.

March 5th.—John C. Anderson, arm lacerated while coupling cars at Glen Gardner. Conductor, H. Fenwick; engineer, William Rex.

March 7th.—John C. Smith, fatally injured while coupling cars at Ocean Grove. Conductor, Robert Cooley; engineer, John Johnson.

March 14th.—Benjamin W. Russell, aged 44 years, instantly killed while attempting to cross track in front of train at Communipaw. Conductor, P. VanArsdale; engineer, Ed. Huff.

March 27th.—John Garrechet, aged 38 years, instantly killed by striking against overhead bridge at Fanwood. Conductor, E. Barber; engineer, George Menber.

March 28th.—John Fleming, fatally injured, struck by train while walking on track at Bound Brook. Conductor, W. P. Hibber; engineer, W. Miller.

April 1st.—Thomas J. Toole, leg cut off, struck by train while walking on bridge at Matawan. Conductor, J. F. Dolbur; engineer, George Cleckner.

April 25th.—Timothy H. Adams, arm broken and head cut, attempting to cross track in front of train at Somerville. Conductor, James M. Stover; engineer, C. Champlain.

May 7th.—Timothy L. Porter, fatally injured, falling against passing train at North Branch. Conductor, W. E. Dilts; engineer, George Neuber.

May 11th.—David J. Meeker, aged 59 years, instantly killed, stepped on track in front of train at Elizabeth. Conductor, L. Parker Titus; engineer, G. Hackett.

May 15th.—Joseph L. Brailey, right foot crushed, ran over while attempting to get on moving train at Hazlet. Conductor, M. R. Mulford; engineer, John Kline.

May 18th.—Patrick Shine, arm broken and wrist badly bruised, caught between bumpers while coupling cars at Jersey City. Conductor, Frank Fortmer; engineer, Thomas Bradshaw.

April 18th.—Henry Haltiman, aged 26 years, instantly killed by bridge giving away at High Bridge. Conductor, John Banghart; engineer, Daniel J. Bryant.

May 23d.—Reading Gordon, shoulder and two ribs broken by falling from train at Somerville. Conductor, E. L. Stamets; engineer, F. Fisher.

May 25th.—George C. Hummell, conductor, ribs broken by falling from train at Westfield. Engineer, James Beem.

May 27th.—Unknown man instantly killed, lying on track at Tremley. Conductor, J. D. Gorman; engineer, G. W. Moore.

June 16th.—Edward Brown, fatally injured, attempting to cross track in front of engine at Jersey City. Engineer, P. Doyle.

June 20th.—Daniel Cease, arm broken while coupling cars at Phillipsburg. Conductor, C. S. Stokes; engineer, J. Framfelder.

June 25th.—Emil A. Kranich, fatally injured, run over by engine at Communipaw. Engineer, Dennis Norton.

June 30th.—Hugh Capner, aged 38 years, instantly killed, attempting to drive across track in front of train at South Amboy. Conductor, C. S. Tuck; engineer, George W. Clickner.

July 17th.—Jacob S. Cole, fatally injured by train running into open draw at Carteret. Conductor, James Currid. Conductor and brakeman discharged.

July 24th.—Frank Forman, aged 19 years, instantly killed, struck by train while walking on track at Bayonne. Conductor, N. S. Doty; engineer, William C. Aten.

July 25th.—Owen Corrigan, aged 8 years, instantly killed, attempting to cross track in front of train at Centreville. Engineer, H. Foster.

July 25th.—Morris Driscoll, leg badly shattered, struck by drag-rope at Bergen Point. Engineer, F. Paulman.

July 27th.—Andrew J. Price, fatally injured, struck by ore cars while standing beside his engine at Phillipsburg. Conductor, H. S. Weil; engineer, F. Beck.

August 6th.—Philip Grolls, aged 21 years, instantly killed while attempting to cross track in front of engine at Communipaw. Conductor, Charles Powell; engineer, H. Foster.

August 6th.—Patrick J. Slattery, arm crushed, stepped on track in front of train at West End. Conductor, A. S. Wooding; engineer, J. Errickson.

August 7th—August Sell, fatally injured by stepping in front of train at Brills. Conductor, P. VanArsdale; engineer, Ed. Huff.

August 8th.—William J. Mullin, aged 18 years, instantly killed while attempting to cross track in front of train at South Amboy. Conductor, A. P. Hetfield; engineer, M. M. Clapp.

August 9th.—Charles Schrewer, found dead on track at Elizabeth. Circumstances unknown.

August 10th.—John Donnelly, fatally injured while playing on track at Ferry street, Newark. Conductor, H. A. Merritt; engineer, I. H. Meeker.

August 21st.—Martin Toman, aged 46 years, instantly killed, struck by hand car at Bound Brook.

August 25th.—Andrew Cassidy, Jr., aged 10 years, instantly killed, caught between bumpers while playing on cars at Raritan. Conductor, John Williams; engineer, F. Frech.

September 1st.—Ezekiel H. Scott (colored), aged 40 years, instantly killed, fell from train at Claremont. Conductor, W. J. Korndorfer; engineer, George Moll.

September 10th.—Robert Brown, aged 27 years, instantly killed by striking overhead bridge at Roselle. Conductor Theo. Shrope; engineer, F. Fisher.

September 20th.—Unknown man, fatally injured, struck by engine while standing on track near Jersey City. Conductor, C. Dodwell; engineer, C. Huff.

October 3d.—William Wachman, aged 27 years, instantly killed, struck by engine while walking on track at Great Island. Conductor, H. A. Merritt; engineer, I. H. Meeker.

October 12th.—Frank M. Laughlin, leg broken, jumping from train at Brills. Engineer, W. F. Clarcy.

October 16th.—James Sheridan, aged 47 years, instantly killed, struck by engine while working on track at Elizabethport.

October 16th.—James Flaherty, fatally injured, struck by engine while working on track at Elizabethport. Conductor, Samuel Johnson; engineer, W. F. Peeples.

October 20th.—John Scanlon, aged 40 years, instantly killed, struck by engine while sitting on track at West Bergen. Conductor, C. S. Powell; engineer, H. Allen.

October 21st.—Theo. Shrope, ribs broken, caught between cars in making coupling at Hampton. Engineer, J. Lutz.

October 21st.—Edward Murphy, injured about feet, fell from cars and run over at Somerville. Conductor O. D. Hayne; engineer, J. B. Wilson.

October 23d.—James Morrisey, aged 16 years, instantly killed, attempting to cross track in front of engine at Bayonne. Conductor, S. V. D. Wack; engineer, M. C. Mooney.

November 3d.—Thomas Nelligan, leg crushed while attempting to jump on moving train at Spring street. Conductor, John Long; engineer, N. C. Rhodes.

November 9th.—Samuel Peiss, aged 25 years, instantly killed, attempting to cross track in front of train at Centreville. Conductor, J. W. Van Houten; engineer, Loyd Clark.

November 10th.—Albert V. Covert, fatally injured, supposed to have been killed by passing train at Fanwood.

November 12th.—Martin Burns, foot crushed, attempted to board a moving train at Green Brook. Conductor, R. Transue; engineer, R. Taylor.

November 16th.—Unknown man, instantly killed, stepped on track in front of train at Newark Bay bridge. Conductor, S. Skillman; engineer, J. Mowry.

November 28th.—Unknown man, fatally injured, struck by engine while walking on track at Jersey City. Engineer, John W. Provost.

December 9th.—Joseph Marrass, aged 30 years, fatally injured, struck by train while walking on track at Bergen Point. Conductor, W. Opdyke; engineer, J. Mowry.

December 19th.—Casper Dilks, foot crushed, fell under moving cars at Elizabethport. Conductor, S. McClary; engineer, R. Gordon.

December 23d.—Thomas Ogden, aged 40 years, fatally injured, caught between cars while coupling them at White House. Conductor, A. Patterson; engineer, George Nenber.

December 25th.—James McManus, aged 23 years, fatally injured, fell under moving train while attempting to board it at Elizabethport. Conductor, W. Durling; engineer, S. D. Winner.

NOTE.—Engineers and conductors retained in service in each case, except where otherwise noted.

CHARLOTTEBURGH AND GREEN LAKE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Charlotteburgh and Green Lake Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$100,000 00
Floating debt: Note, $903.45; about	1,000 00
Cost of road and equipments	76,181 71

The road extends from Charlotteburgh Junction to Green Pond mines, a distance of four and fifty hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from freight and other sources	$903 77
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	1,757 45

REMARKS.

This company owns no rolling stock, and is operated by the New York, Susquehanna and Western Railroad Company; its business is solely from iron ores.

State of New York, New York County, *ss.*—J. George Repplier, being duly sworn, on his oath says that he is Vice President of the Charlotteburgh and Green Lake Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

J. GEORGE REPPLIER.

Sworn and subscribed before me this 20th day of January, A. D. 1886.

J. P. RAFFERTY,

A Commissioner of Deeds for the State of New Jersey in New York.

CHESTER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$98,500 00
Bonded debt	100,000 00
Floating debt	25,990 98
Cost of road and equipments	224,490 98

The road extends from Chester Junction to Chester, a distance of ten and two hundredths miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of seven per cent. on its bonds, and its operations are included in the report of said company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Chester Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this eleventh day of February, A. D. 1886.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$66,050 00
Bonded debt (first mortgage, $125,000; second mortgage, $60,000)	185,000 00
Floating debt (greater part covered by second mortgage, as collateral)	25,000 00
	$276,050 00
Cost of road and equipments	194,648 70

The road extends from Kinkora to New Lisbon, a distance of fourteen miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of thirty per cent. of the gross earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—Richard H. Page, being duly sworn, on his oath says that he is Treasurer of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

R. H. PAGE,
Treasurer.

Sworn and subscribed before me this second day of February, A. D. 1886.

JOHN S. COX,
Justice of the Peace.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$10,383 38
Income from freight	7,279 66
	$17,663 04
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies	14,438 95

CONSTABLES HOOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Constables Hook Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$81,400 00
Floating debt	13,918 57
Cost of road and equipments	95,318 57

The road extends from Centreville to Constables Hook, a distance of two miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Constables Hook Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1885 are included in the operations of the Central Railroad of New Jersey, and no separate accounting of same is made.

CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$250,000 00
Bonded debt	5,000 00
	$255,000 00
Cost of road and equipments	24,800 00
Dividends paid during the year 1885, and how paid: Two, June and December, $7,500 each, both cash, three per cent	15,000 00

The road extends from Bridgeton to Maurice River, a distance of about twenty-two and fifty hundredths miles, of which twenty-one and thirty hundredths miles are operated.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$17,921 89
Income from freight	35,645 50
Income from other sources	2,846 76
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	38,653 55

State of Pennsylvania, Philadelphia County, *ss.*—C. W. Littell, being duly sworn, on his oath says that he is Treasurer of the Cumberland and Maurice River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief. C. W. LITTELL.

Sworn and subscribed before me this sixth day of March, A. D. 1886.

FRED. SYLVESTER,
Notary Public.

DELAWARE RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1885:

Capital stock paid in..... $4,025 00

The road was located from Hamilton street to Bulson street, Camden, a distance of about two miles.

REMARKS.

The construction of the road was commenced but stopped by an injunction issued restraining the company from continuing it.

State of Pennsylvania, City and County of Philadelphia, *ss.*—James P. Michellon, being duly sworn, on his oath says that he is a Director of the Delaware Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

J. P. MICHELLON,
Director.

Sworn and subscribed before me this eighth day of February, A. D. 1886.

J. Y. HUMPHREY,
A Commissioner of Deeds for the State of New Jersey.

DELAWARE BAY AND CAPE MAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Bay and Cape May Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$30,000 00
Bonded debt	5,500 00
Floating debt, $26,295.06; less cash on hand, $6,535.99	19,759 07
Cost of road and equipments	49,952 26

Dividends paid during the year 1885, and how paid:
No dividend paid or declared during the year.

The road extends from Cape May City to Steamboat Landing, Delaware Bay, a distance of about three miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$9,510 80
Income from freight	194 50
Income from other sources	29 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	9,403 92

REMARKS.

In order to provide for the floating debt, a bonded debt of $30,000 has been created. Of these bonds only $5,500 have been issued, and the balance remains in the treasury of the company.

In addition to the above floating debt, there is an unadjusted claim of $2,400 for which this company is probably not liable.

State of Pennsylvania, Philadelphia County, *ss.*—William Selfridge, being duly sworn, on his oath says that he is Treasurer of the Delaware Bay and Cape May Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

WILLIAM SELFRIDGE.

Sworn and subscribed before me this fifth day of February, A. D. 1886.

H. P. ROCHE,
A Commissioner of Deeds for the State of New Jersey.

DELAWARE AND BOUND BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,742,000 00
Bonded debt	1,742,000 00
Cost of road and equipments	3,241,291 30

The road extends from the middle of the river Delaware to Bound Brook, a distance of twenty-seven (27) miles, and has a branch to Trenton of three and seven-tenths (3.7) miles.

It is leased to the Philadelphia and Reading Railroad Company at an annual rental of the sum of the maintenance of its organization, $6,000, the interest on its bonded debt and quarterly dividends on its capital stock at the rate of eight per cent. per annum from the first day of May, A. D. 1883, for the term of nine hundred and eighty-six years.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. H. STEVENSON.

Sworn and subscribed before me this eighth day of February, A. D. 1886.

THEO. C. MAPLE,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$196,951 04
Income from freight	487,331 14
Income from other sources	5,150 08
	$689,432 26
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	$307,516 80

Dividends paid during the year 1885, and how paid:
Quarterly dividends of two per cent. each in the months February, May, August and November.

ACCIDENTS FOR 1885.

July 3d.—Richard Brown, fatally injured, caught between engine and tank at Delaware River bridge. Engineer, J. Kenney.

November 13th.—William C. Johnson (colored), aged 18 years, instantly killed, struck by train while walking on track at Trenton Junction. Conductor, W. M. Thomas; engineer, George Moll.

NOTE.—Engineers and conductors retained in service in each case.

DELAWARE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware River Railroad Company presents the following report for the year ending December 31st, 1885 :

Capital stock paid in	$141,400 00
Bonded debt	65,000 00
Floating debt	26,631 47
Cost of road and equipments	233,031 47

Dividends paid during the year 1885, and how paid—none.

The road extends from Woodbury to Pennsgrove, a distance of nineteen and ninety-seven hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$22,335 27
Income from freight	11,925 82
Income from other sources	5,856 23
	$40,117 32
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	69,037 09

State of New Jersey, Camden County, *ss.*—William S. Conner, being duly sworn, on his oath says that he is President of the Delaware River Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

W. S. CONNER.

Sworn and subscribed before me this 27th day of February, A. D. 1886.

J. J. BURLEIGH,
Notary Public.

DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$100,000 00
Bonded debt	35,000 00
Cost of road and equipments	135,000 00

The road extends from Port Oram to Rockaway, a distance of five miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of six per cent. on its capital.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

Receipts and expenses for 1885 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of same is made.

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this fifth day of February, A. D. 1886.

MAHLON PITNEY,
Master in Chancery of New Jersey.

EASTON AND AMBOY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$5,250,000 00
Bonded debt	5,250,000 00
Floating debt	357,032 40
Cost of road and equipments	10,763,077 40

The road extends from the middle of the Delaware river at Phillipsburg, N. J., to Perth Amboy, N. J., a distance of sixty miles.

It is leased to the Lehigh Valley Railroad Company at an annual rental of the cost of maintenance of way, taxes and interest on its securities.

It is equipped and operated by the Lehigh Valley Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, *ss.*—John R. Fanshawe, being duly sworn, on his oath says that he is Secretary of the Easton and Amboy Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. R. FANSHAWE,
Secretary.

Sworn and subscribed before me this second day of March, A. D. 1886.

WM. C. ALDERSON,
Commissioner of Deeds for New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$64,409 08
Income from freight	382,096 42
Income from coal	1,191,698 31
Income from other sources	6,316 44
	$1,644,520 25
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	937,376 54

Dividends paid during the year 1885, and how paid—none.

ACCIDENTS FOR 1885.

January 7th.—I. O. Holmes, laborer, at Perth Amboy wharves, was run over by empty cars and instantly killed.

March 7th.—Patrick Breen, trackman, near Neshanic, while walking on track was struck by a train and fatally injured.

March 28th.—W. H. Wheelen, freight brakeman, at Perth Amboy Junction, while coupling cars had one hand crushed.

April 6th.—Chas. Breisch, brakeman, at Perth Amboy, while coupling cars was caught and had his right leg broken and badly lacerated.

April 26th.—Albert Schweibinz, foreman, at Phillipsburg, while acting as brakeman, fell through a coal car to the track and was fatally injured.

April 28th.—John W. Stires, farmer, killed; Henry L. Stires, farmer, collar bone broken, at Midvale; while driving their two horse team across the track were struck by passenger train and injured as above; both horses killed and wagon demolished.

July 16th.—Nicholas Kuex, coal brakeman, in Perth Amboy yard, while coupling cars was knocked down and run over and fatally injured.

September 12th.—John Pittner, laborer on Perth Amboy wharves, while walking on the track, going to his work, was run over and fatally injured.

October 1st.—Warren Ayres, an employe on Perth Amboy wharves, while getting off a moving train fell under the train and was fatally injured.

December 12th.—William A. Roxbury, laborer on wharves near Perth Amboy, during the night was found dead on the track. How the accident occurred is not known.

EAST TRENTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the East Trenton Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$45,906 69
Cost of road and equipments	45,906 69

The road extends from a point in the Trenton Branch of the Delaware and Bound Brook Railroad to a point in Millham township, Mercer county, a distance of two and about fifty-six hundredths miles.

REMARKS.

The East Trenton Railroad is controlled and operated by the Philadelphia and Reading Railroad Company, in connection with the Delaware and Bound Brook Railroad, and the earnings and expenses are included in the report of the operations of the latter road, and no separate account of same is made.

State of New Jersey, Mercer County, *ss.*—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of the East Trenton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

J. H. STEVENSON.

Sworn and subscribed before me this eighth day of February, A. D. 1886.

THEO. C. MAPLE,
Master in Chancery of New Jersey.

ENTERPRISE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Enterprise Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in..	$20,000 00
Floating debt (due Pennsylvania Railroad Company).....	28,158 49
Cost of road and equipments.....	45,114 49

The road extends from a point in Trenton to Mulberry avenue, in township of Millham, Mercer county, a distance of one and a half miles.

It is operated by the Pennsylvania Railroad Company as a part of their Belvidere Division, and its operations are included in the report of the Belvidere Delaware Railroad Company.

State of Pennsylvania, Philadelphia City and County, *ss.*—John A. Anderson, being duly sworn, on his oath says that he is President of the Enterprise Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. A. ANDERSON.

Sworn and subscribed before me this twenty-fifth day of January, A. D. 1886.

HUGH B. ELY,
Master in Court of Chancery State New Jersey.

FERRO MONTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$30,000 00
Cost of road and equipments	50,309 21

Dividends paid during the year 1885, and how paid—none.

The road extends from Vanatta Station to the Byram Mines, a distance of two and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from freight	$4,017 29
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	5,546 53

State of New Jersey, Morris County, *ss.*—Augustus C. Canfield, being duly sworn, on his oath says that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

AUGUSTUS C. CANFIELD.

Sworn and subscribed before me this first day of February, A. D. 1886.

JOSIAH MEEKER,
Master in Chancery of New Jersey.

FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916.) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Flemington Railroad and Transportation Company presents the following report for the year ending December 31st, 1885:

This company was merged into the Belvidere Delaware Railroad Company, February 16th, 1885, and the capital stock, bonded debt and cost of road and equipment are included in the report of that company.

The road extends from Lambertville to Flemington, a distance of twelve miles.

State of New Jersey, Mercer County, *ss.*—Lewis Perrine, being duly sworn, on his oath says that he is President of the Flemington Railroad and Transportation Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

LEWIS PERRINE.

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1886.

HUGH B. ELY,
Master in Court of Chancery, State of New Jersey.

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$273,600 00
Bonded debt	498,600 00
Cost of road and equipments	666,200 00

The road extends from Jamesburg to Sea Girt, a distance of twenty-seven and fifty-four hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net receipts in excess of expense of operating.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this eighteenth day of January, A. D. 1886.

HUGH B. ELY,
Master Court of Chancery, State of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers		$106,359 08
Income from freight		31,550 21
		$137,909 29
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies		65,798 92

Dividends paid during the year 1885, and how paid :
One dividend of eight per cent. in cash.

NEW JERSEY STATE LIBRARY

THE FREEHOLD AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and New York Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$200,000 00
Bonded debt	200,000 00
Floating debt	34,915 21
Cost of road and equipments	418,420 60

Dividends paid during the year 1885, and how paid—none.

The road extends from Freehold to Keyport, a distance of fourteen and sixty hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$22,553 06
Income from freight	17,314 78
Income from other sources	1,380 76
	$41,248 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	46,507 78

State of New York, New York City and County, *ss.*—John S. Schultze, being duly sworn, on his oath says that he is President of the Freehold and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

JOHN S. SCHULTZE.

Sworn and subscribed before me this eighth day of March, A. D. 1886.

EDWIN F. COREY,
Commissioner for the State of New Jersey in New York.

GLASSBORO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Glassboro Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,000 00
Bonded debt	3,400 00
Floating debt	5,600 00
Cost of road and equipments	10,000 00

The road extends from South Glassboro to Glassboro, N. J., a distance of fifty hundredths miles.

REMARKS.

It is equipped and operated and the receipts and expenses for 1885 are included in the operations of the Williamstown and Delaware River Railroad Company, and no separate accounting of same is made.

State of New Jersey, Gloucester County, *ss.*—Samuel Garwood, being duly sworn, on his oath says that he is Superintendent of the Glassboro Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me this thirteenth day of February, A. D. 1886.

W. H. BODINE,
Justice of the Peace.

HACKENSACK RAILROAD COMPANY.

No report.

HIBERNIA MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in		$200,000 00
Dividends paid during the year 1885, and how paid:		
January 10th, 1885.—Three (3) per cent	$6,000 00	
July 10th, 1885.—Three (3) per cent	6,000 00	
		12,000 00

The road extends from Hibernia to Rockaway, Delaware, Lackawanna and Western and Central Railroad junction, a distance of five miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from freight	$20,026 03
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	11,867 64

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this sixteenth day of January, A. D. 1886.

MAHLON PITNEY,
Master in Chancery of New Jersey.

HIBERNIA UNDERGROUND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$100,000 00
Cost of road and equipments	100,000 00
Dividends paid during the year 1885, and how paid: January, 1885—5 per cent. on capital stock of $100,000	5,000 00

The road extends from Hibernia Mine Railroad into Hibernia mountain, a distance of one and a half miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from freight	$4,906 38
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	5,310 72

TRANSPORTATION ACCOUNT FOR 1885.

Iron ore	24,531-14-2 tons.

State of New Jersey, Morris county, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Underground Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this twelfth day of January, A. D. 1886.

MAHLON PITNEY,
Master in Chancery of New Jersey.

HIGH BRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the High Bridge Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$850,000 00
Floating debt	186,297 50
Cost of road and equipments	1,015,347 55

The road extends from High Bridge to German Valley, a distance of nineteen and twenty-nine hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John Kean, being duly sworn, on his oath says that he is President of the High Bridge Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this fifteenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1885 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of same is made.

ISLAND HEIGHTS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

Reported as merged in Philadelphia and Long Branch Railroad Company, and business, stock, &c., included in their report.

JERSEY CITY AND BERGEN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bergen Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock authorized	$500,000 00
Capital stock paid in	375,000 00
Bonded debt	275,000 00
	$650,000 00
Cost of road and equipments	707,348 22

The road extends from Jersey City to Bergen Point.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$361,972 11
Income from other sources	1,000 25
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	247,592 42
Dividends paid during the year 1885, in cash	30,000 00
Interest on bonded debt	19,250 00
Sinking fund	1,250 00

State of New Jersey, Hudson County, *ss.*—Charles B. Thurston, being duly sworn, on his oath says that he is President of the Jersey City and Bergen Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

C. B. THURSTON.

Sworn and subscribed before me this twentieth day of January, A. D. 1886.

GEO. W. CASSEDY,
Master in Chancery of New Jersey.

LAKE HOPATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lake Hopatcong Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$177,300 00
Floating debt	1,441 38
Cost of road and equipments	178,741 38

The road extends from Kenvil to Nolan's Point, a distance of five and fifty hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, City and County of New York, *ss.*—John Kean, being duly sworn, on his oath says that he is President of the Lake Hopatcong Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this fifteenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1885 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

LEHIGH AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,100,000 00
Bonded debt	1,000,000 00
Floating debt	188,000 00
	$2,228,000 00

The road extends from Belvidere, N. J., to New York State line, a distance of forty-eight and ten hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$8,372 51
Income from freight	86,522 87
Income from other sources	8,463 48
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	79,170 88

State of New York, Orange County, *ss.*—John Sayer, being duly sworn, on his oath says that he is Treasurer of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

JOHN SAYER.

Sworn and subscribed before me this fifteenth day of February, A. D. 1886.

JOHN J. BEATTIE,
Commissioner of Deeds for the
State of New Jersey, at Warwick, N. Y.

LODI BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock issued.....	$60,000 00
Cost of road and equipments, represented by capital.....	60,000 00

The road extends from Lodi Junction to Lodi, a distance of one and three-fourths miles, and is wholly in Bergen county.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of six hundred dollars.

The particulars of the operations and expenditures have been kept as a part of the general accounts of the lessee company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederic A. Potts, being duly sworn, on his oath says that he is President of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. A. POTTS,
President.

Sworn and subscribed before me this fifth day of January, A. D. 1886.

J. P. RAFFERTY,
A Commissioner of Deeds for New Jersey in New York.

LONG DOCK COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Long Dock Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$800,000 00
Bonded debt	7,500,000 00
Cost of road, principally in construction of Bergen tunnel	1,177,272 87

The road extends from a point two hundred and ten feet north of the center line of Seventeenth street, in Jersey City, to intersection with the Paterson and Hudson River Railroad, a distance of about one mile.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $480,000, including also all other property of this company.

The accounts of its operations are not kept distinct from those of the lessee company.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Frederic B. Jennings, being duly sworn, on his oath says that he is President of the Long Dock Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FREDERIC B. JENNINGS.

Sworn and subscribed before me this twenty-sixth day of January, A. D. 1886.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

No accidents are reported as occurring on this line during the year ending December 31st, 1885.

AUGUSTUS R. MACDONOUGH,
Secretary of the N. Y., L. E. and W. R. R. Co., lessee.

LONGWOOD VALLEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Longwood Valley Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$300,000 00
Floating debt	140,355 46
Cost of road and equipments	428,921 57

The road extends from German Valley to Port Oram, a distance of thirteen and twenty-six hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John Kean, being duly sworn, on his oath says that he is President of the Longwood Valley Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this fifteenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1885 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

MANUFACTURERS' RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers' Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$79,600 00
Cost of road and equipments	78,592 20

The road extends from Brills to Passaic river, a distance of one and five-tenths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Manufacturers' Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1885 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of same is made.

MAYS LANDING AND EGG HARBOR CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mays Landing and Egg Harbor City Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$32,500 00
Bonded debt	37,500 00
Cost of road and equipments	70,000 00

The road extends from Mays Landing to Egg Harbor City, a distance of seven miles.

It is leased to the Camden and Atlantic Railroad Company, at an annual rental of five thousand dollars, and this company can make no report as to accidents, receipts or expenditures.

State of New Jersey, Atlantic County, *ss.*—J. E. P. Abbott, being duly sworn, on his oath says that he is President of the Mays Landing and Egg Harbor City Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. E. P. ABBOTT.

Sworn and subscribed before me this twelfth day of January, A. D. 1886.

CHARLES T. ABBOTT.
Master in Chancery.

MIDVALE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Midvale Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$10,000 00
Cost of road and equipments	5,723 52

Dividends paid during the year, and how paid—none.

The road extends from New York and Greenwood Lake Railway track to company's mines, a distance of seventy-eight hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers—none.
Income from freight—none.
Income from other sources—none.
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—none.

REMARKS.

This is only a road-bed, on which the iron has not been laid, except for the switch, extending to a mine not at present worked, and was for hauling the ore. This distance is less than a mile.

State of New York, city of New York, *ss.*—William P. Prentice, being duly sworn, on his oath says that he is President of the Midvale Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1885, are correct and true to the best of his knowledge and belief.

W. P. PRENTICE.

Sworn and subscribed before me this 14th day of January, A. D. 1886.

JAMES COTTERELL,
Notary Public New York City and County.

MILL CREEK AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mill Creek and Hudson River Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$10,000 00
Cost of road (not completed)	107 81

Dividends paid during the year 1885, and how paid—none.

RECEIPTS AND EXPENSES FOR 1885.

Income	$17 69
Expenditures during the year for construction	107 81

REMARKS.

The road is not yet completed, and is intended to extend from a junction with the railroad of the National Docks Railway Company to a point on the Hudson river, at or near the Morris Canal Basin, the line being entirely in Hudson county.

State of Pennsylvania, Philadelphia County, *ss.*—F. Herbert Janvier, being duly sworn, on his oath says that he is Secretary of the Mill Creek and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

F. HERBERT JANVIER.

Sworn and subscribed before me this 23d day of March, A. D. 1886.

WM. C. ALDERSON,
Commissioner of Deeds for New Jersey.

MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$95,750 00
Floating debt	17,654 42
Cost of road and equipments	$113,404 42

The road extends from New Brunswick to Millstone, a distance of six and sixty-three hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson County, *ss.*—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. L. DENNIS,
President.

Sworn and subscribed before me this third day of February, A. D. 1886.

C. B. THURSTON,
Master in Chancery, New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$4,330 96
Income from freight	2,072 97
	$6,403 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	13,181 05

MONMOUTH PARK RAILROAD COMPANY.

No report.

MORRIS CANAL AND BANKING COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad and canal companies of the State, the Morris Canal and Banking Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$2,200,000 00
Bonded debt	1,103,164 50
Cost of road and equipments	$3,303,164 50

The canal extends from Phillipsburg, New Jersey, to Jersey City, New Jersey, a distance of one hundred and three miles.

It is leased to the Lehigh Valley Railroad Company.

It is equipped and operated by the Lehigh Valley Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, *ss.*—Jacob F. Randolph, being duly sworn, on his oath says that he is President of the Morris Canal and Banking Company, and that the foregoing is true and correct to the best of his knowledge and belief.

JACOB F. RANDOLPH.

Sworn and subscribed before me this eighth day of March, A. D. 1886.

WILLIAM C. ALDERSON,
Commissioner of Deeds for the State of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from coal	$253,423 72
Income from freight	37,550 18
Income from other sources	23,179 19
	$314,153 09
Expenditures during the year for working canal, including repairs, maintenance of way, motive power and contingencies	418,429 95
Dividends paid during the year 1885	165,721 50

MORRIS AND ESSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$15,000,000 00
Bonded debt	23,723,000 00
Cost of road and equipments—road, $24,610,776.60; equipments, $13,064,091.72	37,674,868 32

The road extends from Hoboken to Phillipsburg, a distance of, with Boonton Branch additional, one hundred and nineteen and eighty-five hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Fred. F. Chambers, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FRED. F. CHAMBERS.

Sworn and subscribed before me this 11th day of February, A. D. 1886.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$1,329,115 81
Income from freight	2,779,051 90
Income from other sources	271,877 96
	$4,380,045 67
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	2,698,494 88
Dividends paid during the year 1885	1,050,000 00

ACCIDENTS FOR 1885.

February 21st.—Flynn, employe, walking on track between Hoboken and Newark, killed.

February 28th.—James Berge, employe, skull fractured, causing death, west of Roseville, killed.

March 31st.—Tillie Wakefield, not employed, run into train at Roseville station, killed.

April 2d.—Julius Meshne, not employed, struck by engine between Hoboken and Newark, killed.

April 3d.—William Laycock, employe, head crushed at Pier 41, New York, killed.

May 10th.—Philip Schwartz, not employed, walking on track west of Clifton station, killed.

June 15th.—Michael Nolan, not employed, run over by train near Little Falls, killed.

July 24th.—Noah Wells, not employed, walking on track between Hoboken and Newark, killed.

August 1st.—John O'Donelly, not employed, sleeping on track near Washington, killed.

August 4th.—Howard S. Brown, infant, Mary L. Brown and Mrs. Edward J. Brown, not employed; this party was driving in a carriage across track between Summit and Chatham, and were run over; killed.

September 11th.—Maria Tone, not employed, run over while trying to cross track, killed.

September 19th.—Unknown, not employed, run over while walking on track between Hoboken and Newark, killed.

October 17th.—William Close, not employed, run over by train near Paterson, killed.

October 20th.—Thomas Peterson, not employed, run over by train near Passaic, killed.

October 30th.—Thomas Tietsworth, not employed, struck by locomotive near Port Colden bridge, killed.

November 3d.—Frank Houser, employe, struck by train at Port Murray, killed.

November 25th.—Walter Messenger, employe, run over at Dover car shops, killed.

MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$95,650 00
Bonded debt	75,000 00
Cost of road and equipments	170,650 00

The road extends from Mount Holly to Medford, a distance of six and two-tenths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of eleven thousand one hundred and eighty-nine dollars.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—Henry I. Budd, being duly sworn, on his oath says that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

HENRY I. BUDD,
President.

Sworn and subscribed before me this sixth day of January, A. D. 1886.

JOSEPH C. KINGDON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$6,049 13
Income from freight	1,991 42
Income from other sources	443 89
	$8,484 44
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	10,074 40
Excess of expenditures	1,589 96
Dividends paid during the year 1885, and how paid:	
In two semi-annual payments of 3 per cent. each on the capital stock ($95,650)	5,739 00

MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the law of the State of New Jersey, the Mount Hope Mineral Railroad Company makes the following report for the year ending December 31st, 1885:

This road extends from Mount Hope to Port Oram, in Morris county, a distance of about three fifty-four hundredths miles, and is used mainly for the transportation of iron ore, coal and mine supplies. No passengers are transported.

Capital stock paid in	$160,000 00
The company owes no debt, either funded or floating.	
Cost of road, including right of way	138,449 96
Cost of equipment	30,828 81
The entire gross earnings for the year have been	35,919 05
Expenses of repairs and operating have been	12,227 89

JOHN I. BLAIR,
President.

State of New Jersey, Warren County, *ss.*—John I. Blair, being first duly sworn, doth depose and say that he is President of the above-named railroad, and that the foregoing report is true as he verily believes.

JOHN I. BLAIR.

Sworn and subscribed before me this 15th day of January, A. D. 1886.

CHARLES E. VAIL,
Master in Chancery of New Jersey.

NATIONAL DOCKS RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,200,000 00
Floating debt	6,125 09
Cost of road and equipments	1,202,548 40

The road extends from Bergen Hill to Communipaw, a distance of two miles.

It is leased to the Pennsylvania Railroad Company (lessee of U. R. R. of N. J.) for an agreed percentage per ton of traffic moved thereon, and the lessees to operate and maintain the railway at their own cost.

It is equipped and operated by the Pennsylvania Railroad Company (lessee of U. R. R. of N. J.), and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia County, *ss.*—A. D. Hepburn, being duly affirmed, on his affirmation says that he is Treasurer of the National Docks Railway Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. D. HEPBURN.

Affirmed and subscribed before me this 20th day of January, A. D. 1886.

T. H. DIXON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1885.

Income from freight	$52,004 36
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies: See report of Pennsylvania Railroad Company, lessee.	
Dividends paid during the year 1885, and how paid	54,000 00

NOTE.—These dividends were in cash, and were for the three first quarters of 1884, out of the earnings of 1884 and 1885.

ACCIDENTS.

See report of Pennsylvania Railroad Company, lessee of U. R. R. of N. J.

NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$103,850 00
Floating debt	144,565 00
Cost of road and equipments	248,415 00

The road extends from Roseville Junction to Montclair, a distance of four and twenty-three hundredths miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of six per cent. on its stock, and report of its operations is included in report of said company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of Morris and Essex, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this 11th day of February, A. D. 1886.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

ACCIDENTS FOR 1885.

August 4th.—Peter Higgins, killed between Montclair and Glen Ridge; found on the track; had been run over by a train. It is believed that death was caused by falling down a steep embankment on to the track.

NEWARK AND HUDSON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$250,000 00
Bonded debt	250,000 00
Cost of road and equipments	355,056 18

The road extends from Bergen Junction to Newark, a distance of five and six hundred and eighteen thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $33,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York City and County, *ss.*—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this eighteenth day of February, A. D. 1886.

GEORGE E. GRANT,
Notary Public New York City and County.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$37,060 02
Income from freight	27,035 09
Income from other sources	9 75
	$64,104 86

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $41,242 50

Dividends paid during the year 1885, and how paid—none.

ACCIDENTS FOR 1885.

March 2d.—John Craig, switchman, age 25, at work with engine 400, C. H. McGilvary, engineer, while making a coupling at Newark, N. J., at 2 P. M., had his right hand caught between drawheads and second finger crushed at second joint and index finger bruised; second finger was amputated at second joint.

March 10th.—Charles G. R. Fredericks, age 38, while walking between the tracks near Passaic drawbridge, East Newark, N. J., at 6:33 P. M., was struck by engine 113, T. Seymour, engineer; train 118, M. B. Luckey, conductor, and knocked down, breaking one rib in right side and otherwise bruising him about the body. Proper signals were given and every effort made to prevent accident.

June 9th.—Mrs. James Hannon, age 50, was crossing the drawbridge at Newark, N. J., at 7:26 A. M., and when train 101, C. H. Ward, conductor; engine 111, D. S. Kenyon, engineer, approached she stepped from foot path on to the track in front of engine, was struck and fatally injured. She was taken to St. Michael's Hospital, Newark, where she died June 25th, 1885.

NEW JERSEY AND NEW YORK RAILROAD COMPANY.

No report.

NEW JERSEY SOUTHERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,590,600 00
Bonded debt	1,590,600 00
Cost of road and equipments at foreclosure sale	752,000 00

The road extends from Port Monmouth to Atco (main line), a distance of seventy-two and eighty-eight hundredths miles, with branches from Eatontown to East Long Branch, five and twelve hundredths miles; East Long Branch to Sandy Hook (Long Branch and Sea Shore Railroad), ten and twenty-seven hundredths miles; total, eighty-eight and twenty-seven hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York City and County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

(Includes Toms River, Vineland and West End Railroads.)

Income from passengers		$261,766 51
Income from freight		170,564 31
Income from other sources		6,242 77
		$438,573 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies		518,913 98

Dividends paid during the year 1885, and how paid—none.

ACCIDENTS FOR 1885.

January 14th.—Michael Connor, collar-bone broken; fell from hand-car near Ridgeway.

January 22d.—George Tomlinson, leg broken, attempting to drive across track in front of train at Bridgeton. Conductor, S. W. Meloney; engineer, W. L. Niverson.

March 21st.—Asbury Cline, leg crushed; fell from moving train at Bridgeton. Conductor, W. B. Ross; engineer, Charles Rice.

September 19th.—Rufus Jameson, aged nine years, instantly killed attempting to board moving train at Manchester. Conductor, J. C. Bowers; engineer, William Shime.

November 7th.—Lewis Perrine, foot crushed by falling under cars at Sandy Hook. Conductor, F. Garwood; engineer, J. Manton.

November 30th.—John Applegate, aged 30 years, instantly killed, falling between moving cars at Vineland. Conductor, A. J. Dellitt; engineer, Joseph Bickley.

NOTE.—Engineers and conductors retained in service in each case.

NEW YORK AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$20,000 00
Bonded debt	20,000 00
Floating debt	7,261 11
Cost of road and equipments	48,580 00

The road extends from Hopping Station to Atlantic Highlands, a distance of two and eight-tenths miles.

It is leased to the New Jersey Southern Railway Company at an annual rental of a percentage of the gross receipts.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Monmouth County, *ss.*—John S. Applegate, being duly sworn, on his oath says that he is President of the New York and Atlantic Highlands Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN S. APPLEGATE.

Sworn and subscribed before me this sixth day of February, A. D. 1886, at Red Bank, in said county and State.

FRED. W. HOPE,
Notary Public of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$954 79
Income from freight	577 51
	$1,532 30

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, are not kept separate from the operations of the New Jersey Southern Railway and are included therein.

94237

NEW YORK AND FORT LEE RAILROAD COMPANY.

No report.

NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Greenwood Lake Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,000,000 00
Bonded debt	2,700,000 00
Cost of road and equipments	2,854,417 08

Dividends paid during the year 1885, and how paid, none.

The road extends from Jersey City to Greenwood Lake, a distance of forty-three miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$99,605 54
Income from freight	77,515 40
Income from other sources	11,353 31
	$188,474 25
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	166,960 69
Net earnings	$21,513 56

State of New York, New York City and County, *ss.*—Samuel M. Felton, Jr., being duly sworn, on his oath says that he is Vice-Presi-

dent of the New York and Greenwood Lake Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

S. M. FELTON, JR.

Sworn and subscribed before me this eighteenth day of February, A. D. 1886.

GEORGE E. GRANT,
Notary Public New York City and County.

ACCIDENTS FOR 1885.

January 19th.—Anthony Cadmus, aged 63 years, of Franklin, near Caldwell, N. J., while attempting to drive across the track at Bloomfield avenue, was struck and killed by Orange Branch Train No. 18. Engineer, A. Dittig; conductor, P. J. Allen.

September 6th.—Michael Dugan, 53 years of age, of the Snake Hill Almshouse, while walking on the track towards the train, was struck and killed, just east of Meadow Switch, at West End, by Train 21. Engineer, A. Whiteman; conductor, P. J. Allen.

NEW JERSEY STATE LIBRARY

NEW YORK AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$2,000,000 00
Bonded debt	1,500,000 00
Cost of road and equipments	3,310,280 83
Dividends paid during the year 1885, and how paid; Semi-annually in cash	35,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight and four hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$441,582 44
Income from freights	117,440 45
Income from other sources	15,284 18
	$574,307 07
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	434,415 68

REMARKS.

The road is leased to the Central Railroad Company of New Jersey, but is being operated jointly by the Philadelphia and Reading Railroad Company and the Pennsylvania Railroad Company, under a disputed agreement now in litigation, pending the existence of an injunction granted in connection herewith.

State of New York, New York City and County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1885, are correct and true to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

ACCIDENTS FOR 1885.

March 7th.—John E. Smith, residence Red Bank, a brakeman on Philadelphia and Reading local freight train No. 343, while coupling cars at Asbury Park, caught foot in point switch and was run over by two empty coal cars (which were derailed), causing internal injuries, which resulted fatally March 11th. Robert Cooley, conductor; John Johnson, engineer.

April 1st.—Thomas J. O'Toole, residence unknown, a runaway from the State Reform School at Jamesburg, while walking on bridge north of Matawan, was run over and had left leg cut off by Philadelphia and Reading passenger train No. 305. John T. Dolbeer, conductor; George Clickner, engineer.

April 22d.—Mrs. Kate Wheelahan, residence South Amboy, while walking along track near First street crossing, was struck on hip and slightly bruised by Philadelphia and Reading passenger train No. 313. J. W. Van Houten, conductor; Lloyd Clarke, engineer.

May 15th.—Joseph L. Brailly, residence Hazlet, while attempting to board Philadelphia and Reading passenger train No. 307, after it had started from Hazlet Station, fell between the cars and had right foot cut off. M. R. Mulford, conductor; J. C. Cline, engineer.

June 22d.—Mrs. Lamb, residence Philadelphia, jumped from Philadelphia and Reading passenger train No. 292, after it had started

from Asbury Park Station, bruising her shoulder and spraining her hand. J. W. Bodine, conductor.

June 26th.—Harvey C. Esbach, residence No. 152 Sussex street, Jersey City, a brakeman on Pennsylvania Railroad freight train No. 502, while coupling cars at Red Bank, had arm caught between bumpers and slightly injured. J. Stramp, conductor; W. Peters, engineer.

June 30th.—Hugh Capner, residence Bordentown Ridge, while attempting to drive across tracks at the Augusta street crossing, South Amboy, was struck and fatally injured by Philadelphia and Reading Railroad train No. 309. C. S. Tuck, conductor; George Clickner, engineer.

August 4th.—Unknown man, while walking on track between Elberon and Deal Beach, was struck and killed by Pennsylvania Railroad passenger train No 271. G. K. Deane, conductor; E. Carr, engineer.

August 5th.—Max Hilke, a laborer employed at Gelhaus' brickyard near Cliffwood, was found by track-walker lying alongside of track north of Matawan, and had evidently been killed by one of the night trains. None of the crews of those trains, however, possessed any knowledge of the matter.

August 8th.—William Mullin, an operator employed on Raritan draw, residence South Amboy, was struck and thrown off Raritan bridge by Philadelphia and Reading passenger train No. 317, and was drowned. A. P. Hetfield, conductor; M. N. Clapp, engineer.

August 20th.—Unknown colored man discovered on track by engineer of Philadelphia and Reading freight train No. 340, north of South Amboy Station. Had evidently been dead some time before this train passed over his body, but none of the crews of the other night trains possessed any knowledge of the matter. H. C. Packer, conductor; Wm. Smith, engineer.

August 26th.—Stephen Tuzenew, residence Ocean Beach, while walking alongside of track south of Ocean Beach Station, was struck

and slightly injured by Pennsylvania Railroad passenger train No. 276. W. J. Carrick, conductor; W. H. Berry, engineer.

October 20th.—William N. Bird, residence Bay Head, fell from front platform of Pennsylvania Railroad passenger train No. 277, when approaching Point Pleasant Station, and was slightly injured. H. W. Headley, conductor.

November 24th.—William Long, residence Jersey City, a brakeman on Pennsylvania Railroad freight train No. 501, while coupling cars at Asbury Park Station, was considerably injured. J. R. Skimmons, conductor; G. Bishop, engineer.

November 27th.—George Heiser, residence Mount Pleasant, while attempting to drive across track north of Morgan Station, was struck and considerably injured by Pennsylvania Railroad passenger train No. 275. C. R. Evans, conductor; James McClain, engineer.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock issued for value	$21,000,000 00
Bonded debt	6,850,000 00
Coupon obligations (10-year scrip issued)	93,000 00
Floating debt, unpaid vouchers and pay-rolls for December	26,446 28
Temporary loan for company purposes	212,860 66
Temporary loan for account of Middletown, Unionville and W. G. R. R.	61,170 00
Advances to coal producers	145,000 00
Car trust obligations	831,420 00
Cost of road and equipments	26,383,040 23

Dividends paid during the year 1885, and how paid—none.

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of one hundred and one and three-tenths miles, with a branch from Two Bridges, fifty-four miles from New York, to Unionville, a distance of twenty and five-tenths miles. Also, a branch from Columbia Junction, ninety-one and six-tenths miles from New York, to Delaware, N. J., a distance of three and one-tenth miles. Also, branches in Lackawanna Valley, Pa., to coal mines, a distance of eight and four-tenths miles. Also, branch from main line into Paterson city, seventy-five hundredths miles, making in all a distance of one hundred and thirty-four and five hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$234,068 01
Income from freight	807,188 80
Income from other sources	51,097 82
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	587,441 16

State of New York, New York County, *ss.*—Frederic A. Potts, being duly sworn, on his oath says that he is President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

F. A. POTTS,
President.

Sworn and subscribed before me this first day of February, A. D. 1886.

R. C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey residing in New York.

ACCIDENTS FOR 1885.

January 27th.—Train No. 26 struck and killed a man supposed to be Matthew Kane, about halfway between Henderson and Warren streets, Jersey City. Man was walking on track. Vroman, conductor; Searles, engineer; conductor still in company's employ.

January 24th.—W. H. Cook, brakeman on Trains Nos. 21 and 22, had his arm injured while coupling car to engine at Two Bridges. He died from effects of injury next day.

February 17th.—Train No. 13 struck and killed an unknown man in Pennsylvania Railroad Cut, near Marion. Body was taken in charge by the proper officials. Drake, conductor; Leslie, engineer; both still in company's employ.

April 13th.—Train No. 32 struck a man named French just west of engine house at West End. One leg was broken and a slight scalp wound sustained; he was sent to hospital. Drake, conductor; Schooner, engineer; both still in company's employ.

May 26th.—Train No. 51 killed a man named John Baham, at Schutzen Park. He was stealing a ride and must have been riding between the cars, and in jumping off was killed. None of the trainmen knew he was riding. Slockblower, conductor; Shea, engineer; both still in company's employ.

June 11th.—Train No. 10 struck and killed a woman named Ann Dayton while walking on trestle east of Red Hill cut, about one-quarter mile west of Hackensack. Corwin, conductor; Castle, engineer; both still in company's employ.

July 25th.—Train No. 12 struck and killed a man named Isaac Stagg while walking on track just west of Smith Mills bridge. Wright, conductor; Conklin, engineer; both still in company's employ.

November 12th.—The body of a man named George McGinnis was found on track just east of Broadway station, Paterson. It is supposed that while walking on track he was struck by Coal Train No. 53. At coroner's inquest the company was exonerated from all blame.

November 23d —Train No. 41 struck a man named Patrick McGovern while walking on track between Cherry Lane and St. Paul's avenue, West End. One of his legs was broken and internal injuries sustained. The man was found to be very much intoxicated, and it is supposed that he had been ejected from one of the trains stopping at Marion. Van Duzer, conductor; Daly, engineer; both still in company's employ.

NEW YORK AND WEST SHORE RAILROAD COMPANY.

No report.

NORTHERN RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Northern Railroad Company of New Jersey presents the following report for the year ending December 31st, 1885:

Capital stock issued	$1,000,000 00
Bonded debt	352,000 00
Open accounts	65,419 82
Cost of road (valuation)	348,095 16
Cost of equipment	200,000 00

This road has no equipment.

The road extends from Bergen Junction, N. J., to Sparkill, N. Y., a distance of twenty-one and one-quarter miles.

It is operated by the New York, Lake Erie and Western Railroad Company under a contract, for which said company receives sixty-five per cent. and five fifty-sixths of its gross earnings.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is included in their report.

State of New Jersey, County of Hudson, *ss.*—Orville A. Roorbach, being duly sworn, on his oath says that he is Treasurer of the Northern Railroad Company of New Jersey, and that the foregoing statement is true and correct to the best of his knowledge and belief.

O. A. ROORBACH.

Sworn and subscribed before me this 28th day of January, A. D. 1886.

JOHN W. HECK,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$236,143 49
Income from freight	57,836 15
Income from other sources	23,478 43
Expenditures during the year for working the road, including interest	265,155 57
Dividend paid during the year 1885, in cash	40,000 00

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring on the Northern Railroad of New Jersey during the year ending December 31st, 1885, is correct and true to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me this 26th day of January, A. D. 1886.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS FOR 1885.

April 9th.—John B. Schnell, age 24, was walking close to the track, one-half mile east of Sparkill, N. Y., at 9:14 A. M., and was struck by engine 218, J. Powles, engineer; train 140, W. P. Cole, conductor, and killed. Proper signals were given.

May 15.—Thomas Connors, track laborer, age 45, was riding on a car in train Wild Cat, J. Shelley, conductor; engine 30, A. T. Sarvent, engineer, with his feet hanging over the side, and fell off about one mile west of Sparkill, N. Y., at 10:35 A. M., receiving bruises about the head, forehead and back; also, had right shin cut. He was taken to St. Francis Hospital, Jersey City, N. J.

August 10th.—Mrs. John Farrell, passenger, age 40, bruised about the body. As train 133, J. W. Graham, conductor; engine 253, J. Demarest, engineer, was leaving New Durham, N. J., at 9:25 A. M., she came out on the platform to get off, and, train being in motion, jumped, and was injured as above. The station had been called and ample time given passengers to get off.

August 13th.—George Merkle, age 26, instantly killed. Edward Merkle, age 10, instantly killed. While driving across the track at County Road crossing, Ridgefield, N. J., at 8:37 A. M., were struck by engine 51, Benjamin Scribner, engineer; train 136, A. Blauvelt, conductor, and killed as above stated. Proper signals were given, and every effort made to prevent striking them.

September 18.—Nancy Smith (colored), age 55, was grossly intoxicated, and, while sitting on end of tie just east of Norwood, N. J., at 2:10 P. M., was struck on the head by engine 51, B. Scribner, engineer; train 137, A. Blauvelt, conductor, and received a slight scalp wound. Proper signals were given and efforts made to prevent accident.

November 30.—Patrick Costello, age 42, was found dead beside the track at Tenafly, N. J.

December 30th.—Patrick Judge, brakeman, age 22, on train 157, E. Roberts, conductor; engine 165, J. Smith, engineer, while making a three-link coupling at Homestead, N. J., at 6 A. M., had left hand caught and badly crushed; one finger cut off. He was taken to St. Francis Hospital, Jersey City, N. J., where part of the bones in palm of hand were removed.

OCEAN CITY RAILROAD COMPANY.

Reported as merged in West Jersey Railroad Company, and business, stock, etc., included in their report.

OGDEN MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$450,000 00
Cost of road and equipments	452,993 02

The road extends from Ogden Mine to Nolan's Point, a distance of ten miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of five per cent. on its capital.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this fifth day of February, A. D. 1886.

MAHLON PITNEY,
Master in Chancery of New Jersey.

REMARKS.

Receipts and expenses for 1885 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of same is made.

PASSAIC AND DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$111,050 00
Floating debt	3,602 36
Cost of road and equipments	114,652 36

The road extends from Summit Junction to Bernardsville, a distance of thirteen and ninety-nine hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this 11th day of February, A. D. 1886.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

PASSAIC AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and New York Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$70,000 00
Bonded debt	70,000 00
Cost of road and equipments	140,000 00

Dividends paid during the year 1885, and how paid—none.

The road extends from Passaic, N. J., to a point on the New York, Susquehanna and Western Railroad near Rochelle Park, a distance of three and one-fourth miles.

REMARKS.

The road was completed about December 31st, 1885, and was leased to the New York, Susquehanna and Western Railroad Company by lease dated December 1st, 1885, for nine hundred and ninety-nine years.

State of New Jersey, Passaic County, *ss.*—Bird W. Spencer, being duly sworn, on his oath says that he is President of the Passaic and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

BIRD W. SPENCER.

Sworn and subscribed before me this 15th day of February, A. D. 1886.

THOS. M. MOORE,
Master in Chancery of New Jersey.

PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of this State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1885:

The capital stock of this company is		$630,000 00
The cost of said road, including land, depot buildings and appurtenances, is		630,000 00
No funded or other debts.		
Income.—The rent of the road is		53,400 00
Dividends, paid in cash:		
January 7th, 1885, four per cent	$25,200 00	
July 2d, 1885, four per cent	25,200 00	
		50,400 00
Total amount of dividends in 1885		50,400 00

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $48,400.

It is equipped and operated by the lessee company, and the further information required by law is furnished by that company and is annexed hereto.

The said road being under lease to and managed by another company, sanctioned by the Legislature of this State, this company has no other knowledge of matters required than the above statement.

J. S. ROGERS,
President.

January 1st, 1886.

New Jersey, *ss.*—Jacob S. Rogers, being duly sworn, on his oath saith that he is President of the Paterson and Hudson River Railroad Company, and that the foregoing report is true to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed, January 2d, 1886, before me.

ROBERT I. HOPPER,
Master in Chancery of New Jersey.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Paterson and Hudson River Railroad Company are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, and that the accompanying statement of accidents occurring on the Paterson and Hudson River Railroad during the year ending December 31st, 1885, is correct and true to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me this 26th day of January, A. D. 1886.

GEORGE E. GRANT,
Notary Public New York City and County.

ACCIDENTS FOR 1885.

January 12th.—George Snook, brakeman, age 51, while at work in yard at Jersey City, N. J., at 7:35 P. M., making up his train, was struck and killed at Henderson street crossing by engine 80, William Blanck, engineer, which was backing down to the ash pit. Bell was ringing and whistle had just been sounded.

January 22d.—John Blauvelt, fireman, age 39; while train 140, F. R. Cooper, conductor; engine 218, James Powless, engineer, was waiting for signal at the tunnel, Bergen, N. J., at 10:08 A. M., the water grate of engine bursted, letting the steam escape through fire box, scalding him on the left leg quite badly.

February 9th.—David Breen, switchman, age 40, at work with engine 146, W. Carrell, engineer, stepped on some ice on roof of car and fell off on a heap of scrap iron, at Jersey City, N. J., at 5 P. M. He was bruised about the hips, and left wrist strained. No bones broken.

February 23d.—Patrick Bolan, trackman, age 38, while at work on the track at Bergen, N. J., at 9:51 A. M., was struck by tank of engine 558, J. Billman, engineer, and knocked down, receiving a severe bruise and cut on the head. He was taken to St. Francis Hospital, Jersey City, where he died March 18th, 1885. Bell was ringing.

March 10th.—George Reardon, age 25, in attempting to climb through between some cars that were being switched by engine 553, I. Cole, engineer, at Provost street crossing, Jersey City, N. J., at 8:50 A. M., fell off and under the car, the wheels passing over him about the loins, injuring him so that he died in twenty minutes. He was warned by flagman not to do it.

March 28th.—Dennis Gleason, laborer, age 30, while unloading lumber from a flat car at Pier 9, Jersey City, N. J., at 9 A. M., he took out two stakes from side of car, and the lumber fell off and knocked him down, bruising his body quite badly and cutting his head. He was taken to his home and received medical attendance.

March 30th.—John C. Cotton, brakeman, age 30, at work with engine 135, E. Davis, engineer, while making a coupling in yard at Jersey City, N. J., at 6:30 P. M., had his right hand caught and the index finger badly cut at second joint. He was taken to St. Francis' Hospital, Jersey City, and had finger dressed.

March 30th.—William Heffern, age 10, was found on the bumpers between cars that were being switched by engine 424, M. Rounds, engineer, near Provost street, Jersey City, N. J., at 10:30 A. M. His right foot and lower part of leg were slightly bruised. No bones broken.

March 31st.—Richard Murray, car washer, age 22, was riding home on train 65, J. A. Cosse, conductor; engine 108, J. Hopper, engineer, and, in jumping off at Coles street, Jersey City, N. J., at 5:50 P. M., fell, breaking his right arm below the elbow.

April 7th.—Edward Sheridan, laborer, age 35, with a gang of men, was at work on Dock 9, Jersey City, N. J., at 1:45 P. M., moving some cars. He was caught between the cars and had his right shoulder blade broken in two places. He was sent to St. Francis' Hospital, Jersey City.

April 10th.—John Pine, laborer, age 30, while unloading tierces of tallow from a car on Dock 9, Jersey City, N. J., at 6 P. M., one of them fell and his right foot slipped under it; the great toe was crushed and two adjoining toes were badly bruised.

April 19th.—Owen Clarkin, brakeman, age 24, while making a coupling between engine 648, W. Buchanan, engineer; train 10, P. Whittaker, conductor, and engine 395, L. J. Briggs, engineer, at Bergen, N. J., at 12.40 A. M., had left hand caught between drawbar and lumber block, cutting off third finger at second joint and crushing fourth finger so that amputation was necessary. He was taken to St. Francis' Hospital, Jersey City, N. J.

April 27th.—Patrick Dolan, laborer, age 40, loading a car with hides at milk platform, Jersey City, N. J., at 6 P. M., made a misstep and fell between car and platform, dislocating his left shoulder.

May 29th.—Michael Ralph, car repairer, age 20, while coupling some cars in car shop at Jersey City, N. J., at 4 P. M., had thumb of left hand caught between drawheads and quite badly crushed.

June 8th.—Seymour W. Tarbox, carpenter, age 45, while walking between the tracks near Jersey avenue crossing, Jersey City, N. J., at 6:53 P. M., was struck by N. J. and N. Y. train 15, E. Birley, conductor; engine 5, T. Sherman, engineer, and had his left shoulder dislocated; also, left leg and arm bruised. He was taken to St. Francis' Hospital, Jersey City.

July 11th.—Patrick Flanagan, tinsmith, age 43, was working on roof of a car in yard at Jersey City, N. J., at 2 P. M. Switch engine 593, R. Davis, engineer, was switching cars and one of them struck the car Flanagan was on, the jar throwing him off. He was bruised about the head and shoulders, also had head cut. He was taken to St. Francis' Hospital, Jersey City.

July 16th.—Frank Holts, age 21, in attempting to board train 149, A. J. Kittle, conductor; engine 246, J. P. Sullivan, engineer, at east end of tunnel, Jersey City, N. J., at 8.49 P. M., missed his footing and left foot was run over, breaking the bone near great toe. He was taken to St. Francis' Hospital, Jersey City.

July 21st.—John Kelley, trackman, age 25, while trying to break a rail by dropping it across the track in tunnel at Bergen, N. J., at 3 A. M., it sprung back and struck his right foot, fracturing the great toe and slightly bruising the others.

July 21st.—John Clifford, track foreman, age 40, while repairing a switch at Bergen, N. J., at 8:18 P. M., was struck and knocked down by engine 246, J. P. Sullivan, engineer; train 134, A. J. Kittle, conductor, and bruised about the body. He was taken to St. Francis' Hospital, Jersey City. Bell was ringing and proper signals given.

August 6th.—James Adams, switchman, age 30, at work with engine 134, T. Brierton, engineer, while making a coupling at Erie street, Jersey City, N. J., at 11:30 A. M., had first finger of left hand caught between drawheads and crushed. He was taken to St. Francis' Hospital, Jersey City, and finger amputated.

August 10th.—Cornelius Ring, laborer, age 23, while shoving a car on dock 2, Jersey City, N. J., at 1:30 P. M., had small finger of right hand caught between door and iron bar on side of car, and cut off at the nail.

August 10th.—Abram Noonburgh, age 43, in attempting to jump on train 52, J. M. Garrison, conductor; engine 82, C. Frasier, engineer, at Jefferson street, Passaic, N. J., at 6:49 A. M., missed his footing and fell, receiving a cut on right side of head, left knee cut, right ankle sprained and otherwise bruised.

August 24th.—John Decker, brakeman, age 40, was standing close to track, in conversation with two men, at Bergen, N. J., at 11:15 A. M., and was struck and killed by engine 141, C. Caskey, engineer; train 4, D. Doremus, conductor. Proper signals were given.

September 3.—Cornelius Corcoran, car cleaner, age 21, as train 44, W. H. Faulkner, conductor; engine 171, J. Springsteen, engineer, came in the depot at Jersey City, N. J., at 7:55 A. M., a baggage truck had been left on platform by two boys, and was struck by a broad gauge car in the train and knocked one side, striking Corcoran and knocking him senseless, also bruising him about the body and legs.

September 12th.—John S. Conklin, age 65, killed. Louise Sackett, age 35, head cut and bruised about the body. While driving across the track at Main avenue, Passaic, N. J., at 9:10 P. M., the wagon was struck by train "Special Shohola," Hewlitt Seybolt, conductor; engine 245, Oscar A. Davis, engineer, and they were both thrown out with above results. Engine bell was ringing, and every effort made to prevent the accident.

September 16th.—George Smith, age 17, in attempting to cross over switch train, engine 539, J. Wood, engineer, between two cars at Pavonia avenue crossing, Jersey City, N. J., at 8:30 A. M., had right foot caught between bumpers and badly bruised. He was taken to St. Francis' Hospital, Jersey City, and foot dressed.

September 21st.—Robert Y. Grant, switchman, age 28, was riding a car which had been switched by engine 629, Z. Conklin, engineer, at Jersey City, N. J., at 3:30 A. M., and in climbing down the ladder three rounds were broken out, his weight broke the top round and letting him fall to the ground, striking his breast against bumper of car, receiving a severe bruise.

September 27th.—James Twomey, age 12, was stealing a ride on switch train, engine 406, T. King, engineer, and fell between the cars in tunnel at Bergen, N. J., at 4:20 P. M, breaking his back and crushing right leg. He was taken to St. Francis' Hospital, Jersey City, where he died the same day.

October 1st.—Patrick Connelly, brakeman, age 19, on train extra 35, W. H. Carley, conductor; engine 553, J. Billman, engineer, in attempting to draw a pin at Pen Horn, N. J., at 4 P. M., had left arm caught between bumpers, and bruised between elbow and wrist.

October 2d.—Henry Taggart, switchman, age 28, at work with switch engine 539, J. Wood, engineer, while making a coupling at Jersey City, N. J., at 9:30 A. M., had first finger of right hand caught between head of pin and deadwood, bruising it quite badly. He went to St. Francis' Hospital, Jersey City, and had it dressed.

October 2d.—Harry A. Richards, age 29, in attempting to climb between two cars in train extra 35, G. W. Decker, conductor; engine 556, G. Truex, engineer, at County Road crossing, at Penn Horn, N. J., at 11:45 A. M., had right foot caught between bumpers and crushed. He was warned not to attempt it. Was taken to Chambers' St. Hospital, N. Y., and foot dressed.

October 14th.—James Mahoney, laborer, age 35, while unloading a car on dock 9, Jersey City, N. J., at 2:20 P. M., slipped and fell and a heavy box fell on his left leg, injuring the knee very seriously.

October 15th.—George Shaler, age 16, in attempting to jump on train 22, G. S. Jillett, conductor; engine 105, H. Carlough, engineer, at Rutherford, N. J., at 7:15 A. M., missed his footing and fell on the track, the wheels bruising his right arm quite badly. No bones were broken.

October 18th.—Milton Buccaning, brakeman, age 42, on train extra 35, R. Cassady, conductor; engine 542, A. Dougherty, engineer, in stepping out from between two cars, after making a coupling, slipped and had left foot caught under wheel and bruised quite badly, also one bone broken. Accident occurred at Pen Horn, N. J., at 9:10 A. M.

October 30th.—Jacob Heffner, brakeman, age 28, at work with engine 395, W. Lewis, engineer, in attempting to pull a pin at Bergen, N. J., at 4 P. M., had left hand caught between pin and deadwood and end of third finger cut off; also fourth finger slightly bruised. He was taken to his home, Jersey City, and attended by Dr. Bird.

October 31st.—Richard Dabron, brakeman, age 29, on train 107, T. Dolson, conductor; engine 148, J. Van Dyke, engineer, while making a three-link coupling at Paterson, N. J., at 12:05 P. M., had

right hand caught between bumpers, breaking bone in middle finger, bruising one finger, breaking bone in hand and bruising flesh quite badly.

November 2d.—Thomas Somerville, watchman, age 51, while turning an engine on the turn-table at Bergen, N. J., at 7:30 P. M., strained the tendons of left leg, in his efforts to turn it alone.

November 3d.—Michael Magner, laborer, age 23, while loading lumber on a car at dock 4, Jersey City, N. J., at 2:30 P. M., a stick fell on his right foot, crushing the middle toe and bruising the others. He was sent to St. Francis' Hospital, Jersey City.

November 5th.—Frederick Johnson, age 24, in attempting to climb between cars in switch train, engine 555, J. Wood, engineer, at Henderson street, Jersey City, N. J., at 9:40 P. M., had right foot crushed. He was taken to St. Francis' Hospital, Jersey City, and foot amputated at the ankle.

November 5th.—William M. Lateer, brakeman, age 30, on train extra 35, M. Hanners, conductor; engine 648, J. Brierly, engineer, while riding on top of car at Bergen, N. J., at 4:15 A. M., was struck on the head by bridge and knocked down, receiving a bad cut on the head, and right leg broken at knee and ankle.

November 14th.—John W. Hampton, brakeman, age 21, at work with engine 541, I. H. Stansbury, engineer, at Bergen, N. J., at 1:40 P. M., while making a three-link coupling, had index finger of right hand caught between links and crushed so that amputation was necessary.

November 19th.—James E. Clarkin, brakeman, age 23, at work with switch engine 614, Oscar Davis, engineer, was riding on side step of box car at Bergen, N. J., at 8:20 P. M., and was struck by a car that was standing close to switch, bruising his right side and hip.

November 19th.—Edward White, laborer, age 25, while moving driving wheels on turn-table at the shop, Jersey City, N. J., at 1:15 P. M, had left foot caught between wheel and rail, bruising the foot and ankle quite badly. He was taken to St. Francis' Hospital, Jersey City.

November 30th.—Thomas Haley, laborer, age 35, while trucking boxes from a car at dock 9, at Jersey City, N. J., at 2:30 P. M., fell and the leg of truck struck and bruised the outside of his left foot quite severely. No bones broken.

December 11th.—William McGuire, switchman, age 25, at work with engine 635, J. Haring, engineer, while making a coupling in yard at Jersey City, N. J., at 7:30 P. M., had first and second fingers of right hand caught between drawheads and bruised. He went to St. Francis' Hospital, Jersey City, and had fingers dressed.

December 18th.—William McCullough, switchman, age 45, was riding on rear end of tank of engine 95, W. Carrell, engineer, at Jersey City, N. J., at 10:30 A. M., and while trying to straighten an iron rod, it broke and he fell off; one pair of trucks passed over him, breaking his collar bone and cutting his face. He was sent to St. Francis' Hospital, Jersey City, and wounds dressed.

December 26th.—Timothy McMahon, laborer, age 45, in attempting to jump on train 123, W. Carter, conductor; engine 109, Ed. Black, engineer, at the depot, Jersey City, N. J., at 6:47 P. M., missed his footing and fell between the cars; was run over and killed.

PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$250,000 00
Bonded debt	500,000 00
Cost of road and equipments	545,433 29

The road extends from Paterson to Newark, a distance of ten and nine hundred and nine thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $35,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Paterson, Newark and New York Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this eighteenth day of February, A. D. 1886.

GEORGE E. GRANT,
Notary Public New York City and County.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$62,038 80
Income from freight	56,442 43
Income from other sources	1,074 62
	$119,555 85
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	81,280 60

Dividends paid during the year 1885, and how paid—none.

ACCIDENTS FOR 1885.

February 28th.—Merrit Charlock, brakeman, age 25, on train 105, T. Dolson, conductor; engine 166, T. Holland, engineer, while making a coupling at Athenia, N. J., at 2:15 P. M., was caught and his shoulder blade broken. He was taken to St. Francis' Hospital, Jersey City, N. J.

April 14th.—Grant Knight, brakeman, age 22, on train 105, A. W. Bembose, conductor; engine 166, T. Holland, engineer, after making a coupling and while getting out from between the cars at Avondale, N. J., at 11:30 A. M., was caught and squeezed through the shoulders and breast. No bones broken.

May 20th.—Patrick Giblin, track laborer, age 47, was riding on a hand car when it collided with a wagon at McKirgan's road crossing, Newark, N. J., at 9 A. M. His right leg was caught and bruised near the ankle.

June 3d.—John Craig, switchman, age 25, was riding on switch engine 400, C. H. McGilvary, engineer, at Newark, N. J., at 3:50 P. M., jumped off and fell, breaking his right arm at wrist.

June 15th.—Charles W. Hillyear, clerk, age 37, in getting off train 119, C. H. Ward, conductor; engine 111, D. S. Kenyon, engineer, at Essex, N. J., at 6:03 P. M., fell off the steps; his head struck the rail on side track and was cut. Also, bruised about the body.

June 19th.—William Hammil, age 32, after unloading a car at Avondale, N. J., at 9:15 A. M., let off the brakes, and, in attempting to make a coupling, was caught and squeezed through the body, rupturing one lung.

June 22.—William H. Whorwell, age 20, stood on the track one-half mile west of Athenia, N. J., at 2:30 P. M., as train 118, J. M. Garrison, conductor; engine 105, S. A. Ronk, engineer, approached, and was struck and thrown against a stone abutment and badly cut and bruised. He was taken to Paterson, N. J., but died before reaching there. Every effort was made to prevent the accident. It is believed to be a case of suicide.

August 22d.—Unknown man. As train 102, M. B. Luckey, conductor; engine 113, J. Drummond, engineer, was passing the cemetery at Newark, N. J., at 7:30 A. M., he threw himself under the cars and was instantly killed.

November 15th.—Fannie Brady, age 33, was a passenger on train Special "F," J. A. Cosse, conductor; engine 164, W. Washer, engineer, and got off at Newark, N. J., at 12:45 A. M. She boarded the train again to get one of her children, and, in getting off after train had started, was thrown and dragged a short distance on the platform. She complained only of a pain in her back, and received no medical attendance.

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PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock		$298,000 00
Cost and true value of said railroad, being located in the counties of Passaic and Bergen, and extending from Paterson, northerly, to the New York State line		350,000 00
No equipment or appendages.		
Income—Rent from the New York, Lake Erie and Western Railroad Company, including rent of Union Railroad Company, assigned to this company		30,000 00
Dividends, paid in cash:		
January 7th, 1885, 4 per cent	$11,920 00	
July 2d, 1885, 4 per cent	11,920 00	
		23,840 00
Expenses for contingencies, taxes, &c		3,904 49
No funded or other debts.		

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $26,500.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

The said road being under lease to the New York and Erie Railroad Company, under sanction of the Legislature, and operated by its successor, the New York, Lake Erie and Western Railroad Company, this company has no knowledge of the other matters required.

January 1st, 1886.

J. S. ROGERS,
President.

State of New Jersey, *ss.*—Jacob S. Rogers, being duly sworn, on his oath said that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed January 2d, 1886, before me.

ROBERT I. HOPPER,
Master in Chancery of New Jersey.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Paterson and Ramapo Railroad Company are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, and that the accompanying statement of accidents on said Paterson and Ramapo line during the year 1885 is correct and true to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me this 26th of January, 1886.

GEO. E. GRANT,
Notary Public, New York City and County.

ACCIDENTS FOR 1885.

January 12th.—Martin B. Luckey, conductor, age 45, when leaving his train 121, engine 113, T. Seymour, engineer, at Paterson, N. J., at 8:40 P. M., was struck by some heavy missile or stone on the left shoulder blade, breaking the bone. He was taken to his home and received medical attendance.

February 9th.—Patrick Dillon, switchman, age 30, at work with engine 154, G. H. Cooper, engineer, while switching at Paterson, N. J., at 10:30 A. M., was caught between two cars and squeezed through lower part of body.

March 4th.—Charles Kohler, age 17, was stealing a ride on train 49, W. D. Hall, conductor; engine 585, R. Compton, engineer, and

when reached Ridgewood Junction, N. J., at 10:02 P. M., jumped off; his left arm was run over and crushed above the elbow. He was taken to Ladies' Hospital, Paterson, and arm amputated at shoulder.

April 13th.—Joseph Martin, age 12, attempted to cross the track near Broadway, Paterson, N. J., at 9:58 A. M., ahead of train 28, C. Hale, conductor; engine 107, J. E. Earle, engineer, and was struck by engine and thrown violently against a telegraph pole, breaking one and crushing his skull. He was taken to the depot and died very shortly after. Engine bell was ringing, but he came so suddenly upon the track that engineer had no time to take any action.

June 25th.—Grace Oliver (colored), age 16 months, was lying on the track one-half mile west of Mahwah, N. J., at 2:50 P. M., and was struck by engine 149, C. L. Phelps, engineer; train 6, W. L. Camp, conductor, and received injuries from which she died in a few hours. Bell was ringing, and every effort made to prevent striking her.

August 11th.—Mrs. V. P. Fernandez, age 35, while driving across the track at Hawthorne, N. J., at 9:30 P. M., the hind wheel of carriage was struck by train 8, T. S. Tinney, conductor; engine 81, E. Kent, engineer, and she was thrown out, receiving slight injuries about the body. She was able to walk home, about one-half mile distant. Proper signals were given.

September 29th.—William A. Berry (colored), age 25, attempted to get on train extra 35, D. Gunderman, conductor; engine 521, G. McBride, engineer, at Ridgewood Junction, N. J., at 2:30 P. M., fell and wheels passed over and crushed both legs near the ankles. He was taken to Ladies' Hospital, Paterson, where he died the same day.

November 23d.—John Rooney, brakeman, age 40, at work with engine 154, G. Cooper, engineer, at Paterson, N. J., at 4 P. M., in attempting to make a three-link coupling, was caught between the cars and squeezed through the breast. No bones broken. He was taken home and received medical attendance.

PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$342,150 00
Bonded debt	160,000 00
Floating debt	36,541 85
Cost of road and equipments	538,691 85

The road extends from Pemberton to Hightstown, a distance of twenty-five miles.

It is leased to the United Railroad and Canal Companies of New Jersey, at an annual rental of six per cent. upon the capital stock and seven per cent. upon the company's bonds, payable semi-annually, upon the first days of January and July in each year.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Monmouth County, *ss.*—Nathaniel S. Rue, being duly sworn, on his oath says that he is President of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

NATHANIEL S. RUE.

Sworn and subscribed before me this 21st day of January, A. D. 1886.

JOSEPH H. JOHNES,
Notary Public of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$14,327 78
Income from freight	10,800 04
	$25,127 82
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	33,214 43

Dividends paid during the year 1885, and how paid:

Two dividends, of three per cent. each, cash.

PENNSYLVANIA, SLATINGTON AND NEW ENGLAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pennsylvania, Slatington and New England Railroad Company presents the following report for the year ending December 31st, 1885:

The road extends from Delaware river to New York State line, near Liberty Corner, a distance of about forty miles.

REMARKS.

The road was put in hands of receiver June 19th, 1885, by Judge Nixon, and all other questions contained in this report are now the subject of judicial determination and cannot be answered by me under oath or otherwise.

A. P. BERTHOUD,
President.

PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$57,200 00
Bonded debt	100,000 00
Floating debt	57,381 57
Cost of road and equipments	214,581 57

The road extends from Rahway to Perth Amboy, a distance of six and one-half miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson County, *ss.*—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. L. DENNIS,
President.

Sworn and subscribed before me this third day of February, A. D. 1886.

C. B. THURSTON,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers		$49,708 49
Income from freight		12,075 58
		$61,784 07
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies		38,796 12

PHILADELPHIA AND ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Atlantic City Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,200,000 00
Bonded debt	1,200,000 00
Other indebtedness	123,263 04
Cost of road and equipments at foreclosure sale September 20th, 1883, subject to claims against Trustees	100,000 00

The road extends from Camden to Atlantic City, a distance of fifty-four and forty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$136,277 05
Income from freight	106,082 79
Income from other sources	2,151 76
	$244,511 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	281,340 24

State of Pennsylvania, Philadelphia County, *ss.*—George de B. Keim, being duly sworn, on his oath says that he is President of the Philadelphia and Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

G. de B. KEIM.

Sworn and subscribed before me this tenth day of February, A. D 1886.

J. Y. HUMPHREY,
A Commissioner of Deeds for the State of New Jersey.

ACCIDENTS FOR 1884.

January 15th.—Harry Stephans, fatally injured; struck by train while standing on track at Atlantic City. Conductor, Theodore Ewing; engineer, H. Taylor. Engineer and conductor retained in service.

PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$765,000 00
Bonded debt	750,000 00
Floating debt	75,000 00
Cost of road and equipments	1,515,000 00

The road extends from Pemberton Junction to head of Barnegat Bay, a distance of forty-six and eleven hundredths miles, and Island Heights Branch, one and sixteen hundredths; total, forty-seven and twenty-seven hundredths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of excess of receipts over operating expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this eighteenth day of January, A. D. 1886.

HUGH B. ELY,
Master in Court of Chancery, State of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$52,751 51
Income from freight	16,274 12
	$69,025 63
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	93,370 00

PHILADELPHIA, MARLTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia, Marlton and Medford Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$102,900 00
Bonded debt	76,000 00
Cost of road and equipments	167,977 08

The road extends from Haddonfield to Medford, a distance of eleven and seven-tenths miles.

It is leased to the Camden and Atlantic Railroad Company at an annual rental of excess of earnings over expenses.

It is equipped and operated by the Camden and Atlantic Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. Taylor, being duly sworn, on his oath says that he is Treasurer of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. TAYLOR,
Treasurer.

Sworn and subscribed before me this thirtieth day of January, A. D. 1886.

HUGH B. ELY,
Master Court of Chancery, State of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$16,667 81
Income from freight	3,762 34
	$20,430 15
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	16,344 86

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$45,600 00
Cost of road and equipments	45,600 00

The road extends from Rocky Hill to Monmouth Junction, a distance of six and fifty-one hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. on capital stock held by individual stockholders.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson County, *ss.*—David H. Mount, being duly sworn, on his oath says that he is President of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

D. H. MOUNT,
President.

Sworn and subscribed before me this eighth day of January, A. D. 1886.

ROBERT A. SHIRREFS,
Notary Public, N. J.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$2,145 37
Income from freight	1,730 16
	$3,875 53
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	9,184 00

ROSELLE AND SOUTH PLAINFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Roselle and South Plainfield Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$30,000 00
Dividends paid during the year 1885, and how paid—none.	
Expenditures during the year for contingencies, including deposit with Secretary of State	20,846 15

REMARKS.

The road is not yet completed, and is intended to be constructed from a point on the line of the Easton and Amboy Railroad near and west of South Plainfield, in Middlesex county, to a point at or near Roselle, in Union county.

State of Pennsylvania, Philadelphia City and County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Treasurer of the Roselle and South Plainfield Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

DAVID G. BAIRD.

Sworn and subscribed before me this twenty-third day of March, A. D. 1886.

Witness my hand and official seal.

S. HENRY NORRIS,
A Commissioner for the State of New Jersey.

SALEM RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Salem Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$180,550 00
Bonded debt	100,000 00
Cost of road and equipments	278,320 43

The road extends from Salem, N. J., to Elmer, N. J., a distance of seventeen miles.

It is leased to the West Jersey Railroad Company at an annual rental of six per cent., free of taxes, on capital stock held by individual stockholders, and in accordance with the lease two dividends have been paid during the past year to stockholders other than the West Jersey Railroad Company.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Salem County, *ss.*—Richard M. Acton, being duly affirmed, says that he is President of the Salem Railroad Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

RICHARD M. ACTON.

Affirmed and subscribed before me this ninth day of January, A. D. 1886.

WALTER W. ACTON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$19,722 60
Income from freight	6,922 99
	$26,645 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	28,584 51

ACCIDENTS FOR 1885.

September 14th.—A little child named Amanda Lecount, about twenty-one months old, was run over and instantly killed by train No. 84, just north of Penton Station. The child was so small that the engineman thought it was a dog on the track, and before he could stop the train it passed over the child, cutting it in two.

SOUTH BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the South Branch Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$438,300 00
Floating debt	3,568 87
Cost of road and equipments	440,514 57

The road extends from Somerville to Flemington, a distance of fifteen and eighty hundredths miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of six per cent. on the capital stock of the company.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is a Director of the South Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Income from passengers, freight and other sources are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

SUSSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,638,600 00
Bonded debt	236,500 00
Floating debt	31,275 03
	$1,906,375 03
Cost of road and equipments	1,911,429 34

Dividends paid during the year 1885, and how paid—none.

The road extends from Waterloo to Branchville and Franklin, a distance of thirty and eighty-seven hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$20,711 27
Income from freight	35,342 02
Income from other sources	18,151 24
	$74,204 53
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	72,624 82

REMARKS.

The true value of this road has not changed since last year, and is, referring to the opinion of the Chief Justice in 1877, $400,360—annual tax being $2,001.80.

State of New York, New York County, *ss.*—Fred'k H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Sussex

Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this eleventh day of February, A. D. 1886.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

ACCIDENTS FOR 1885.

January 13th.—Garret Van Blarcom, farmer, drove on track, struck by engine and killed.

SWEDESBORO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Swedesboro Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$93,350 00
Bonded debt	200,000 00

The road extends from Woodbury to Swedesboro, a distance of ten and eight-tenths miles.

It is leased to the West Jersey Railroad Company at an annual rental of six per cent. on the capital stock and seven per cent. on the bonds, and $300 for organization.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Gloucester County, *ss.*—David B. Gill, being duly affirmed, says that he is Secretary and Treasurer of the Swedesboro Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

DAVID B. GILL,
Secretary and Treasurer.

Affirmed and subscribed before me this thirtieth day of January, A. D. 1886.

JOSEPH WOLF,
Justice of the Peace.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$35,026 54
Income from freight	20,549 89
	$55,576 43
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies	24,949 56

Dividends paid during the year 1885, and how paid:
Two dividends of three per cent. each in cash.

TIDE WATER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tide Water Railway Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$10,000 00
Cost of road (not completed)	71 83

Dividends paid during the year, and how paid—none.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers—none.	
Income from freight—none.	
Income from other sources	$18 03
Expenditures during the year for construction	71 83

REMARKS.

The road is not yet completed, and is intended to extend from a junction with the railroad of the National Docks Railway Company to a point on the Hudson river, at or near the Morris Canal Basin, the line being entirely in Hudson county.

State of Pennsylvania, Philadelphia County, *ss.*—F. Herbert Janvier, being duly sworn, on his oath says that he is Secretary of the Tide Water Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

F. HERBERT JANVIER.

Sworn and subscribed before me this 23d day of March, A. D. 1886.

WM. C. ALDERSON,
Commissioner of Deeds for New Jersey.

TOMS RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$240,000 00
Cost of road and equipments at foreclosure sale	15,000 00

The road extends from Manchester to Toms River, a distance of seven and forty-eight hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

REMARKS.

Income from passengers and freight are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

TOMS RIVER AND WARETOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Waretown Railroad Company presents the following report for the year ending December 31st, 1885:

Purchased at foreclosure sale for	$25,000 00
Indebtedness assumed	30,000 00
Extension to Barnegat	20,000 00
Cost of road and equipments	75,000 00

The road extends from Toms River to Barnegat, a distance of fourteen and eighty-three hundredths miles.

It is leased to the New Jersey Southern Railway Company at an annual rental of a percentage on the gross receipts.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, *ss.*—John Aumack, being duly sworn, on his oath says that he is one of the owners of the Toms River and Waretown Railroad, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN AUMACK.

Sworn and subscribed before me this sixteenth day of February, A. D. 1886.

J. Y. HUMPHREY,

Commissioner of Deeds for the State of New Jersey, residing in Philadelphia.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$7,796 44
Income from freight	2,116 54
Income from other sources	628 63
	$10,541 61

Expenditures for operating the road are included in and form a part of the cost of operating the New Jersey Southern Railway Company, and no separate account of same is made.

NEW JERSEY STATE LIBRARY

TUCKERTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$547,744 67
Bonded debt	99,862 00
Cost of road and equipments at foreclosure sale	85,000 00

The road extends from Whiting's to Edge Cove, a distance of thirty-one miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$21,277 55
Income from freight	10,729 79
Income from other sources	1,840 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	35,291 61

State of New Jersey, Burlington County, *ss.*—Archs. R. Pharo, being duly affirmed, says that he is President of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

ARCHS. R. PHARO,
President.

Affirmed and subscribed before me this twenty-sixth day of February, A.D. 1886.

A. W. HAYWOOD,
Notary Public.

UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$21,240,400 00
Bonded debt	20,100,000 00
	$41,340,400 00
Cost of road and equipments	38,962,188 08

The road extends from Camden to South Amboy, and from Philadelphia to Jersey City, including branches, a distance of four hundred and thirty-one and ninety-six hundredths miles; and the canal from Bordentown to New Brunswick, forty-four; and the Feeder, twenty-two; in all, sixty-six miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of ten per cent. on its stock and interest on its bonds.

It is equipped and operated by the Pennsylvania Railroad Company, lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—Alfred L. Dennis, being duly sworn, on his oath says that he is Vice President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. L. DENNIS,
Vice President.

Sworn and subscribed before me this 2d day of February, A. D. 1886.

LEROY H. ANDERSON,
M. C. C.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$5,820,083 63
Income from freight	7,437,848 45
Income from other sources	1,702,248 80
	$14,960,180 88
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	10,259,757 13
Net	$4,700,423 75

Dividends paid during the year 1885, and how paid, ten per cent. on capital stock—paid by Pennsylvania Railroad Company, lessee.

ACCIDENTS TO PERSONS IN NEW JERSEY ON NEW YORK DIVISION AND BRANCHES, PENNSYLVANIA RAILROAD, FOR 1885.

Persons struck by passing trains and killed while walking or standing on the track.

January 27th.—Matthew Kane, at Jersey City. John Vruman, conductor; George Serle, engineer.

February 14th.—Unknown man, between Rahway and Linden. J. H. Laning, conductor; W. Page, engineer.

February 17th.—Unknown man, at Shanley's cut. —— Drake, conductor; C. Leslie, engineer.

April 3d.—John Lynch (boy), at Jersey City. C. Grantzow, conductor; J. Sullivan, engineer.

April 11th.—Charles Mabee, on Delaware bridge, Trenton. G. W. Shainline, conductor; W. Peabody, engineer.

April 23d.—Two unknown men, at Robinvale. J. K. Bready, conductor; E. Cubberly, engineer.

May 4th.—Unknown man, at Metuchen. S. Knowles, conductor; T. Smith, engineer.

May 23d.—Unknown man, at Meadows. L. P. Booz, conductor; J. K. Niece, engineer.

July 18th.—George Baker (boy), between Dean's and Monmouth Junction. F. Thompson, conductor; W. McClain, engineer.

August 5th.—Martin Gunther, near Hackensack Bridge; L. P. Booz, conductor; T. Smith, engineer.

December 16th.—Garrett Brokaw, near Spa Springs; C. R. Evans, conductor; J. McClain, engineer.

Persons struck by passing trains and injured while walking or standing on the track.

February 19th.—Maximilian Stein, fatally injured at Rahway. H. E. Morris, conductor; S. Atherholt, engineer.

April 6th.—Unknown man, fatally injured at Menlo Park. M. J. Benson, conductor; J. Houk, engineer.

April 12th.—George W. Morgan, at Millstone Junction. —— Stackhouse, conductor; —— Taylor, engineer.

April 27th.—Rosanna Baglion, at Jersey City. John Garrigan, conductor; J. Maloney, engineer.

April 28th.—Samuel Bowers, in tunnel at Trenton. J. H. Knowles, conductor; J. McVey, engineer.

April 29th.—George Schriver, at Newark; S. Davis, conductor; —— —— engineer.

April 29th.—John Harnes, at Jersey City. —— —— conductor; T. Nicokus, engineer.

May 19th.—Frank Williams, at Stelton. E. E. Bossert, conductor; C. Metz, engineer.

May 29th.—Unknown woman, fatally injured at Millstone river bridge, near Princeton Junction. L. Silance, conductor; G. Disbrow, engineer.

July 27th.—Frank Slover, at Elizabeth. —— Bradshaw, conductor; O. Ketchledge, engineer.

November 1st.—Emanuel Ruff, in tunnel at Trenton. J. Beach, conductor; W. Hartman, engineer.

December 17th.—Adam Wolff, fatally injured near Hackensack bridge; J. R. Cornell, conductor; I. Van Pelt, engineer.

Persons killed or injured in attempting to get off and on moving trains.

February 4th.—J. Smith (boy), injured at Trenton. A. F. Waters, conductor; Charles Lynch, engineer.

February 12th.—Richard Bradshaw, injured at Metuchen; H. Riddle, conductor; J. Roney, engineer.

March 3d.—Charles Walton, killed between Waverley and North Elizabeth; S. C. Doland, conductor; —— ——, engineer.

March 12th.—W. D. Rich, injured at Rahway. —— ——, conductor; —— —— engineer.

March 15th.—William Van Syckle, injured at Waverley. T. O'Donnell, conductor; W. Gorden, Jr., engineer.

March 17th.—Unknown man, injured at Newark. —— ——, conductor; —— ——, engineer.

May 17th.—Joseph Gorman, injured at Elizabeth. —— ——, conductor; —— ——, engineer.

May 18th.—Henry Lochner, injured at Monmouth Junction. —— ——, conductor; —— ——, engineer.

May 28th.—Charles Newman, injured near Monmouth Junction. —— Wright, conductor; —— Cook, engineer.

May 29th.—Bartholomew Monahan (boy), injured at Newark. T. Kinney, conductor; C. Burger, engineer.

June 5th.—John Welsher, injured at Elizabeth. A. F. Waters, conductor; Charles Lynch, engineer.

June 22d.—L. H. Forman, injured at Trenton. J. P. Reed, conductor; J. Thompson, engineer.

June 22d.—Matthew McInery, killed at Harsimus Cove, Jersey City. Martin Purcell, conductor; George Gillan, engineer.

July 19th.—James Brennan, injured at Elizabeth. C. Campbell, conductor; T. Smith, engineer.

August 1st.—Mary Mulloy, injured at Trenton. G. W. Shainline, conductor; W. Seery, engineer.

August 5th.—William Winfield, injured at Meadows. W. T. Conover, conductor; W. Holland, engineer.

August 5th.—John Schaeffer, injured at Meadows. H. Christian conductor; J. H. Ellis, engineer.

August 9th.—William Scull, injured at Newark. J. W. Bostwick, conductor; —— ——, engineer.

Angust 17th.—Frederick Beissel, killed at Elizabeth. W. B. Roberts, conductor; J. A. Henicker, engineer.

August 24th.—John Graybill, killed at Elizabeth. J. W. Meshrow, conductor; B. Hurst, engineer.

September 10th.—Thomas Burke, injured at South Trenton. A. F. Waters, conductor; C. Lynch, engineer.

October 5th.—Charles Petz, injured at Newark. J. H. Cooper, conductor; T. Smith, engineer.

October 22d.—Unknown man, at Elizabeth. L. Silance, conductor; B. Larrison, engineer.

October 28th.—August Rater, injured at Elizabeth. —— ——, conductor; —— ——, engineer.

October 31st.—Foster Black, injured at Jersey City. Jas. Beach, conductor; W. Seery, engineer.

November 2d.—Dennis Hennessey, injured at Linden. —— ——, conductor; —— ——, engineer.

November 25th.—Mrs. —— Smith (colored), injured at Linden. C. Campbell, conductor; W. Baldwin, engineer.

December 6th.—James McCuer, injured at Meadows. S. C. Doland, conductor; M. C. Mulford, engineer.

Persons found killed or injured lying alongside of track, supposed to have been struck by passing trains, or by attempting to jump off or on moving trains. Circumstances, what train and what conductors and engineers, unknown.

March 6th.—Joseph Vouwhl, fatally injured at Waverley.

May 16th.—Unknown man found dead at Communipaw Junction, Jersey City.

June 3d.—Unknown man found dead at South Elizabeth.

June 3d.—Two unknown men found dead east of Lawrence.

July 6th.—Charles Hoffman, injured at Kneads' Cut, Jersey City.

July 6th.—Benjamin Chadwick, found dead at South Trenton.

July 28th.—Richard Beetle, found dead near Stout's Crossing Telegraph Office.

October 22d.—John McCance, found dead at Waverley.

November 10th.—Henry Stegeswolt, found dead near Houtenville.

November 13th.—William Patterson, injured half mile west of Plainsboro.

Persons killed or injured by moving trains while crossing the track.

January 20th.—Michael J. Walsh, fatally injured at Marion. Thomas Gallagher, conductor; G. B. Taylor, engineer.

January 31st.—James McKenna (boy), killed at Marion. —— ——, conductor; —— ——, engineer.

February 27th.—Mrs. Adelia Beebe, killed at Metuchen. William Weest, conductor; W. Page, engineer.

March 11th.—William Lible, injured at Newark. O. A. Swenson, conductor; J. Emmons, engineer.

March 11th.—Max Lindenlaub, injured at Newark. O. A. Swenson, conductor; J. Emmons, engineer.

April 7th.—Andrew Rohs, killed at Newark. —— ——, conductor; —— ——, engineer.

May 30th.—Bernard McGuire, injured at Waverley. C. Campbell, conductor; T. Smith, engineer.

June 27th.—Edward H. Quick, injured at New Brunswick. J. E. Field, conductor; J. Henicker, engineer.

June 29th.—Terence Glover (child), injured at Newark. O. A. Swenson, conductor; George Taylor, engineer.

July 9th.—M. F. Pancoast, injured at Newark. Charles Eaton, conductor; J. Roney, engineer.

July 26th.—Daniel Harrison, injured at Newark. Thomas O'Donnell, conductor; J. Freeman, engineer.

August 6th.—Samuel Flock, killed at Lawrence. A. F. Waters, conductor; G. Seward, engineer.

August 7th.—Patrick Biggins, fatally injured at East Newark. O. A. Swenson, conductor; H. Higgins, engineer.

August 22d.—Elizabeth Fields (colored), killed at Newark. H. Bramstedt, conductor; J. Freeman, engineer.

August 27th.—John Costello, killed at Newark. W. W. Terry, conductor; Joseph Few, engineer.

September 2d.—Henry Cohen, killed at Newark. F. Bush, conductor; W. Seery, engineer.

September 11th.—Duncan Urquhart, killed at New Brunswick. J. F. Burrage, conductor; C. Devinney, engineer.

October 3d.—Frederick Watson, injured at Jersey City. J. McManus, conductor; W. Vandewater, engineer.

October 26th.—C. M. Keough, injured at Jersey City. J. Beach, conductor; J. Killey, engineer.

October 29th.—John Stell (boy), fatally injured at Rahway. R. Tharp, conductor; E. Carr, engineer.

December 25th.—P. J. Gerrey, injured at Newark. Thomas O'Donnell, conductor; H. Mahan, engineer.

December 25th.—Thomas McGee, fatally injured at Newark. T. J. Curll, conductor; A. P. Swem, engineer.

December 25th.—Charles Reiss, injured at Newark. T. J. Curll, conductor; A. P. Swem, engineer.

December 25th.—Sebastian Hainor, injured at Jersey City. W. Page, engineer.

Persons other than employes killed or injured in other ways than as above stated.

January 5th.—Mrs. Elizabeth Lyman, injured by running against crossing gate, Jersey City.

January 19th.—August Stroebert, injured by falling from train at Newark while stealing a ride.

January 25th.—John Jones, injured by falling from train between Shanley's Cut and Marion. H. Bramstedt, conductor; —— ——, engineer.

February 14th.—Mrs. Gughelmoni Louis, injured by slipping when alighting from train at Jersey City. William Rouff, conductor; J. P. Freeman, engineer.

February 22d.—Dennis Fulton, injured by slipping when being ejected at Newark. M. J. Benson, conductor; R. Moyer, engineer.

March 28th.—Gustave Krombach, committed suicide by throwing himself in front of train at Jersey City. G. Boynton, conductor; A. Gaymon, engineer.

April 19th.—Mrs. Michael Cahill, injured by tripping on a track frog at Jersey City.

May 29th.—Agnes O'Hara, injured by piece of stone ballast breaking car window at Rahway. J. K. Bready, conductor; —— ——, engineer.

June 5th.—J. Reilly, fell from train at East Newark while riding on the platform, extent of injuries unknown. J. N. Bartolette, conductor; T. Hill, engineer.

June 12th.—John Wilson, injured by a passing train while sitting on platform at Newark. H. Trout, conductor; J. Norton, engineer.

June 12th.—Mr. Skutach, injured by falling over a foot stool in parlor car at Jersey City.

June 20th.—Unknown lady injured by some one throwing stone and breaking car window at Jersey City. T. O'Donnell, conductor; T. Hill, engineer.

July 4th.—Unknown man injured by falling between the cross ties of bridge at Rahway.

July 8th.—Leopold Travaitscah, injured while stealing a ride on a freight train near Millham Junction. —— ——, conductor; —— ——, engineer.

July 14th.—James Demerest, injured by car door closing on his hand at Newark. J. J. Thomas, conductor; —— ——, engineer.

July 18th.—J. H. Trout, James Costello, Charles Mills, Mrs. Arthur Chambers, W. R. Hicks, and child of Mrs. —— Levy, injured by collision of trains at Trenton. Samuel Knowles, conductor; J. A. Covert, engineer. J. K. Bready, conductor; John Vanarsdale, engineer.

July 26th.—Mrs. Lizzie Martin, injured at Newark by a man being struck and hurled against her. Thomas O'Donnell, conductor; J. Freeman, engineer.

August 13th.—William Sterger, injured by a baggage barrow at Jersey City station.

August 15th.—J. W. Slyney (colored), fatally injured by a swinging freight car door striking train at New Brunswick. F. Bush, conductor; W. Seery, engineer.

September 3d.—F. A. Burr, injured by having finger caught in car door at Trenton. W. Messer, conductor; —— ——, engineer.

September 13th.—Fred. Shuser, injured while stealing ride on freight train, Monmouth Junction. S. Horner, conductor; —— ——, engineer.

September 17th.—Thomas Jones, injured at Monmouth Junction, stealing a ride on freight train. —— ——, conductor; —— ——, engineer.

September 18th.—A. Chapin, injured by falling on station platform at Newark.

September 25th.—George Moore (boy), injured playing around cars being drilled at Marion. A. H. McCauley, conductor; C. Murray, engineer.

October 15th.—William J. Ryan, injured by flying glass from broken car window near Marion. O. H. Swenson, conductor; W. H. Gordon, engineer.

October 18th.—Carl H. Gromer, Margaret Gromer, Wilhelm Gromer (boy), John Gromer (boy), Balkhasar Heil (boy), Wilhelm Heil (boy), and Mrs. —— Arnsted, killed. Urlina Arnsted and Marinus Klirge, fatally injured. Laura B. Mellemarnd, Karster Emanuel Mellemarnd (infant), Christina I. Bolstead and Ralph Curry, injured by collision of trains at Meadows. S. Vogan, conductor; A. Lazalere, engineer. W. H. Merritt, conductor; John A. Covert, engineer. —— Bradshaw, conductor; Owen Hall, engineer.

November 14th.—Thomas Hendey (boy), injured by riding on turn table, Jersey City. W. A. Bingham, conductor; W. Rauck, engineer.

November 19th.—E. J. Hinckel, injured by falling through car window, Jersey City. L. Silance, conductor; G. Ginglen, engineer.

December 17th.—Saratore Morena, killed while crawling under cars picking coal at Jersey City. W. F. Thomas, conductor; P. Metz, engineer.

Employes killed or injured while coupling or handling cars at Stations.

January 2d.—J. Arrison, injured at Meadows. C. Schoch, conductor; S. Simpson, engineer.

January 3d.—Patrick Leonard, injured at Meadows. J. Coogan, conductor; L. Genning, engineer.

January 4th.—H. Poland, injured at Meadows. C. White, conductor; W. Keefe, engineer.

January 14th.—Michael Dooley, fatally injured at Jersey City. William Rose, conductor; G. H. West, engineer.

January 14th.—Thomas Brock, injured at Harsimus Cove, Jersey City. Thomas Brock, conductor; —— ——, engineer.

January 16th.—F. Murphy, injured at Jersey City. W. Thompson, conductor; R. McCaull, engineer.

January 17th.—John Doty, injured at Jersey City. —— ——, conductor; —— ——, engineer.

January 23d.—D. Dwyer, injured at Jersey City. J. Smith, conductor; P. Metz, engineer.

February 12th.—Thomas Reynolds, injured at Jersey City.

February 13th.—Hugh Golden, injured at Millham Junction. F. Thompson, conductor; F. Roberts, engineer.

February 24th.—John Helferty, injured at Meadows. J. Hannan, conductor; E. W. Jones, engineer.

February 25th.—William Conklyn, injured at Jersey City. J. Gordon, conductor; T. Palmer, engineer.

March 5th.—J. Carl, injured at Woodbridge. G. Stewart, conductor; W. Lyons, engineer.

March 7th.—C. E. Reynolds, injured at Harsimus Cove, Jersey City. J. Garrity, conductor; E. Arnold, engineer.

March 7th.—W. Mahoney, injured at Meadows. W. Mahoney, conductor; P. Reagan, engineer.

March 8th.—James Brock, injured at Meadows. C. White, conductor; —— Johnson, engineer.

March 12th.—T. C. Leonard, killed at Meadows. George Griffin, conductor; H. R. Brown, engineer.

March 17th.—Henry Young, injured at Harsimus Cove, Jersey City. J. Howley, conductor; J. Donnelly, engineer.

March 22d.—Charles Faas, injured at Meadows. W. Kindred, conductor; H. A. Martindale, engineer.

March 23d.—George W. Yates, injured at Monmouth Junction. H. Bush, conductor; W. H. Wood, engineer.

March 31st.—Joseph Garrity, injured at Harsimus Cove, Jersey City. C. White, conductor; E. Arnold, engineer.

April 3d.—J. Jordan, injured at Jersey City. J. Brock, conductor; H. Miller, engineer.

April 29th.—A. Walker, injured at Jersey City. J. Leavy, conductor; J. Sweeney, engineer.

May 4th.—C. V. Perry, injured at Perth Amboy Junction. G. Stewart, conductor; A. Denton, engineer.

May 4th.—S. W. Horner, injured at Elizabeth. S. W. Horner, conductor; J. Nesbit, engineer.

May 4th.—John McKelvey, injured at Waverley. R. D. Titus, conductor; W. B. Gurney, engineer.

May 12th.—J. W. Durnan, injured at Harsimus Cove, Jersey City. T. Morehead, conductor; J. McGrady, engineer.

May 23d.—J. Kelly, injured at Jersey City. J. R. Skimmons, conductor; F. Bishop, engineer.

May 26th.—G. L. Stevens, injured at Meadows. J. Coogan, conductor; L. Genning, engineer.

May 29th.—John Ross, injured at Waverley. H. Trout, conductor; J. Norton, engineer.

June 5th.—John T. Pierce, injured at Shanley's Cut. E. G. Morris, conductor; J. Herbert, engineer.

June 7th.—James Brock, injured at Jersey City. J. Fallon, conductor; W. C. Johnson, engineer.

June 8th.—William Carr, injured at Elizabeth. A. Mitchell, conductor; E. Norton, engineer.

June 15th.—J. McKennan, injured at Jersey City. —— ——, conductor; —— ——, engineer.

July 3d.—W. O. Genning, injured at Elizabeth. J. F. Wright, conductor; F. Bush, engineer.

July 9th.—G. L. Stevens, injured at Marion. W. Kindred, conductor; G. Hunt, engineer.

July 10th.—J. McLaughlin, injured at Jersey City. J. Brennan, conductor; H. Corcoran, engineer.

July 18th.—W. Brennan, injured at Jersey City. W. H. Thompson, conductor; C. Miller, engineer.

July 27th.—J. Mullins, killed at Meadows. S. Labar, conductor; N. Townsend, engineer.

August 13th.—Frank Lake, injured at Jersey City. J. Gordon, conductor; T. Palmer, engineer.

August 20th.—George Doran, injured at Jersey City. J. Taylor, conductor; E. Harvey, engineer.

August 22d.—John Brennan, killed at Meadows. W. Connors, conductor; W. Lyons, engineer.

August 31st.—F. Campbell, injured at Jersey City. J. Brock, conductor; C. Miller, engineer.

September 1st.—Philip Pierman, injured at Meadows. J. J. Branagan, conductor; L. Ganong, engineer.

September 1st.—Charles Simpson, injured at Waverley. W. Simmons, conductor; H. Allyn, engineer.

September 7th.—Charles W. Brown, injured at Meadows. C. L. Dougherty, conductor; E. W. Gwinnell, engineer.

September 11th.—James Farley, injured at Newark. J. F. Osmond, conductor; J. Norton, engineer.

September 12th.—George Belger, injured at Meadows. George Griffin, conductor; H. R. Brown, engineer.

September 15th.—D. Henderson, injured at Harsimus Cove, Jersey City. C. White, conductor; E. Arnold, engineer.

September 15th.—John Southard, injured at Millham Junction. John Taylor, conductor; E. Harvey, engineer.

September 16th.—F. E. Vandyke, injured at Princeton Junction. E. J. McCloskey, conductor; —— ——, engineer.

September 17th.—Edward Allen, injured at Waverley. P. O'Niel, conductor; W. Sexton, engineer.

September 27th.—Samuel Wright, injured at Jersey City. J. Fitzgerald, conductor; A. Chapman, engineer.

September 28th.—John Munn, injured at Meadows. John Munn, conductor; P. Reagan, engineer.

September 28th.—George L. Stevens, injured at Meadows. W. Kindred, conductor; W. Bratton, engineer.

October 1st.—Samuel Heins, killed at Meadows. Charles P. Rice, conductor; A. Robb, engineer.

October 4th.—W. O. Jenning, injured at Meadows. J. Stramp, conductor; J. M. Cook, engineer.

October 7th.—H. G. Gager, injured at Jersey City. J. Brennan, conductor; —— ——, engineer.

October 9th.—P. Kelly, injured at Harsimus Cove, Jersey City. P. Kelly, conductor; J. McGrady, engineer.

October 12th.—Hugh Reynolds, injured at Harsimus Cove, Jersey City.

October 14th.—James Fallon, injured at Meadows. William Hoag, conductor; —— ——, engineer.

October 27th.—Alonzo Warner, injured at Jersey City. —— ——, conductor; —— ——, engineer.

October 27th.—John Pierson, injured at Meadows. S. Labar, conductor; N. Townsend, engineer.

October 28th.—Patrick Smith, injured at Meadows. J. Coogan, conductor; L. Genning, engineer.

October 30th.—William Bryne, injured at Meadows. J.W. Chandler, conductor; George Page, engineer.

October 30th.—George W. Yates, injured at Meadows. H. Christian, conductor; J. H. Ellis, engineer.

October 31st.—William Griffin, injured at Meadows. F. Hunter, conductor; W. Vandewater, engineer.

November 3d.—Andrew Walker, injured at Jersey City. J. Smith, conductor; J. Slater, engineer.

November 9th.—J. Nolan, injured at Jersey City. J. Smith, conductor; J. Slater, engineer.

November 20th.—Charles Brown, injured at Jersey City. J. Brock, conductor; C. A. Miller, engineer.

November 26th.—James Henderschot, injured at Marion. S. S. Myers, conductor; H. Martindale, engineer.

December 1st.—James W. Gruff, injured at Trenton. J. H. Cooper, conductor; Thomas Smith, engineer.

December 2d.—Isaac Arnold, injured at Newark. H. Trout, conductor; S. P. Ross, engineer.

December 2d.—John Helferty, injured at Meadows. J. Hannan, conductor; J. B. Stultz, engineer.

December 3d.—Philip Pierman, injured at Meadows. H. Grey, conductor; L. Ganong, engineer.

December 5th.—Patrick Williams, injured at Waverley. T. J. Curll, conductor; C. French, engineer.

December 7th.—George Belger, injured at Meadows. George Griffin, conductor; H. R. Brown, engineer.

December 7th.—James Culnen, injured at Meadows. James Culnen, conductor; W. Creelin, engineer.

December 8th.—C. H. Whitehouse, injured at Jersey City. J. Lavy, conductor; J. Van Niece, engineer.

December 12th.—R. H. Pederick, injured at Trenton. R. T. Elder, conductor; C. Murray, engineer.

December 18th.—John Creed, injured at Harsimus Cove, Jersey City. W. White, conductor; J. McGrady, engineer.

December 19th.—Edward Amerman, injured at Waverley. J. F. Osmond, conductor; J. Norton, engineer.

December 19th.—W. A. Marvin, injured at Jersey City. C. Grantzow, conductor; J. Sweeney, engineer.

December 22d.—William McCaull, injured at Jersey City. J. W. Colwell, conductor; E. W. Gwinnell, engineer.

December 25th.—Patrick Nilan, injured at Harsimus Cove, Jersey City. William Connors, conductor; W. H. Holland, engineer.

December 30th.—Samuel Edgerly, injured at Jersey City. J. Brennan, conductor; J. Sullivan, engineer.

Employes killed or injured by accident as stated.

January 2d.—Michael Carroll, injured by rail falling on his foot at Linden.

January 5th.—L. S. Baker, injured by running against a switch frame at Meadows.

January 5th.—William Smith, killed by attempting to cross ahead of drill engine at Newark. D. Hatfield, conductor; John Ryan, engineer.

January 5th.—John Conklin, injured by being struck by a car at Newark. A. Mitchell, conductor; E. Norton, engineer.

January 6th.—Thomas Sherwin, injured while repairing an engine at Meadows shops.

January 7th.—C. Roberts, injured by falling from a car at Meadows. S. Head, conductor; John Emmons, engineer.

January 23d.—Patrick Hanlon, injured while assisting to move a passenger car at Meadows shops.

January 25th.—B. F. Elliott, injured by being struck by a car at Harsimus Cove, Jersey City. J. O'Donnell, conductor; N. Bratton, engineer.

January 27th.—E. C. Cline, injured by cars coming together at Trenton. Wesley Vance, conductor; E. Harvey, engineer.

January 29th.—George B. Morris, injured by jumping from a car at Metuchen.

February 7th.—W. P. Hight, injured on freight train, manner unknown, at Princeton Junction.

February 7th.—Frank Duman, killed by collision of trains at New Brunswick. —— Roberts, conductor; C. Murray, engineer. J. Embree, conductor; C. French, engineer.

February 11th.—Thomas Duffy, fatally injured by being struck by a train at Jersey City. H. Riddle, conductor; John Roney, engineer.

February 13th.—Henry Grady, injured by a shovel while sky-larking at Stelton.

February 16th.—Michael Salmon, injured by falling over a loop of wire at Jersey City.

February 16th.—James C. Clark, injured by a large splinter at Newark.

February 18th.—W. Dawson, injured by jumping from a car and slipping on the ice at Rahway. S. Stewart, conductor; A. Denton, engineer.

February 18th.—William H. Parker, injured by attempting to board an engine at Harsimus Cove, Jersey City. J. Spearm, conductor; W. Rolf, engineer.

February 19th.—B. F. Wright, injured by attempting to board a train at East Brunswick. John Hannon, conductor; W. Montgomery, engineer.

February 19th.—E. H. Elmhirst, injured by jumping from an engine at Waverley. E. H. Elmhirst, conductor; F. Bush, engineer.

February 21st.—Frank Warner, injured by a wheel breaking under a car at Metuchen. G. B. Morris, conductor; B. Lupton, engineer.

February 23d.—Thomas Brennan, struck and injured by an engine at Jersey City.

February 25th.—Jacob Hubbs, injured by attempting to board a train at Harsimus Cove, Jersey City. R. T. Elder, conductor; W. Moore, engineer.

February 25th.—Daniel Dey, injured by a brake-wheel breaking at Elizabeth. G. B. Morris, conductor; B. Lupton, engineer.

February 25th.—Margaret Bailey, injured by falling on the ice, Jersey City station.

February 27th.—Martin Voorhees, struck and killed by a train near Deans. A. F. Waters, conductor; T. Hill, engineer.

March 2d.—Henry Doyle, injured by the step of an engine at Jersey City. W. Peterson, engineer.

March 2d.—Henry Burden, injured while assisting to load a pump at Jersey City.

March 4th.—Matthew Smith, struck and killed by a train at Iselin. L. Silance, conductor; B. A. Larrison, engineer.

March 7th.—W. Garrett Sines, fatally injured by falling from a train at South Elizabeth. F. Thompson, conductor; J. Duttenhoffer, engineer.

March 10th.—Patrick Reilly, injured by a car-wheel rolling on his foot at Meadows shops.

March 11th.—B. F. Cahill, injured by an overhead bridge between Dayton and Monmouth Junction. T. Palmer, conductor; M. Lee, engineer.

March 12th.—Paul Switzer, injured by falling from Harsimus Cove trestle, Jersey City.

March 12th.—A. R. Percy, injured by slipping from steps of passenger car at Rahway. W. F. Jones, conductor; W. H. Gurney, engineer.

March 13th.—Holmes Tilton, injured by cylinder head of a locomotive breaking at Princeton draw. E. J. McCloskey, conductor; S. P. Ross, engineer.

March 15th.—John Henehan, injured by falling on coal platform at Meadows.

March 16th.—Charles Vetter, hand injured by a rail falling on it at Elizabeth.

March 19th.—Ernest Hertzog, injured by falling down station steps at New Brunswick.

March 24th.—Thomas Scott, injured by falling while repairing a freight car at Meadows shops.

March 25th.—Jesse Whittaker, killed by overhead bridge at Trenton. J. Clothier, conductor; E. Harvey, engineer.

March 26th.—J. N. Whelpley, injured by falling from a train at Jersey City. J. N. Whelpley, conductor; I. D. Fry, engineer.

April 3d.—Thomas Mullady, injured by a track torpedo at Jersey City.

April 7th.—J. M. Lynch, injured by falling on top of a car at Jersey City. R. D. Titus, conductor; W. Roberts, engineer.

April 8th.—James Stewart, injured by smoke box ring falling on him at Meadows shops.

April 13th.—John Cavenaugh, hand injured by a piece of timber falling on it at East Brunswick; L. E. Burt, conductor; J. W. Reed, engineer.

April 17th.—Charles Simpson, injured while loading freight at Rahway.

April 18th.—William B. Skillan, hand injured by cabin car door at Jersey City. J. W. Colwell, conductor; E. W. Gwinnell, engineer.

April 30th.—Patrick Morran, foot injured by a car axle falling on it at Meadows shops.

May 2d.—Frank W. Soper, hand injured by being caught between a tug and bridge at Harsimus Cove, Jersey City.

May 4th.—Robert White, injured while driving a spike at Monmouth Junction.

May 4th.—Patrick Eckey, injured by a spike head flying off at Linden.

May 4th.—John Madden, injured by jumping from roof of baggage car at Jersey City. S. B. Keys, conductor; T. B. Jones, engineer.

May 6th.—Michael Kavanaugh, injured by a switch lever flying up at Harsimus Cove, Jersey City.

May 6th.—Daniel Russell, injured by being struck by a train between Rahway and Linden. F. Rollins, conductor; C. O. French, engineer.

May 13th.—William Naylor, injured by slipping on a cross-tie at Trenton. A. Spicer, conductor; C. Swem, engineer.

May 14th.—John Hennis, injured while handling rails at Linden.

May 16th.—Thomas McLaughlin, killed while lying on the track between Menlo Park and Robinvale. T. Gallagher, conductor; I. Van Pelt, engineer.

May 18th.—R. W. Ogg, injured while assisting to secure a float to bridge at Jersey City.

May 22d.—John Kelly, injured by a bridge guard on Perth Amboy branch. J. Stramp, conductor; W. Burton, engineer.

May 24th.—Henry Tomkins, fingers injured while throwing coal in an engine furnace at Jersey City.

May 25th.—Dennis Markey, leg injured by a log rolling on it at Harsimus Cove, Jersey City.

May 27th.—Nicholas Knox, injured while assisting to unload pipe at Elizabeth.

May 28th.—William Farrell, injured while working on an engine at Meadows shops.

May 30th.—John Hyland, struck and injured by a train at Jersey City. O. A. Swenson, conductor; W. Gordon, engineer.

May 30th.—Patrick O'Brien, injured while unloading rails at Jersey City.

May 30th.—David Porter, eye injured while cutting a steel rail at New Hackensack bridge.

June 12th.—William Tombs, eye injured by a spike at Elizabeth.

June 13th.—Patrick Connors, injured by a piece of steel flying from a sledge hammer at Harsimus Cove, Jersey City.

June 13th.—John Dorris, foot injured by a cross-tie at East Brunswick.

June 18th.—G. Swenson, injured while handling bacon, Wilson pier, Hoboken.

June 18th.—John Grenoble, injured while handling car-wheels at Meadows shops.

June 20th.—An Italian, laborer, foot injured by a rock rolling on it at Deans.

June 22d.—W. H. Peters, finger injured while throwing coal in an engine furnace at Harsimus Cove, Jersey City.

June 23d.—Edward Murphy, struck and injured by a train at Jersey City. C. Eaton, conductor; W. Ketchledge, engineer.

June 26th.—Olden Snedeker, injured while repairing a switch at Adams.

June 26th.—James Howley, eye injured while cutting a steel rail at Hackensack Bridge.

June 27th.—William Mitchell and William Baker, injured by falling in a dining car at Jersey City. T. O'Neil, conductor; E. Rose, engineer.

June 30th.—John Gibbons, injured by a boring machine at Meadows shops.

July 10th.—Alex. Scott, injured by being caught between a tug and the dock at Harsimus Cove, Jersey City.

July 13th.—William Caulfield, injured by getting struck with a pick at Jersey City.

July 15th.—Louis Lochman, struck and killed by a train at Jersey City. Charles Slover, conductor; L. G. Morrison, engineer.

July 18th.—John Vanarsdale, A. A. Neiser and J. C. Martin, injured by collision of trains at Trenton. Samuel Knowles, conductor; J. A. Covert, engineer. J. K. Bready, conductor; John Vanarsdale, engineer.

July 21st.—Thomas Hughes, injured by a car moving while repairing the wheels at Jersey City.

July 22d.—E. Allen, injured by a brake-wheel breaking at Waverley. F. Mitchell, conductor; —— Norton, engineer.

July 22d.—William Meshrow, injured by car door closing on his hand at Perth Amboy. C. Campbell, conductor; E. Hutton, engineer.

July 24th.—John McKelvey, fatally injured by falling between cars at Rahway. R. D. Titus, conductor; —— Namby, engineer.

July 24th.—James Neilass, injured by being struck with a hammer at Meadows shops.

July 24th.—August Gregor, struck and killed by a train at Linden. G. Stewart, conductor; A. Denton, engineer.

July 27th.—Otto Hammerquist, injured by a wrench slipping at Jersey City.

July 30th.—John Boyle, injured by attempting to board a moving train at Jersey City. P. Kelly, conductor; G. H. West, engineer.

August 3d.—James Weekly, injured by jumping off a car at Jersey City. J. Lavy, conductor; J. Sweeney, engineer.

August 4th.—M. Garrigan, injured by attempting to board engine at Monmouth Junction. M. Garrigan, conductor; J. Emmons, engineer.

August 7th.—George W. Cutler, injured by falling at Stout's Crossing Telegraph Office.

August 7th.—William Simmons, injured by cabin car colliding at Jersey City. W. P. Lawrence, conductor; J. Herbert, engineer.

August 10th.—Thomas North, injured by a ladder slipping at Meadows shops.

August 10th.—John Buckelew, hand injured by a rail falling on it at Adams.

August 12th.—Edward Hammel injured by jumping from a freight car at Harsimus Cove, Jersey City. H. Christian, conductor; J. H. Ellis, engineer.

August 14th —Patrick Reilly, injured by falling while carrying a piece of iron at Meadows shops.

August 16th.—John Boyle, killed by being struck by a light engine near Lawrence. T. Towell, engineer.

August 18th.—Thomas Galfin, injured by a train while throwing switch. A. Mitchell, conductor; E. Rose, engineer.

August 21st.—Frank Miller, injured while handling cross ties at Linden.

August 24th.—August Markert, injured by falling from a car at Meadows shops.

August 24th.—Charles Holsneck, injured by being struck with a pick at Plainsboro.

August 26th.—William McCaull, injured by attempting to board a train at Waverley. C. L. Dougherty, conductor; E. W. Gwinnell, engineer.

August 26th.—James Russell, injured while endeavoring to stop hand truck at Millham Junction.

August 30th.—James A. Quimby, injured by falling from a car at Metuchen. G. A. Holl, conductor; T. Quinton, engineer.

September 1st.—James Dunn, injured by a switch lever springing up at Adams.

September 9th.—John Courtney, injured by a bottle being thrown from some train.

September 10th.—William Connors, injured by falling from a freight car at Meadows. William Connors, conductor; W. H. Holland, engineer.

September 10th.—William Ivens, injured by falling from a freight train at South Elizabeth. E. G. Morris, conductor; J. Herbert, engineer.

September 10th.—Michael Salmon, injured by being struck by an engine at Jersey City. J. Fitzgerald, conductor; W. Gardner, engineer.

September 11th.—James Baker, injured by being thrown from the the trestle by an engine at Harsimus Cove, Jersey City. J. B. Cassidy, conductor; J. Donnelly, engineer.

September 16th.—J. H. Zane, injured by striking bridge at Newark. B. F. Wiltse, conductor; W. Laird, engineer.

September 18th.—H. T. Carpenter, injured while putting a hand-brake on a car at South Elizabeth. C. Campbell, conductor; T. Smith, engineer.

September 24th.—W. T. Patterson, injured while handling emigrant baggage at Jersey City.

September 30th.—William Coulson, injured by striking a signal post at Marion. William Kindred, conductor; N. Bratton, engineer.

September 30th.—C. McCuller, injured by jumping from a train at East Newark. T. J. Thomas, conductor; W. Baldwin, engineer.

October 4th.—W. H. Bantom, injured by striking a telegraph pole at Meadows. —— ——, conductor; W. Baldwin, engineer.

October 5th.—George Wissman, injured by falling from a freight car at Meadows shops.

October 7th.—Louis Bald, injured by a brake staff while repairing a car at Jersey City.

October 9th.—L. D. Morrison, injured by being struck by an engine at Jersey City. W. F. Thomas, conductor; E. Rose, engineer.

October 12th.—L. Maas, injured while handling a baggage crate at Jersey City.

October 14th.—Peter Whalen, injured by being struck by an engine at Jersey City. Alfred Allen, engineer.

October 14th.—Patrick Buckley, killed by being run over by a car on a float at Jersey City.

October 14th.—Samuel Johnson, injured by falling between cars on a float at Jersey City.

October 15th.—John Connors, injured by a wrench slipping at Tannery creek.

October 18th.—E. R. J. Ueberoth, Owen Hall and Stewart A. Bowers, injured by collision of trains at Meadows. W. H. Merritt,

conductor; John A. Covert, engineer. —— Bradshaw, conductor; Owen Hall, engineer. S. Vogan, conductor; A. Lazalere, engineer.

November 11th.—Jacob Schultz, injured while repairing a car at Jersey City.

November 18th.—Charles Shea, injured while working on a Janney coupler at Meadows shops.

November 24th.—Felix Mallon, foot injured by set of engine guides falling on it at Meadows shops.

December 5th.—J. Smith, injured by jumping from a train at Perth Amboy Junction. G. Stewart, conductor; A. Denton, engineer.

December 6th.—Frank Cliver, injured by running into an engine at Monmouth Junction.

December 10th.—R. A. McDonald, injured by falling through road bridge at Rahway.

December 12th.—L. J. Coogan, injured by jumping from a train at Elizabeth. J. K. Bready, conductor; C. Metz, engineer.

December 12th.—William Schoonover, struck and killed by a train at Hackensack bridge.

December 12th.—Albert Lawrence, struck and injured by an engine at Jersey City. J. W. Colwell, conductor; E. W. Gwinnell, engineer.

December 16th.—R. Miller, injured by falling from a scaffold at Trenton.

December 23d.—Daniel Griffin, injured while expanding engine flues at Meadows shops.

December 24th.—Michael Barry, struck and injured by a train at Lawrence. H. W. Feaster, conductor; L. Meyers, engineer.

December 26th.—Alex. Devlin, injured by being caught between car and float stanchion at Harsimus Cove, Jersey City. J. B. Cassidy, conductor; J. Donnelly, engineer.

December 26th.—W. D. Nungerer, injured by falling from a ladder at Jersey City.

December 29th.—Patrick Garrity, injured by a rail rebounding on his foot at New Brunswick.

OMITTED.

Persons other than employes killed or injured in other ways than as above stated.

November 13th.—Anthony Haager, injured by a crossing gate at Jersey City.

November 27th.—Miss Jennie Blaker, Miss M. Sheldon and Thomas Stubbs, injured by a swinging car door striking train and breaking the window glass of same at Millstone Junction. J. D. Killey, conductor; E. Page, engineer.

ACCIDENTS TO PERSONS IN NEW JERSEY ON THE AMBOY DIVISION, PENNSYLVANIA RAILROAD, FOR 1885.

Persons struck by passing trains and killed while walking or standing on the track.

August 16th.—Andrew Masak, lying on track, killed at Ernston. W. Nunemaker, conductor; J. Robbins, engineer.

August 21st.—Two unknown men, walking on track, killed at Pavonia. E. A. Gross, conductor; J. K. Reynolds, engineer.

November 14th.—Stewart Brown, walking on track, killed at Freehold. E. R. Tindall, conductor; F. V. L. Bissett, engineer.

December 15th.—Amos Hammond, walking on track, killed at Camden. A. E. Ludlow, conductor. T. S. Huntley, engineer.

Persons struck by passing trains and injured while walking or standing on the track.

January 31st.—Peter Armore, walking on track, face injured at Fish House. E. J. Wilson, conductor; I. S. Worts, engineer.

April 11th.—John Riley, walking on track, head and side injured at Edgewater Park. John Black, conductor; George Schuyler, engineer.

July 25th.—Robert Gaston, walking on track, rib broken near Fish House. B. L. Wolcott, conductor; J. H. Alcott, engineer.

September 14th.—An unknown Hungarian, walking on track, slightly injured, Trenton. John Black, conductor; George Schuyler, engineer.

December 23d.—An unknown man, walking on track, slightly injured at Beideman. R. H. Robbins, conductor; George Schuyler, engineer.

December 30th.—Samuel Templeman, walking on track, slightly injured at Camden. L. Roray, conductor; Ed. Vernon, engineer.

Persons killed or injured in attempting to get on or off moving trains.

February 13th.—Unknown lady, back of head bruised getting off at Beverly. John P. Read, conductor; J. W. Thompson, engineer.

March 5th.—Mrs. Thomas Lowden, face injured, getting off at Riverton. C. W. Sutphin, conductor; H. Heirs, engineer.

April 4th.—George W. Hewitt, hip, arm and side injured, jumping off at Florence. L. H. Wilson, conductor; I. F. Worts, engineer.

April 24th.—Joseph Brick, head cut, jumping off at Camden. John P. Read, conductor; J. W. Thompson, engineer.

July 9th.—Unknown man, probably Foster, arm crushed, getting off at Trenton. J. T. Mason, conductor; D. Buckley, engineer.

July 15th.—Elizabeth Loveman, fell while getting off at Toms River. E. R. Tindall, conductor; James Cain, engineer.

August 7th.—Benjamin F. Everham, foot crushed getting on train at Vincentown. Nathan Wilson, conductor; Theo. Joyce, engineer.

September 19th.—Frank Borton, foot crushed while getting on train at Camden. William Pittman, conductor; L. Wilkinson, engineer.

October 16th.—William Burns, fatally injured jumping off at Kinkora. E. Stout, conductor; B. F. Thompson, engineer.

November 1st.—Mrs. Haslam, knee hurt jumping off at Delare. C. W. Sutton, conductor; W. Gulick, engineer.

November 10th.—Frank Fallon, foot crushed catching on train at Camden. —— ——, conductor; —— ——, engineer.

December 29th.—Henry D. Gummere, face injured getting on train at Burlington. A. L. Haines, conductor; J. W. Thompson, engineer.

Persons killed or injured by moving trains while crossing tracks.

January 19th.—Joseph J. Davison, killed, and Paul S. Davison, injured, at Cranbury station. E. J. Wilson, conductor; I. F. Worts, engineer.

March 28th.—Samuel Barr, face cut at State street, Camden. W. H. Carr, conductor; J. W. P. West, engineer.

August 29th.—George P. Wooley, killed near Toms River. J. P. Ancker, conductor; J. H. Alcott, engineer.

October 1st.—William Carter, Hannah Dover and Wilhelmina Dover, injured at Merchantville. Wm. Elwell, conductor; Theo. Bunting, engineer.

Persons killed or injured in other ways than as above stated.

March 16th.—Michael Brannon, fatally injured, fell from car at South Amboy yard.

April 3d.—Mrs. Griffith, slightly injured by fall in train at Ewansville. Byron Grigg, conductor; W. W. Watts, engineer.

June 11th.—A. J. Rue, toe injured by baggage truck at Bordentown.

August 15th.—Charles Bennett, hand cut in raising window at Camden. B. L. Wolcott, conductor; M. B. Wells, engineer.

September 28th.—Charles Gauntt, leg crushed while playing on cars. A. F. Perrott, conductor; George Kerr, engineer.

October 19th.—Willard Riley, foot sprained by collision at N. J. Southern crossing. Joseph Ellis, conductor; W. W. Watts, engineer.

December 26th.—Charles Weiler, finger hurt by car door at West Moorestown. Jos. Ellis, conductor; W. W. Watts, engineer.

December 29th.—Harry Middleton, finger hurt by car door at Moorestown. J. P. Ancker, conductor; J. H. Alcott, engineer.

Employes killed or injured while coupling or handling cars at stations.

January 22d.—C. J. Stratton, brakeman, hand crushed at South Amboy. William Roberts, conductor; James West, engineer.

February 5th.—Frank Goldy, brakeman, hand crushed at Camden yard. —— ——, conductor; F. Parsons, engineer.

February 16th.—Thomas Bell, brakeman, bruised at Bordentown. S. F. Slocum, conductor; W. W. Watts, engineer.

February 26th.—David Wilson, brakeman, thumb crushed at Camden. W. C. Lord, conductor; D. Worts, engineer.

March 23d.—Geo. W. Yates, brakeman, finger cut off at Old Bridge. Henry Bush, conductor; W. H. Wood, engineer.

May 6th.—Howard Shinn, brakeman, back injured at Bordentown. John P. Read, conductor; J. W. Thompson, engineer.

May 13th.—George Southard, brakeman, fingers mashed in Camden yard.

June 12th.—Albert Van Brunt, brakeman, body bruised at Bordentown. D. N. Bown, conductor; Geo. W. Scott, engineer.

August 6th.—Martin Coyne, brakeman, thumb crushed at Jamesburg. F. H. Dey, conductor; G. H. Hudnut, engineer.

August 6th.—F. A. Pattison, brakeman, hand crushed in Camden yard.

August 19th.—John D. Challender, brakeman, arm bruised at Riverside. D. Elms, conductor; H. Fine, engineer.

September 2d.—Thomas Bell, brakeman, hand crushed at Pemberton. S. F. Slocum, conductor; Joseph Patterson, engineer.

September 2d.—J. E. Wright, operator, thumb crushed at Cream Ridge.

September 29th.—Wm. A. Noon, brakeman, killed at South Amboy.

October 9th.—James Cary, slip foreman, arm broken at Camden. Dennis Ryan, conductor; T. Parsons, engineer.

October 22d.—H. Joslyn, brakeman, hand crushed at South Amboy. E. L. Heston, conductor; C. Large, engineer.

October 21st.—John Barret, brakeman, body bruised at South Amboy yard.

October 27th.—Samuel L. Wilson, brakeman, body bruised at Florence. C. S. Toy, conductor; L. Elbertson, engineer.

November 11th.—Howard Coleman, brakeman, foot crushed at Hightstown. C. M. Hand, conductor; A. Hounslow, engineer.

November 21st.—John S. Alston, baggage master, finger crushed at Whitings. Joseph Ellis, conductor; W. W. Watts, engineer.

November 25th.—Frank Fisher, brakeman, hand injured at South Amboy yard. Frank Fisher, conductor; J. Johnson, engineer.

December 5th.—George Connell, brakeman, fatally injured at South Amboy. George Connell, conductor; E. Worthley, engineer.

December 11th.—B. F. Wells, yard conductor, bruised at Camden. B. F. Wells, conductor; William Perry, engineer.

December 15th.—John Stewart, brakeman, thumb crushed at Camden. Frank Mount, conductor; D. D. Worts, engineer.

December 24th.—William C. Lord, yard conductor, foot crushed at Camden. W. C. Lord, conductor; William Perry, engineer.

Employes killed or injured by accident, as stated.

January 17th.—John F. Osmond, bruised, blown from a train at Camden. G. A. Holl, conductor; D. Buckley, engineer.

January 19th.—Jesse Estell, laborer, cut his foot with an axe at Sea Girt.

January 29th.—Sylvester Knight, tug captain, face injured by striking wheel at Camden.

January 30th.—William Patton, laborer, hand crushed unloading rail at South Amboy.

February 20th.—A. Hounslow, engineman, struck his thumb with a hammer at Camden.

January 13th.—John Campbell, fireman, back hurt by fall at Monmouth Junction. C. M. Hand, conductor; A. Hounslow, engineer.

March 12th.—B. F. Cahill, brakeman, head hurt by overhead bridge, Jamesburg. T. Palmer, conductor; M. Lee, engineer.

April 6th.—Garret Floyd, laborer, leg bruised by timber at Camden.

April 7th.—E. S. Sapp, conductor, fell off car, head injured at Yardville. E. S. Sapp, conductor; A. Hounslow, engineer.

April 21st.—Charles Straylor, head hurt by overhead bridge at Dayton. C. E. Bogie, conductor; J. D. Huston, engineer.

May 13th.—John Arnot, laborer, finger crushed at Camden.

May 26th.—Alfred Curliss, laborer, thrown from a car, hurting shoulder, at Camden. C. Budden, conductor; Wm. Cowls, engineer.

June 6th.—Walter Poles, laborer, foot hurt by gravel dump at Sea Side Park. B. L. Wolcott, conductor; G. H. Hudnut, engineer.

June 16th.—Frank Worts, brakeman, knocked from car, knee hurt, at Florence. A. F. Perrott, conductor; J. Colton, engineer.

June 14th.—Allen Thompson, fireman, finger hurt by coal bucket at Camden.

June 19th.—George Herbert, brakeman, finger crushed unloading freight at Columbus. S. F. Slacum, conductor; Geo. Kerr, engineer.

July 3d.—Henry Clinton, brakeman, head bruised by falling in Camden yard.

July 18th.—John K. Getty, engine cleaner, head hurt by falling hoe at Camden.

July 22d.—Grant Whittle, brakeman, struck on head by John Hyers at Camden.

July 26th.—Charles M. Smith, killed by flying timber in cyclone at Camden.

August 4th.—John Curtis, engineman, struck on leg with coal pick in Camden yard.

September 1st.—John L. Ettinger, fireman, burned with claw hook at Bordentown. S. Davis, conductor; Wm. Fagans, engineer.

August 30th.—Louis Certain, brakeman, foot injured by box at Beverly. A. F. Perrott, conductor; A. Burnum, engineer.

September 8th.—Richard Bruce, killed by fall under cars at South Amboy yard.

September 12th.—J. M. Gordon, conductor, sprained his ankle at Stevens. J. M. Gordon, conductor; A. Hounslow, engineer.

September 19th.—Charles S. Embly, boiler maker, seriously scalded at Camden.

September 30th.—Andrew Dreckenback, brakeman, arm broken in Camden yard.

October 3d.—John Curtis, engineman, thrown from engine, side and head hurt, at Brown's Mills. Jos. Ellis, conductor; J. Curtis, engineer.

October 1st.—Isaac Peak, conductor, back hurt by fall at Cambridge. I. Peak, conductor; A. Burnum, engineer.

October 5th.—R. H. Nevius, brakeman, thumb hurt by car door at Camden. E. A. Gross, conductor; J. K. Reynolds, engineer.

October 3d.—John Kane, laborer, shoulder hurt by fall at South Amboy.

October 9th.—Samuel McCandless, shoulder hurt by fall in Camden yard.

October 20th.—George L. Robins, leg cut with adze at Bordentown.

October 21st.—John Barrett, fell and body injured at South Amboy.

November 9th.—Edward H. Jones, laborer, hand bruised by freight at Bordentown.

November 14th.—John Petty, brakeman, knee hurt at Jamesburg. J. Hampton, conductor; J. Worts, engineer.

December 1st.—George Moore, brakeman, face cut by fall from train at Burlington. E. S. Sapp, conductor; W. Gulick, engineer.

Persons killed or injured lying alongside of track, supposed to have been struck by passing trains, or in attempting to get on or off trains. What trains and what conductors unknown.

January 20th.—Mrs. Simpson, slightly injured at Bordentown.

April 10th.—Edward Breen, found dead on track at Jamesburg.

June 20th.—Charles Sache, *alias* Morris Erhardt, found dead on track at Welwood.

November 22d.—Andrew Mitchell, found fatally injured on track at Burlington.

NEW JERSEY STATE LIBRARY

VINCENTOWN BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vincentown Branch of the Burlington County Railroad and Transportation Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$25,000 00
Bonded debt	15,000 00
Cost of road and equipments	43,256 61

The road extends from Vincentown to Ewensville, a distance of three miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. Was leased since June 1st, 1868, by the Camden and Amboy Railroad and Transportation Company, under sanction of the Legislature of New Jersey.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Vincentown Branch of the Burlington County Railroad and Transportation Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN S. IRICK.

Sworn and subscribed before me this 8th day of January, A. D. 1886.

SAMUEL O. ROSS,
Notary Public.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$1,581 68
Income from freight	627 02
	$2,208 70
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	3,826 87

VINELAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$600,000 00
Cost of road and equipments at foreclosure sale	10,000 00

The road extends from Atsion to Bay Side, a distance of forty-seven and fifty-one hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Vineland Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this 17th day of February, A. D. 1886.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1885 are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,800,000 00
Bonded debt	1,350,000 00
Floating debt	32,374 33
Cost of road and equipments	3,182,374 33

The road extends from New Hampton junction to Delaware river, a distance of eighteen and twenty-five hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of seven per cent. on its stocks and bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Warren Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this 11th day of February, A. D. 1886.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

ACCIDENTS FOR 1885.

August 3d.—John Curry, age 22 years, killed in attempting to get on train at Delaware.

September 7th.—Lewis Fleet, age 19 years, killed in attempting to get on train at Buttzville.

October 29th.—Jacob Rinehart, age forty-two years, conductor, left arm crushed while coupling cars at Washington.

December 12th.—James Kelly, brakeman, age 45 years, killed while coupling cars at Oxford.

WATCHUNG RAILROAD COMPANY.

No report.

WEEHAWKEN BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Weehawken Branch Railroad Company presents the following report for the year ending December 31st, 1885:

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental computed upon a rate of trackage per mile, according to the tonnage of the cars.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Weehawken Branch Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, and that the accompanying statement of accidents occurring on the Weehawken Branch Railroad during the year ending December 31st, 1885, is correct and true according to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me this 27th day of January, A. D. 1886.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS FOR 1885.

February 14th.—Bartholomew Drury, age 14, while picking coal in empty cars at Weehawken, N. J., at 4:15 P. M., and when cars were moved by engine 399, L. V. Ball, engineer, attempted to jump off, he fell and his right leg was run over and crushed below the knee and bruised about the body. He was taken to St. Mary's Hospital, Hoboken, N. J., and the leg amputated.

May 3d.—Howard Dauchy, age 15, was stealing a ride on some cars that were being switched by engine 399, T. Singler, engineer, at Weehawken, N. J., at 4:40 P. M., fell off and wheels passed over his right leg, crushing it below the knee. He was taken to St. Mary's Hospital, Hoboken, N. J., and limb amputated.

June 8th.—Cornelius Keefe, laborer, age 55, while shoveling coal from a car at Weehawken, N. J., at 8:30 P. M., had his left ankle dislocated and ligament of leg ruptured by the door falling and striking it.

August 13th.—Patrick Caran, age 45, was found dead on the track at Weehawken, N. J., at 1 P. M., with twelve pieces of lumber on his body. He was unloading lumber from a car.

October 12th.—Catherine McNulty, age 11, while playing about some cars at Weehawken, N. J., at 2:30 P. M., was run over and instantly killed. Switch engine 399, Theo. Singler, engineer, was switching cars, and switchman John Walker, in turning the switch, let the train off track, which struck and set in motion the cars which the child was playing about, resulting as above. Walker was discharged.

December 6th.—William Cole, age 22, in attempting to cross the bridge between Hoboken avenue and Twelfth street, Hoboken, N. J., at 3:40 P. M., ahead of Wild train, engine 534, D. R. Winfield, engineer, fell and was run over and fatally injured. He was taken to the Jersey City Hospital, where he died December 10th, 1885. Proper signals were given and efforts made to prevent the accident.

WEST END RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$40,000 00
Cost of road and equipments	43,716 51

The road extends from East Long Branch to West End, a distance of one and seventy-three hundredths miles.

It is leased to the New York and Long Branch Railroad Company, at an annual rental of four thousand two hundred dollars.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

ROBERT HOBART SMITH,
Treasurer.

State of New Jersey, ——— county, *ss.*—Robert Hobart Smith, being duly sworn, on his oath says that he is Treasurer of the West End Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief. ——— ———

Sworn and subscribed before me this ——— day of ——— A. D. 1886. ——— ———

REMARKS.

Receipts and expenses for 1885 are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

WEST JERSEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$1,485,550 00
Bonded debt	2,848,500 00
Cost of road and equipments	3,322,973 47

Dividends paid during the year 1885, and how paid—Two cash dividends, 3 per cent. each.

The road extends from Camden to Cape May, 82; Glassboro to Bridgeton, 20; Ocean City Junction to Ocean City and Townsend's Inlet, 18; a distance of 120 miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$657,312 97
Income from freight	320,367 36
	$977,680 33
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	599,768 69

State of New Jersey, Camden County, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is Vice President of the West Jersey Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

W. J. SEWELL,
Vice President.

Sworn and subscribed before me this thirtieth day of January, A. D. 1886.

HUGH B. ELY,
Master in Court of Chancery, State of New Jersey.

ACCIDENTS FOR 1885.

February 13th.—Brakeman L. E. Wood, while coupling cars at Bridgeton, had his right arm mashed below the elbow. He has since recovered and is still in the service of the company.

May 20th.—Antonio Garone, an Italian, laborer on work train, fell between the cars at Glassboro and had both legs run over. He was taken to the Pennsylvania Hospital, where he afterwards died.

May 29th.—Mrs. Scholl, while walking between Stockton and Camden on the railroad track, was run over and instantly killed by train No. 64.

April 3d.—William Phfuell, while unloading a car on Wenonah siding, his horses were frightened by train No. 61, and in trying to hold the horses he was caught between the pole of the wagon and a tree, crushing his arm and injuring him internally. He died twenty minutes after the accident occurred.

July 8th.—Clayton Stevens, in attempting to cross track at Woodbury in front of train No. 55, was struck and instantly killed.

July 18th.—Engineman Geo. Murphy, on train No. 40, ran off track at an open switch, Franklinville. He was taken out from under his engine in an unconscious condition and died before reaching Camden.

September 6th.—John F. Usher, a passenger on the third section of excursion train No. 101, fell off the rear end of that train and was instantly killed.

October 17th.—John W. Atkinson was found dead about one mile south of Woodbury on Sunday morning, the 18th inst. The supposition is that he fell from train No. 17 on Saturday evening, as the

gateman at Camden was accosted by a man under the influence of liquor (whose description tallies with that of the deceased), who asked to be directed to the train for Vineland.

Deecember 20th.—W. F. Anderson, of Philadelphia, in attempting to cross the track in front of train No. 142, at Westville, was run over and instantly killed.

December 15th.—Brakeman Edgar Mason, in attempting to jump off of extra freight train to close the switch near Glassboro, fell and caught his foot in the step of the rear car. He was dragged several feet over the ties, badly bruising him about the hips.

WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Atlantic Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$704,600 00
Bonded debt	480,000 00

The road extends from Newfield to Atlantic City, and from Pleasantville to Somers Point, a distance of forty-one miles.

It is leased to the West Jersey Railroad Company, at an annual rental of amount of receipts over cost of operating.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—George Wood, being duly affirmed, on his affirmation says that he is President of the West Jersey and Atlantic Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEORGE WOOD,
President West Jersey and Atlantic Railroad Company.

Affirmed and subscribed before me this first day of February, A. D. 1886.

HUGH B. ELY,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$161,152 80
Income from freights	23,906 13
	$185,058 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	113,303 81

Dividends paid during the year 1885, and how paid:
One dividend two per cent. cash, and one dividend three per cent. cash.

ACCIDENTS FOR 1885.

February 4th.—Brakeman George Brooks fell between the cars at Mays Landing and had both legs crushed. He was taken to his home at Buena Vista, in charge of Dr. Gill, where he died that same afternoon.

June 7th.—P. W. Bradley, of Philadelphia, while sitting in door of combined car of train No. 144, with his legs hanging out, had one leg badly broken by striking platform of Newfield station. He was brought to Camden and then taken to the University Hospital, Philadelphia, in charge of Dr. J. William White, where his foot was successfully amputated.

WEST SHORE AND ONTARIO TERMINAL RAILROAD COMPANY.

No report.

WILLIAMSTOWN AND DELAWARE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Williamstown and Delaware River Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$130,000 00
Bonded debt	130,000 00
Floating debt	23,043 60
Cost of road and equipments	143,000 00

The road extends from Atco to Glassboro, N. J., a distance of seventeen and fifty hundredths miles.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$8,790 58	
Income from freight	22,271 83	
Income from other sources	1,173 59	
		$32,236 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies		36,182 00

State of Pennsylvania, Philadelphia County, *ss.*—George de B. Keim, being duly sworn, on his oath says that he is President of the Williamstown and Delaware River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1885 are correct and true to the best of his knowledge and belief.

G. de B. KEIM.

Sworn and subscribed before me this 10th day of February, A. D. 1886.

J. Y. HUMPHREY,
A Commissioner of Deeds for the State of New Jersey.

NEW JERSEY STATE LIBRARY

WOODSTOWN AND SWEDESBORO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Woodstown and Swedesboro Railroad Company presents the following report for the year ending December 31st, 1885:

Capital stock paid in	$100,000 00
Bonded debt	90,000 00

The road extends from Swedesboro to Oakdale, a distance of eleven and fifty hundredths miles.

It is leased to the West Jersey Railroad Company, at an annual rental of excess of earnings over expenses.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Camden County, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is President of the Woodstown and Swedesboro Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. J. SEWELL,
President.

Sworn and subscribed before me this thirtieth day of January, A. D. 1886.

HUGH B. ELY,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1885.

Income from passengers	$22,169 56
Income from freight	8,959 82
	$31,129 38
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	20,894 97

ACCIDENTS FOR 1885.

May 18th.—Brakeman W. Morgan, while walking on top of cars, was struck on the head by bridge north of Woodstown station. Dr. Benjamin, after examining the wounds, said that Morgan was not seriously injured, and that he would be out in a day or two.

TABULAR STATEMENT OF MATTER CONTAINED IN THE FOREGOING REPORTS

OF RAILROAD AND CANAL COMPANIES OF NEW JERSEY FOR 1885.

COMPANIES.	Miles in New Jersey.	Capital Stock.	Bonded Debt.	Other Debt.	Cost of Road and Equipment.	INCOME. From Passengers.	INCOME. From Freight.	INCOME. Other Sources.	INCOME. Total Income.	Expenses.	DIVIDENDS PAID IN 1885.	REMARKS.	LEASED TO OR OPERATED BY.
Anglesea Railroad													
Belvidere Delaware Railroad	80.	$1,150,000 00	$3,695,000 00		$1,597,703 51	$191,892 33	$1,032,389 70	$15,359 08	$1,239,641 11	$771,970 90	None		Pennsylvania Railroad Company.
Bergen County Railroad	10.	200,000 00	200,000 00		562,074 35							Operations included in report of N. Y., L. E. & W. R. R.	N. Y., Lake Erie and Western R. R. Co.
Camden and Atlantic Railroad	65.76	1,258,255 75	1,430,900 00	$25,000 00	2,537,126 26	401,021 22	109,634 43	8,957 75	519,613 40	397,807 52			
Camden and Burlington County Railroad	30.	381,925 00	350,000 00			161,653 75	38,325 29		199,979 04	128,638 31	Two of 3 per cent. each		Pennsylvania Railroad Company.
Camden, Gloucester and Mt. Ephraim Railroad	4.862	65,000 00	62,100 00	7,000 00	81,866 89	17,899 63	686 42		18,586 05	18,440 66			
Cape May and Sewell's Point Railroad	3.67	39,000 00			40,000 00				2,000 00	1,582 00			James H. Edmunds.
Central Railroad Company of New Jersey	99.90	18,563,200 00	33,931,048 11	2,796,203 29	17,345,058 44	1,656,286 91	3,685,785 93	397,250 73	5,739,323 62	3,207,168 00			Philadelphia and Reading Railroad Co.
Charlotteburgh and Green Lake Railroad	4.5	100,000 00		1,000 00	76,181 71		903 77		903 77	1,757 45			N. Y., Susq. and Western Railroad Co.
Chester Railroad	10.2	98,500 00	100,000 00	25,990 98	224,490 98							Operations included in report of M. & E. R. R. Co.	Del., Lack. and Western Railroad Co.
Columbus, Kinkora and Springfield Railroad	14.	66,050 00	185,000 00	25,000 00	194,648 70	10,383 38	7,279 66		17,663 04	14,438 95			Pennsylvania Railroad Company.
Constable's Hook Railroad	2.	81,400 00		13,918 57	95,318 57							Operations included in report of C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Cumberland and Maurice River Railroad	22.5	250,000 00	5,000 00		24,800 00	17,921 89	35,645 50	2,846 76	56,414 15	38,653 55	Two of $7,500 each in cash.		
Delaware Railroad Company of New Jersey	2.	4,025 00										Construction stopped by an injunction	
Delaware Bay and Cape May Railroad	3.	30,000 00	5,500 00	19,759 07	49,952 26	9,510 80	194 50	29 00	9,734 30	9,403 92			
Delaware and Bound Brook Railroad	30.7	1,742,000 00	1,742,000 00		3,241,291 30	196,951 04	487,331 14	5,150 08	689,432 26	307,516 80	Four of 2 per cent. each		Philadelphia and Reading Railroad Co.
Delaware River Railroad	19.97	141,400 00	65,000 00	26,631 47	233,031 47	22,335 27	11,925 82	5,856 23	40,117 32	69,037 09	None		
Dover and Rockaway Railroad	5.	100,000 00	35,000 00		135,000 00							Receipts and expenses included in operations of C. R. R. of N. J.	Philadelphia and Reading Railroad Co.
Easton and Amboy Railroad	60.	5,250,000 00	5,250,000 00	357,032 40	10,763,077 40	64,409 08	1,573,794 73	6,316 44	1,644,520 25	937,376 54	None		Lehigh Valley Railroad Company.
East Trenton Railroad	2.56	45,906 69			45,906 69							Receipts and expenditures included in report of operations of Del. & Bound Brook R. R	Philadelphia and Reading Railroad Co.
Enterprise Railroad	1.5	20,000 00		28,158 49	45,114 49							Operations included in report of Bel. Del. R. R. Co.	Pennsylvania Railroad Company.
Ferro Monte Railroad	2.52	30,000 00			50,309 21		4,017 29		4,017 29	5,546 53			
Flemington Railroad and Transportation Company												Merged into the Bel. Del. R. R. Co. Feb. 16, 1885, and included in report of that company	
Freehold and Jamesburg Agricultural Railroad	27.54	273,600 00	498,600 00		666,200 00	106,359 08	31,550 21		137,909 29	65,798 92	One of 8 per cent. in cash		Pennsylvania Railroad Company.
Freehold and New York Railroad	14.6	200,000 00	200,000 00	34,915 21	418,420 60	22,553 06	17,314 78	1,380 76	41,248 60	46,507 78	None		
Glassboro Railroad	0.50	1,000 00	3,400 00	5,600 00	10,000 00							Operations included in report of Williamstown & D. R. R. R. Co.	Williamstown and Del. River R. R. Co.
Hackensack Railroad													
Hibernia Mine Railroad	5.	200,000 00					20,026 03		20,026 03	11,867 64	Two of 3 per cent. each		
Hibernia Underground Railroad	1.5	100,000 00			100,000 00		4,906 38		4,906 38	5,310 72	One of 5 per cent		
High Bridge Railroad	19.29	850,000 00		186,297 50	1,015,347 55							Operations included in report of C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Island Heights Railroad												Merged into Phila. & L. Branch R. R. Co., and included in report of that company	
Jersey City and Bergen Railroad		375,000 00	275,000 00		707,348 22	361,972 11		1,000 25	362,972 36	247,592 42	Cash, $30,000		
Lake Hopatcong Railroad	5.5	177,300 00		1,441 38	178,741 38							Operations included in report of C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Lehigh and Hudson River Railway	48.1	1,100,000 00	1,000,000 00	188,000 00		8,372 51	86,522 87	8,463 48	103,358 86	79,170 88		Cost of road and equipment not reported	
Lodi Branch Railroad	1.75	60,000 00			60,000 00							Operations included in report of N. Y., S. & W. R. R. Co.	N. Y., Susq. and Western Railroad Co.
Long Dock Company	1.	800,000 00	7,500,000 00		1,177,272 87							Operations included in report of N. Y., L. E. & W. R. R. Co.	N. Y., Lake Erie and Western R. R. Co.
Longwood Valley Railroad	13.26	300,000 00		140,355 46	428,921 57							Operations included in report of C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Manufacturers' Railroad	1.5	79,600 00			78,592 20							Operations included in report of C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Mays Landing and Egg Harbor City Railroad	7.	32,500 00	37,500 00		70,000 00							Operations included in report of Camden & Atlantic R. R. Co.	Camden and Atlantic Railroad Co.
Midvale Railroad	0.78	10,000 00			5,723 52							Road not completed	
Mill Creek and Hudson River Railway Company		10,000 00			107 81			17 69	17 69			Road not completed	
Millstone and New Brunswick Railroad	6.63	95,750 00		17,654 42	113,404 42	4,330 96	2,072 97		6,403 93	13,181 05			Pennsylvania Railroad Company.
Monmouth Park Railroad													
Morris Canal and Banking Company	103.	2,200,000 00	1,103,164 50		3,303,164 50		290,973 90	23,179 19	314,153 09	413,429 95	$165,721.50		Lehigh Valley Railroad Company.
Morris and Essex Railroad	119.85	15,000,000 00	23,723,000 00		37,671,868 32	1,329,115 81	2,779,051 90	271,877 93	4,380,045 67	2,698,494 88	$1,050,000, as rental		Del., Lack. and Western Railroad Co.
Mount Holly, Lumberton and Medford Railroad	6.2	95,650 00	75,000 00		170,650 00	6,049 13	1,991 42	443 89	8,484 44	10,074 40	Two of 3 per cent. each		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad	3.54	160,000 00			169,278 77				35,919 05	12,227 89			
National Docks Railway	2.	1,200,000 00		6,125 09	1,202,548 40		52,004 36		52,004 36		$54,000, cash	Expenses included in report of U. R. R. of N. J	Pennsylvania Railroad Company.
Newark and Bloomfield Railroad	4.23	103,850 00		144,565 00	248,415 00							Operations included in report of M. & E. R. R. Co.	Del., Lack. and Western Railroad Co.
Newark and Hudson Railroad	5.618	250,000 00	250,000 00		355,056 18	37,060 02	27,035 09	9 75	64,101 86	41,242 50	None		N. Y., Lake Erie and Western R. R. Co.
New Jersey and New York Railroad													
New Jersey Southern Railway	88.27	1,590,600 00	1,590,600 00		752,000 00	261,766 51	170,564 31	6,242 77	438,573 59	518,913 98			Philadelphia and Reading Railroad Co.
New York and Atlantic Highlands Railroad	2.8	20,000 00	20,000 00	7,261 11	48,580 00	954 79	577 51		1,532 30			Expenses included in report of N. J. Southern Railway	Philadelphia and Reading Railroad Co.
New York and Fort Lee Railroad													
New York and Greenwood Lake Railway	43.	1,000,000 00	2,700,000 00		2,854,417 08	99,605 54	77,515 40	11,353 31	188,474 25	166,960 60			

Lake Hopatcong Railroad	5.5	177,800 00	.....	1,441 38	178,741 38	.....	.....	.....	.....	.....	.....	C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Lehigh and Hudson River Railway	48.1	1,100,000 00	1,000,000 00	188,000 00	.....	8,372 51	86,522 87	8,463 48	103,358 86	79,170 88	.....	Cost of road and equipment not reported	
Lodi Branch Railroad	1.75	60,000 00	.....	.....	60,000 00	.....	.....	.....	.....	.....	.....	Operations included in report of N. Y., S. & W. R. R. Co.	N. Y., Susq. and Western Railroad Co.
Long Dock Company	1.	800,000 00	7,500,000 00	.....	1,177,272 87	.....	.....	.....	.....	.....	.....	Operations included in report of N. Y., L. E. & W. R. R. Co.	N. Y., Lake Erie and Western R. R. Co.
Longwood Valley Railroad	13.26	300,000 00	.....	140,355 46	428,921 57	.....	.....	.....	.....	.....	.....	Operations included in report of C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Manufacturers' Railroad	1.5	79,600 00	.....	.....	78,592 20	.....	.....	.....	.....	.....	.....	Operations included in report of C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Mays Landing and Egg Harbor City Railroad	7.	32,500 00	37,500 00	.....	70,000 00	.....	.....	.....	.....	.....	.....	Operations included in report of Camden & Atlantic R. R. Co.	Camden and Atlantic Railroad Co.
Midvale Railroad	0.78	10,000 00	.....	.....	5,723 52	.....	.....	.....	.....	.....	.....	Road not completed	
Mill Creek and Hudson River Railway Company	.....	10,000 00	.....	.....	107 81	.....	.....	17 69	17 69	.....	.....	Road not completed	
Millstone and New Brunswick Railroad	6.63	95,750 00	.....	17,654 42	113,404 42	4,330 96	2,072 97	.....	6,403 93	13,181 05	.....	.....	Pennsylvania Railroad Company.
Monmouth Park Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Morris Canal and Banking Company	103.	2,200,000 00	1,103,164 50	.....	3,303,164 50	.....	290,973 90	23,179 19	314,153 09	413,429 95	$165,721.50	.....	Lehigh Valley Railroad Company.
Morris and Essex Railroad	119.85	15,000,000 00	23,723,000 00	.....	37,671,868 32	1,329,115 81	2,779,051 90	271,877 93	4,380,045 67	2,698,494 88	$1,050,000, as rental	.....	Del., Lack. and Western Railroad Co.
Mount Holly, Lumberton and Medford Railroad	6.2	95,650 00	75,000 00	.....	170,650 00	6,049 13	1,991 42	443 89	8,484 44	10,074 40	Two of 3 per cent. each	.....	Pennsylvania Railroad Company.
Mount Hope Mineral Railroad	3.54	160,000 00	.....	.....	169,278 77	.....	.....	.....	35,919 05	12,227 89	.....	.....	
National Docks Railway	2.	1,200,000 00	.....	6,125 09	1,202,548 40	.....	52,004 36	.....	52,004 36	.....	$54,000, cash	Expenses included in report of U. R. R. of N. J	Pennsylvania Railroad Company.
Newark and Bloomfield Railroad	4.23	103,850 00	.....	141,565 00	248,415 00	.....	.....	.....	.....	.....	.....	Operations included in report of M. & E. R. R. Co.	Del., Lack. and Western Railroad Co.
Newark and Hudson Railroad	5.618	250,000 00	250,000 00	.....	355,056 18	37,060 02	27,035 09	9 75	64,101 86	41,242 50	None	.....	N. Y., Lake Erie and Western R. R. Co.
New Jersey and New York Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
New Jersey Southern Railway	88.27	1,590,600 00	1,590,600 00	.....	752,000 00	261,766 51	170,564 31	6,242 77	438,573 59	518,913 98	.....	.....	Philadelphia and Reading Railroad Co.
New York and Atlantic Highlands Railroad	2.8	20,000 00	20,000 00	7,261 11	48,580 00	954 79	577 51	.....	1,532 30	.....	.....	Expenses included in report of N. J. Southern Railway	Philadelphia and Reading Railroad Co.
New York and Fort Lee Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
New York and Greenwood Lake Railway	43.	1,000,000 00	2,700,000 00	.....	2,854,417 08	99,605 54	77,515 40	11,353 31	188,474 25	166,960 60	.....	.....	
New York and Long Branch Railroad	38.04	2,000,000 00	1,500,000 00	.....	3,310,280 83	441,582 44	117,440 45	15,284 18	574,307 07	434,415 68	Semi-an. in cash, $35,000	.....	Leased to Cent. R. R. of N. J. and operated jointly by Phila. and Reading R. R. Co. and Penna. R. R. Co.
New York, Susquehanna and Western Railroad	.....	21,000,000 00	6,850,000 00	1,369,896 94	26,383,040 23	234,068 01	807,188 80	51,097 82	1,092,354 63	587,441 16	.....	Miles in New Jersey not reported	
New York, West Shore and Buffalo Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Northern Railroad of New Jersey	.....	1,000,000 00	352,000 00	65,419 82	518,095 16	236,143 49	57,836 15	23,478 43	317,458 07	265,155 57	$40,000 in cash	Miles in New Jersey not reported	N. Y., Lake Erie and Western R. R. Co.
Ocean City Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Merged in West Jersey R. R. Aug. 27, 1885, and included in report of that company	
Ogden Mine Railroad	10.	450,000 00	.....	.....	452,993 02	.....	.....	.....	.....	.....	.....	Operations included in report of C. R. R. of N. J	Philadelphia and Reading Railroad Co.
Passaic and Delaware Railroad	13.99	111,050 00	.....	3,602 36	114,652 36	.....	.....	.....	.....	.....	.....	Operations included in report of M. & E. R. R. Co.	Del., Lack. and Western Railroad Co.
Passaic and New York Railroad	3.25	70,000 00	70,000 00	.....	140,000 00	.....	.....	.....	.....	.....	None	Road completed December 31, 1885	N. Y., Susq. and Western Railroad Co.
Paterson and Hudson River Railroad	.....	630,000 00	.....	.....	630,000 00	.....	.....	.....	53,400 00	.....	Two of $25,200 each	.....	N. Y., Lake Erie and Western R. R. Co.
Paterson, Newark and New York Railroad	10.909	250,000 00	500,000 00	.....	545,433 29	62,038 80	56,442 43	1,074 62	119,555 85	81,280 60	None	.....	N. Y., Lake Erie and Western R. R. Co.
Paterson and Ramapo Railroad	.....	298,000 00	.....	.....	350,000 00	.....	.....	.....	30,000 00	3,904 49	$23,480 in cash	Equipment not inclu'd in "cost." "Expenses" do not include maintenance and operating	N. Y., Lake Erie and Western R. R. Co.
Pemberton and Hightstown Railroad	25.	342,150 00	160,000 00	36,541 85	538,691 85	14,327 78	10,800 04	.....	25,127 82	33,214 43	Two of 3 per cent. each	.....	Pennsylvania Railroad Company.
Pennsylvania, Slatington and New England Railroad	40.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Road not completed; in hands of Receiver	
Perth Amboy and Woodbridge Railroad	6.5	57,200 00	100,000 00	57,381 57	214,581 57	49,708 49	12,075 58	.....	61,784 07	38,796 12	.....	.....	Pennsylvania Railroad Company.
Philadelphia and Atlantic City Railroad	54.42	1,200,000 00	1,200,000 00	123,263 04	100,000 00	136,277 05	106,082 79	2,151 76	244,511 60	281,340 24	.....	"Cost" $100,000—at foreclosure sale, subject to claims against Trustees	
Philadelphia and Long Branch Railroad	47.27	765,000 00	750,000 00	75,000 00	1,515,000 00	52,751 51	16,274 12	.....	69,025 63	93,370 00	.....	.....	Pennsylvania Railroad Company.
Philadelphia, Marlton and Medford Railroad	11.7	102,900 00	76,000 00	.....	167,977 08	16,667 81	3,762 34	.....	20,430 15	16,344 86	.....	.....	Camden and Atlantic Railroad Co.
Rocky Hill Railroad and Transportation Company	6.51	45,600 00	.....	.....	45,600 00	2,145 37	1,730 16	.....	3,875 53	9,184 00	.....	.....	Pennsylvania Railroad Company.
Roselle and South Plainfield Railroad Company	.....	30,000 00	.....	.....	.....	.....	.....	.....	.....	20,846 15	.....	Road not comple'd. "Expenses" include deposit with Secretary of State	
Salem Railroad	17.	180,550 00	100,000 00	.....	278,320 43	19,722 60	6,922 99	.....	26,645 59	28,584 51	6 per cent. in two dividends	.....	West Jersey Railroad Company.
South Branch Railroad	15.8	438,300 00	.....	3,568 87	440,514 57	.....	.....	.....	.....	.....	.....	Operations included in report of C. R. R. of N. J	Leased to Cent. R. R. of N. J., and equipped and operated by Phila. and Reading Railroad Co.
Sussex Railroad	30.87	1,638,600 00	236,500 00	31,275 03	1,911,429 34	20,711 27	35,342 02	18,151 24	74,204 53	72,624 82	None	.....	
Swedesboro Railroad	10.8	93,350 00	200,000 00	.....	.....	35,026 54	20,549 89	.....	55,576 43	24,949 56	Two of 3 per cent. each	.....	West Jersey Railroad Company.
Tidewater Railway Company	.....	10,000 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	Road not completed	
Toms River Railroad	7.48	240,000 00	.....	.....	15,000 00	.....	.....	.....	.....	.....	.....	Operations included in report of New Jersey Southern Railway.	Philadelphia and Reading Railroad Co.
Toms River and Waretown Railroad	14.83	.....	.....	.....	75,000 00	7,796 44	2,116 54	628 63	10,541 61	.....	.....	Expenses included in report of New Jersey Southern Railway.	Leased to N. J. Southern Railway Co., and equipped and operated by Phila. and Reading Railroad Co.
Tuckerton Railroad	31.	547,744 67	99,862 00	.....	85,000 00	21,277 55	10,729 79	1,840 65	33,847 99	35,291 61	.....	.....	
United N. J. Railroad and Canal Company	Railroad.. 431.96 Canal..... 66.	21,240,400 00	20,100,000 00	.....	38,962,188 08	5,820,083 63	7,437,848 45	1,702,248 80	14,960,180 88	10,259,757 13	10 per cent. on capital stock	.....	Pennsylvania Railroad Company.
Vincentown Branch Railroad	3.	25,000 00	15,000 00	.....	43,256 61	1,581 68	627 02	.....	2,208 70	3,826 87	.....	.....	Pennsylvania Railroad Company.
Vineland Railroad	47.51	600,000 00	.....	.....	10,000 00	.....	.....	.....	.....	.....	.....	Operations included in report of N. J. Southern Railway	Philadelphia and Reading Railroad Co.
Warren Railroad	18.25	1,800,000 00	1,350,000 00	32,374 33	3,182,374 33	.....	.....	.....	.....	.....	.....	Operations included in report of Morris and Essex R. R.	Del., Lack. and Western Railroad Co.
Watchung Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Weehawken Branch Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	N. Y., Lake Erie and Western R. R. Co.
West End Railroad	1.73	40,000 00	.....	.....	43,716 51	.....	.....	.....	.....	.....	.....	Operations included in report of N. J. Southern Railway Co.	Philadelphia and Reading Railroad Co.
West Jersey Railroad	120.	1,485,550 00	2,848,500 00	.....	3,322,973 47	657,312 97	320,367 36	.....	977,680 33	599,768 69	Two of 3 p. ct. each in cash	.....	
West Jersey and Atlantic Railroad	41.	704,600 00	480,000 00	.....	.....	161,152 80	23,906 13	.....	185,058 93	113,303 81	One of 2 per cent. cash One of 3 per cent. cash	.....	West Jersey Railroad Company.
West Shore and Ontario Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Williamstown and Delaware River Railroad	17.5	130,000 00	130,000 00	23,013 60	143,000 00	8,790 58	22,271 83	1,173 59	32,236 00	36,182 00	.....	.....	
Woodstown and Swedesboro Railroad	11.5	100,000 00	90,000 00	.....	.....	22,169 56	8,959 82	.....	31,129 38	20,894 97	.....	.....	West Jersey Railroad Company.

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