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LS 81

State of New Jersey.

Railroad and Canal Reports.

1891.

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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 Company,

FOR THE YEAR 1891.

NEW JERSEY STATE LIBRARY

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1892.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, May 5th, 1892.

To the Senate and General Assembly:

In compliance with the provisions of an act entitled "An act respecting annual reports to the Legislature of railroad and canal companies," approved February 24th, 1852, and a supplement thereto approved April 3d, 1873, 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 1891, and the reports of all railroads and canal companies for said year.

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

Very respectfully,

WM. C. HEPPENHEIMER,
Comptroller.

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STATE DIRECTOR'S REPORT.

To the Governor of the State of New Jersey:

SIR—In accordance with the provisions of the law, I have the honor to transmit herewith my annual report as State Director of "The United New Jersey Railroad and Canal Company" for the year 1891.

As in previous years, this report will be found to contain an account of the number of miles in operation, together with the receipts and disbursements of the different divisions and branches leased by the Pennsylvania Railroad.

For an account of the moneys received by the State, I respectfully refer you to the report of the State Treasurer, where the same will be found properly itemized.

The property of this corporation is in the best of condition as well as its finances.

The Board of Directors give their time and attention to the management, which up to date is excellent and to be commended.

Respectfully,

E. F. C. YOUNG,
State Director.

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STATEMENTS.

UNITED RAILROADS OF NEW JERSEY DIVISION.

United New Jersey Railroad and Canal Company—	Miles.
New York Division	112.97
Amboy Division	74.98
Perth Amboy and Woodbridge Railroad	6.40
Millstone and New Brunswick Railroad	6.64
Rocky Hill Railroad and Kingston Branch	6.54
Belvidere Delaware Railroad	81.82
Bustleton Railroad	4.16
Philadelphia, Germantown and Chestnut Hill Railroad	6.75
Freehold and Jamesburg Agricultural Railroad	27.54
Columbus, Kinkora and Springfield Railroad	14.16
Philadelphia and Long Branch Railroad	49.11
Long Beach Railroad	20.50
Camden and Burlington County Railroad	29.61
Vincentown Branch	2.84
Mount Holly, Lumberton and Medford Railroad	5.95
Delaware and Raritan Canal	66.00
Total, United New Jersey Railroad and Canal Companies	515.97

Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1891.

GROSS EARNINGS FROM OPERATIONS.

From Freight traffic	$9,987,486 61	
Passenger traffic	7,586,479 50	
Express traffic	470,000 89	
Transportation of mails	339,081 09	
Miscellaneous sources	212,369 84	
Delaware and Raritan Canal	400,174 18	
Total		$18,995,592 11

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OPERATING EXPENSES.

For Conducting transportation	$8,080,405 84	
Motive power	3,604,975 42	
Maintenance of cars	871,334 60	
Maintenance of way	1,837,988 50	
General expenses	147,859 50	
Delaware and Raritan Canal	363,224 80	
Total		$14,905,788 66
Net earnings from operation		$4,089,803 45
To which add—		
Dividend on Belvidere Delaware Railroad Company stock	$60,504 00	
West Jersey Railroad Company stock	50,666 00	
Camden and Philadelphia Steamboat Ferry Company stock	17,530 00	
Paterson and Ramapo Railroad Company stock	600 00	
Newark Plank Road Company stock	7,912 50	
Trenton Delaware Bridge Company stock,	5,934 00	
Associates of the Jersey Company stock	50,000 00	
Camden and Burlington County Railroad Company stock	11,418 00	
Perth Amboy and Woodbridge Railroad Company stock	3,000 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company bonds	5,136 00	
Proceeds from sale of Jersey City and Bergen Railroad Company dividend scrip	100 00	
Rents	284,616 08	
		497,416 58
Total net income		$4,587,220 03
From which deduct rentals paid as follows—		
United New Jersey Railroad and Canal Company—		
Dividend on $21,240,400 stock, at ten per cent	$2,124,040 00	
Interest on loan of 1894, £729,200, at six per cent	212,197 20	
Interest on loan of 1894, $2,000,000, at six per cent	120,000 00	
Interest on loan of 1901, $5,669,000, at six per cent	340,140 00	
Interest on loan of 1908, $841,000, at six per cent	50,460 00	
Interest on loan of 1923, $1,824,000, at four per cent	72,960 00	

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Interest on loan of 1929, $6,020,000, at four per cent	$240,800 00	
Organization	10,000 00	
Commissions, J. S. Morgan & Co, London	1,789 34	
Transit duty	298,128 98	
Interest on mortgages and ground rents	60,937 08	
Rents	449,473 48	
		$3,980,926 08
Philadelphia and Trenton Railroad Company—		
Dividend on $494,100, stock, at ten per cent	$49,410 00	
Tax on capital stock paid State of Pennsylvania	4,765 00	
		54,175 00
Camden and Burlington County Railroad Company—		
Dividend on $381,925, stock, at six per cent	$22,915 50	
Interest on $350,000, bonds, at six per cent	21,000 00	
Organization	500 00	
		44,415 50
Vincentown Railroad Company—		
Dividend on $15,000, stock, at six per cent		900 00
Mount Holly, Lumberton and Medford Railroad Company—		
Dividend on $95,650, stock, at six per cent	$5,739 00	
Interest on $75,000, bonds, at seven per cent	5,250 00	
Organization	200 00	
		11,189 00
Rocky Hill Railroad and Kingston Branch—		
Dividend on $18,700, stock, at six per cent	$1,122 00	
Organization	100 00	
		1,222 00
Frankford and Holmesburg Railroad Company—		
Tax paid State of Pennsylvania		6 00
River Front Railroad Company—		
Dividend on $216,000, stock, at five per cent	$10,800 00	
Interest on $216,000, bonds, at four and one-half per cent	9,720 00	
Sinking Fund	2,000 00	
Organization	480 00	
		23,000 00
Connecting Railroad Company—		
Dividend on $1,278,300, stock, at six per cent	$76,698 00	
Interest on $991,000, bonds, at six per cent	59,460 00	
State tax on bonds and stock	14,622 69	
		150,780 69

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Trenton Delaware Bridge Company—			
Interest on $350,000, bonds, at seven per cent	$24,500 00		
Sinking Fund	3,500 00		
		$28,000 00	
Belvidere Delaware Railroad Company—			
Net earnings		369,146 73	
Perth Amboy and Woodbridge Railroad Company—			
Net earnings		66,496 29	
Philadelphia, Germantown and Chestnut Hill Railroad Company—			
Net earnings		86,336 85	
Freehold and Jamesburg Agricultural Railroad Company—			
Net earnings		47,051 52	
Kensington and Tacony Railroad Company—			
Net earnings		30 00	
			$4,863,675 66
Net loss			$276,455 63

Statement of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts, from January 1st, 1872, to December 31st, 1891, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount reported as expended to December 31st, 1890	$9,755,452 11	
Amount expended in 1889 not previously reported	78,763 92	
Amount expended in 1890 not previously reported	893,910 12	
Amount expended in 1891	1,043,261 55	
		$11,771,387 70

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1890	$6,102,553 95	
Proceeds from sales in 1891	5,590 00	
		6,108,143 95
Debit balance, January 1st, 1892		$5,663,243 75

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REAL ESTATE.

Dr.

To Amount expended to December 31st, 1890	$2,261,137 10	
Amount expended in 1891	121,090 03	
		$2,382,227 13

Cr.

By Proceeds from sale of real estate, materials, &c., to December 31st, 1890	$472,477 80	
Proceeds from sales in 1891	16,163 83	
		488,641 63
Debit balance, January 1st, 1892		$1,893,585 50

HARSIMUS COVE—CONSTRUCTION.

Dr.

To Amount reported as expended to December 31st, 1890	$2,462,933 22	
Amount expended in 1889 not previously reported	10,645 84	
Amount expended in 1890 not previously reported	52,381 88	
Amount expended in 1891	45,861 94	
		$2,571,822 88

Cr.

By United New Jersey Railroad and Canal Company's stock	$2,258,708 55	
Proceeds from sale of buildings and materials to December 31st, 1890	61,518 49	
Proceeds from sales in 1891	Nothing.	
		2,320,227 04
Debit balance, January 1st, 1892		$251,595 84

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1890	$1,009,232 55	
Amount expended in 1891	33,423 95	
		$1,042,656 50

Cr.

By United New Jersey Railroad and Canal Company's stock	$741,291 45	

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Proceeds from sale of buildings and materials to December 31st, 1890	$300 00	
Proceeds from sales in 1891	Nothing.	
		$741,591 45
Debit balance, January 1st, 1892		$301,065 05

SUMMARY.

Dr.

To Cost of construction	$11,771,387 70	
Real estate	2,382,227 13	
Harsimus Cove, construction	2,571,822 88	
Harsimus Cove, right of way and real estate	1,042,656 50	
		$17,768,094 21

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property	$6,658,604 07	
United New Jersey Railroad and Canal Company's stock	3,000,000 00	
		9,658,604 07
Debit balance, January 1st, 1892		$8,109,490 14

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REPORTS OF RAILROAD COMPANIES.

THE 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 Atlantic City Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$2,200,000 00
Bonded debt	2,226,070 00
Floating debt	723,298 72
Cost of road and equipments	$5,026,584 45

Dividends paid during the year 1891, and how paid—None.

The road extends from Camden to Atlantic City, Winslow Junction to Mullica Hill, North Glassboro to Glassboro, Gloucester Junction to Mount Ephraim, a distance of eighty-three and five-tenths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$528,846 38
Income from freight	249,938 90
Income from other sources	26,861 74
Total	$805,647 02
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$682,079 42

State of Pennsylvania, Philadelphia County, *ss.*—D. Jones being duly sworn, on his oath says that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the

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annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this 26th day of February, A. D. 1892.

JOHN G. LAMB,
Notary Public.

ACCIDENTS.

January 5th.—S. L. Bennett, hand crushed, attempting to couple cars, Pleasanville. Conductor, T. Morrison; engineer, A. Luse.

January 21st.—Unknown man killed, walking on track, Winslow Junction. Conductor, N. Laycock; engineer, C. Goodfellow.

January 23d.—Mark L. Conover, fatally injured, attempting to cross track in front of an approaching train, Atlantic City. Conductor, Robert Brady; engineer, C. Goodfellow.

March 2d.—James M. Adams, killed, attempted to cross tracks in front of an approaching train, Pleasantville. Conductor, Josiah Lee; engineer, D. Williams.

August 11th.—Mrs. Henrietta Paul, hip fractured, fell while walking through car when train was in motion, Atlantic City. Conductor, Robert Walton; engineer, H. Deaner.

August 14th.—Wm. T. Orton, H. B. Hoffman, John Ward, Henry Shaw, Mrs. J. C. Hughes, Mrs. Henry Mayfarth, Joseph Rawnseley, Mrs. Lizzie Bowen, Mrs. Merta Bettles, James Boyd, J. L. Borsch, W. F. Chappell, P. McCusker, Edward Manks and Howard J. Evans, injured in collision at Egg Harbor. Conductors, James Coleman and S. J. Craig; engineers, Thos. Hartman and Louis Reed.

August 22.—Albert Apple and Walter Bills, injured, attempted to cross tracks in front of an approaching train. Conductor, H. Hofflinger; engineer, E. McConaghy.

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THE BALTIMORE 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 Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$350,000 00
Bonded debt	350,000 00
Floating debt	5,598 58
Cost of road and equipments	$700,000 00

Dividends paid during the year 1891, and how paid—None.

The road extends from Cranford, N. J., to Arthur Kill bridge, a distance of five and fifty-three hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers—None.	
Income from freight	$71,094 71
Income from other sources	177 65
Total	$71,272 36
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, interest on bonds and taxes	$69,697 42

State of New York, New York County, *ss.*—F. S. Gannon, being duly sworn, on his oath says that he is the General Superintendent of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

F. S. GANNON.

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Sworn and subscribed before me this 1st day of February, A. D. 1892.

P. H. CASSIDY,
Notary Public Queens County,
Certificate filed in New York county.

ACCIDENTS.

None.

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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, 1891:

Capital stock paid in	$1,150,000 00
Bonded debt	2,952,000 00
Cost of road and equipments	$4,039,418 70

The road extends from Trenton, N. J., to Manunka Chunk, N. J., a distance of sixty-eight 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 net earnings.

It is equipped 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 3d day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$246,154 53
Income from freight	998,681 90
Income from rents	5,743 16
Income from other sources	23,631 42
Total	$1,274,211 01
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$903,380 52

Dividends paid during the year 1891, and how paid: One of 6 per cent. out of the earnings of 1890.

ACCIDENTS.

January 11th.—Frank G. Heck, brakeman, left hand lacerated and bruised while shifting in Coalport yard. Engineman, C. W. Scott; conductor, A. Skirm.

January 12th.—William H. Young, brakeman, head cut by push-pole breaking while shifting in Phillipsburg Junction yard. Engineman, R. Metz; conductor, W. H. Eckhardt.

January 12th.—Joseph C. Snyder, brakeman, head injured by having it caught between broken rod on one car and the end of another car, in Coalport yard. Engineman, H. Marjarum; conductor, James Doyle.

January 12th.—John M. Norton, brakeman, finger crushed while coupling cars at Phillipsburg. Engineman, A. S. Cope; conductor, W. F. Amey.

January 15th.—William Niece, brakeman, left leg bruised by some cars colliding with other cars standing on same track in Phillipsburg yard. Engineman, William Roberts; conductor, Dennis Strouse.

January 22d.—Theodore B. La Rue, brakeman, finger crushed while coupling cars at Coalport. Engineman, M. Meskill; conductor, G. H. Smith.

January 23d.—Nathaniel C. Agin, brakeman, while standing in front of furnace door of engine, back and leg scalded by bursting of deflector bar at Titusville. Engineman, P. W. Skillman; conductor, Jacob Shepherd.

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February 2d.—Danna Bowne, brakeman (New York Division), fell from moving train in Coalport yard and was fatally injured. Engineman, H. Eldridge; conductor, F. Boulden.

February 17th.—Samuel Trauger, brakeman, right hand crushed while coupling cars in Coalport yard. Engineman, E. H. Fenton; conductor, T. M. Miller.

February 28th.—E. T. Allen, flagman (New York Division), hand injured while coupling cars in Coalport yard. Engineman, C. H. Traphagen; conductor, Wm. White.

March 11th.—Lewis E. Apgar, brakeman, hand bruised while coupling cars at Coalport. Engineman, H. Marjarum; conductor, W. Van Deventer.

April 4th.—Cornelius Werts, brakeman, hand crushed while coupling cars in Coalport yard. Engineman, H. Marjarum; conductor, Pat Carmody.

April 4th.—Peter W. Skillman, engineman, right wrist broken by falling from foot-board of engine at Lambertville. Engineman, P. W. Skillman; conductor, Jacob Shepherd.

April 14th.—Stephen T. Titus, fireman, ankle sprained while stepping from engine in Lambertville yard. Engineman, W. S. Roberson; conductor, A. Van Horn.

April 21st.—John J. Phillips, brakeman, severely bruised about the head by falling from end of car in Lambertville yard. Engineman, S. Dilley; conductor, C. Cooper.

April 29th.—George Mitchell, of Trenton, N. J., in attempting to jump off train No. 540 at Lambertville shops, fell and was severely bruised about the head. Engineman, R. N. Lauer; conductor, Edward Dalton.

May 15th.—William A. Metlar, brakeman, side bruised by falling against side of car in Phillipsburg yard. Engineman, J. C. Warner; conductor, Dennis Strouse.

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May 16th.—Hugh McCarry, fell from extra 632 in Coalport yard, and was fatally injured. Engineman, Wm. H. Smith; conductor, Alex. Berrien.

May 31st.—George M. Weston, fireman, head and left leg cut and bruised by being thrown against boiler by collision with standing cars in Trenton yard. Engineman, Joseph Patterson; conductor, Joseph Vandegrift.

June 6th.—William Cooper, tramp, leg broken while riding on train 524, at Phillipsburg. Engineman, E. H. Fenton; conductor, T. M. Miller.

July 1st.—William H. Young, brakeman, back injured by striking against end of car shifted by gravity in Phillipsburg yard. Conductor, C. A. Metzgar.

July 4th.—H. C. Van Fleet, brakeman, hand injured while coupling cars at Coalport. Engineman, E. H. Fenton; conductor, T. M. Miller.

July 15th.—John G. La Rue, fireman, side bruised by being struck by door of passing car in Coalport yard. Engineman, S. McConnell; conductor, William Bucannan.

August 1st.—William W. Strouse, brakeman, hand injured while coupling cars at Phillipsburg Junction. Engineman, R. Metz; conductor, W. H. Eckhardt.

August 6th.—Hugh Roberson, while attempting to jump on train 538, at Raven Rock, fell under car and had left l-g crushed. Engineman, Nathan Strouse; conductor, Mathias Salter.

August 11th.—Abraham Young, foot injured while riding on train 535 at Milford. Engineman, E. H. Fenton; conductor, T. M. Miller.

August 13th.—William L. Apgar, brakeman, left leg crushed by falling from car in Trenton yard. Engineman, William Cooper; conductor, H. A. Conover.

August 27th.—Lemuel H. Smith, brakeman, hand bruised while coupling cars in Coalport yard. Engineman, H. Mahan; conductor, J. H. Mount.

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September 7th.—Joseph Adams, while intoxicated, attempted to walk over public crossing at Titusville in front of train 541, was struck by crossbeam of engine and slightly bruised. Engineman, L. Sharp; conductor, H. R. Person.

September 9th.—Richard B. Clayton, brakeman, had thumb crushed while coupling cars at Trenton. Engineman, H. Marjarum; conductor, G. H. Smith.

September 17th.—Jacob A. Hartshorn, brakeman, had left foot bruised and lacerated while coupling cars in Coalport yard. Engineman, H. Marjarum; conductor, J. H. Horn.

October 3d.—Jesse Jones, driving butcher cart, while waiting at Mulberry street crossing, Trenton, for extra 278 to pass, was severely bruised by horse starting and running against side of train, throwing him into a ditch. Engineman, T. H. Decator; conductor, John S. Rogers.

October 3d.—Stephen Howard, brakeman, in stepping from train had leg bruised and cut by falling against switch lever in Coalport yard. Engineman, B. Werts; conductor, C. R. Steward.

October 12th.—John Lewis, laborer, bruised about body between car and gravel bank at Trenton. Engineman, W. S. Roberson; conductor, A. S. Van Horn.

October 27th.—John J. Coleman, brakeman, while coupling cars in Coalport yard was bruised about the body. Engineman, L. C. Johnson; conductor, J. B. Clayton.

November 5th.—Henry S. Drake, brakeman, right leg bruised while shifting cars at Frenchtown. Engineman, P. W. Skillman; conductor, J. Shepherd.

November 7th.—Martin Foy, aged nine years, while walking on side track south of Wilburtha, with train passing on main track, was struck by engine No. 1420 on siding and instantly killed. Engineman, M. Meskill.

November 7th.—George Moyer, laborer, hand injured while loading steel rails at Pohatcong. Engineman, L. T. Brant; conductor, B. Hicks.

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November 12th.—While some cars were being shifted over Perry street crossing, Trenton, Dennis McNamara, driver of grocery wagon, attempted to drive over crossing in front of cars, which struck horse, and in jumping from wagon McNamara had toes of one foot crushed. Engineman, S. McConnell; conductor, H. A. Conover.

November 14th.—James P. Dempster, brakeman, hand bruised while coupling cars in Phillipsburg Junction yard. Engineman, R. O'Hara; conductor, John Reaser.

November 25th.—Samuel Dotterer and Lewis M. Weaver attempted to drive over public road crossing near Holland in front of train 565; they were thrown out of wagon, severely injuring Dotterer and slightly injuring Weaver. Engineman, Lorenzo Lewis; conductor, A. S. Hoffman.

December 2d.—William Cornish, junk dealer, walking between tracks near Holland, with a sausage-cutter on his shoulder, train 554 passing struck the cutter and bruised him about the back of the head. Engineman, George Niece; conductor, Frank R. Pierson.

December 8th.—James Doyle, conductor, finger crushed while coupling cars in Coalport yard. Engineman, Charles Large; conductor, James Doyle.

December 19th.—William K. Clark, brakeman, hand bruised while coupling cars at Lambertville. Engineman, S. Dilley; conductor, C. Cooper.

December 26th.—Mahlon Randels, laborer, stealing a ride on train 531, had left leg broken by slack of cars at Lambertville. Engineman, C. V. Bowden; conductor, Edward Dalton.

December 30th.—Philip Nixon, brakeman, had fingers crushed while coupling cars at Prallsville. Engineman, J. S. Niece; conductor, H. R. Person.

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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 New York, Lake Erie and Western Railroad Company, lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$200,000 00
Bonded debt	2,000,000 00
Floating debt—None.	
Cost of road	$607,972 14

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 applicable 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.

JOHN KING.

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Sworn and subscribed before me this 18th day of January, A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

Dividends paid during the year 1891, and how paid—None.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, of said city, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, the lessee of the Bergen County Railroad, and that the accompanying statement of accidents occurring on the line of said railroad during the year ending December 31st, 1891, is a correct and true statement, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 18th day of January, 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

ACCIDENTS.

January 12th.—D. C. Blanch, flagman, aged 24, while making a coupling without using stick, in train 198, engine 199, J. Fisher, conductor; G. Brown, engineer, at 4 P. M., at Dundee, had top of right thumb caught and taken off.

January 13th.—Jane Bertelle, aged 60, as train 24, engine 107, A. Decker, conductor; Wm. Early, engineer, was approaching Paramus, at 8:21 A. M., she attempted to cross the tracks ahead of the train, but was struck and received a bad scalp wound.

April 15th.—Thos. Burns, trackman, age 55, stepped from behind a west-bound train which had just passed directly in front of train 24, engine 165, N. Decker, engineer; C. B. Ferdon, conductor, at 8:30 A. M., at Spring Tank; he was struck and instantly killed.

April 25th.—Eliza Washel, aged 30, while picking coal on the track at Spring Tank, at 9 A. M., was struck and killed by train 36,

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engine 112. J. Van Duzer, conductor; C. Romaine, engineer. A west-bound train was passing at the time, and she did not seem to notice the approach of train 36.

November 25th.—E. F. Winfield, fireman, age 22, on extra train, engine 270, F. Mulligan, conductor; H. Canfield, engineer, at 4:30 A. M., at Warren Point, the train broke in two parts and ran together; the jar threw him off the engine to the ground, fracturing his right wrist and cutting his right ear.

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BERGEN AND DUNDEE 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 and Dundee Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$6,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road	$7,655 38

The road extends from a point on the Bergen County Railroad, in Saddle river, to Vreeland's lake, in Passaic, including a loop line, a distance of two and three-fourths miles.

It is operated as a part of the Bergen County Railroad, under the lease of that road to the New York, Lake Erie and Western Railroad Company, and no separate accounts of its operations are kept.

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.*—Robert F. Stockton, being duly sworn, on his oath says that he is President of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

R. F. STOCKTON.

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Sworn and subscribed before me this 6th day of January, A. D. 1892.

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

ACCIDENTS.

Included in the report of the Bergen County Railroad Company.

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BUENA VISTA 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 Buena Vista Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$3,000 00
Floating debt	12,408 94
Cost of road and equipments	$15,408 94

Dividends paid during the year 1891, and how paid—None.

The road extends from Greenwich to Cohansey creek, a distance of one and three-hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

The receipts and expenses for 1891 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Buena Vista Railroad Company, and that the foregoing statement and the annexed statement of accident on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in New Jersey Southern Railway Company's report, if any.

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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, 1891:

Capital stock paid in	$1,258,100 00
Bonded debt	1,487,000 00
Floating debt	275,000 00
Cost of road and equipments	$2,930,718 55

Dividends paid during the year 1891, and how paid—None.

The road extends from Camden to Atlantic City, N. J., fifty-eight and seventy-one hundredths miles; Absecon Inlet to Sea View Excursion House, in Atlantic City, N. J., three and sixteen-hundredths miles; Sea View Excursion House to Longport, N. J., five and sixty-seven hundredths miles; a total distance of sixty-seven and fifty-four hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$351,041 82
Income from freight	140,018 39
Income from other sources	75,747 94
Total	$566,808 15
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$495,385 30

State of Pennsylvania, Philadelphia County, *ss.*—G. B. Roberts, being duly sworn, on his oath says that he is President of the Camden and Atlantic Railroad Company, and that the foregoing statement

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and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 23d day of February, A. D. 1892.

J. C. SIMS,
Notary Public.

ACCIDENTS.

January 7th.—Mrs. G. Wood was slightly injured while alighting from train south of Starr's station.

March 25th.—Theodore Walters was seriously injured at Newton avenue, Camden, by train striking milk-wagon which he was driving.

April 5th.—Engineman Devinney, head badly injured by striking electric railroad pole on Atlantic avenue, Atlantic City, while leaning out of cab window.

April 20th.—Alexander McLaughlin was run over and killed by an electric car at Atlantic City.

July 10th.—George Carlow was slightly injured at Sanitarium crossing by train striking a wagon of which he was an occupant.

July 17th.—Joseph Truitt, colored, was badly injured while attempting to steal a ride on a freight train between Atco and Waterford.

July 17th.—Thomas Bains was struck by train at Second street, Camden, and so seriously injured that he died a few days afterwards.

July 21st.—An unknown man was struck and killed by train at Hammonton.

August 20th.—David H. Marsh, colored, was struck and killed by train at Lakeside.

August 23d.—Brakeman Bruner while alighting from train near Haddon avenue, Camden, was so seriously injured that he has since died.

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October 29th.—Herman Schrider had arm broken in alighting from train while in motion at Hammonton.

November 25th.—Louis H. Mier was run over and killed while stealing a ride on a freight train at Camden.

November 28th.—Hannah Comly was struck and killed by train at Third street, Camden.

December 16th.—William Wood was slightly injured by falling while alighting from train at Starr's station.

December 17th.—Maggie Mackin was slightly injured after alighting from train at Cuthbert's station, by being struck by tender of engine, which was running backwards.

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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, 1891:

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

Floating debt—None.

The road extends from Camden Junction to Mount Holly, and from Burlington to Pemberton, a distance twenty-nine and sixty-one hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. on stock and bonds and $500 for maintenance of organization.

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.

Sworn and subscribed before me this 3d day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$201,013 59
Income from freight	46,789 72
Income from other sources	25,373 03
Total	$273,176 34
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$209,388 79

Dividends paid during the year 1891, and how paid—Two cash dividends of 3 per cent. each, as per terms of lease.

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CAMDEN 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 County Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$100,000 00
Bonded debt	38,000 00
Floating debt	72,500 00
Cost of road and equipments	$200,926 77

Dividends paid during the year 1891, and how paid—None.

The road extends from Mount Ephraim to Spring Mills, a distance of seven and three-tenths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$3,788 77
Income from freight	1,044 98
Income from other sources	108 65
Total	$4,942 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$6,759 83

State of Pennsylvania, Philadelphia County, *ss.*—D. Jones, being duly sworn, on his oath says that he is Comptroller of the Camden County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

D. JONES.

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Sworn and subscribed before me this 26th day of February, A. D. 1892.

JOHN G. LAMB,
Notary Public.

ACCIDENTS.

None.

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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 Cape May and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$30,000 00
Bonded debt	29,000 00
Floating debt	2,000 00
Cost of road and equipments, about	$30,000 00

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

It is leased to J. Henry Edmunds, of Cape May, at an annual rental of $500.

It is equipped and operated by the said J. Henry Edmunds, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden County, *ss.*—John J. Burleigh, being duly sworn, on his oath says that he is Receiver of the Cape May and Sewell's Point Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. J. BURLEIGH.

Sworn and subscribed before me this 22d day of February, A. D. 1892.

E. A. ARMSTRONG,
M. C. C.

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CARTERET EXTENSION 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 Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$19,400 00
Floating debt	11,160 59
Cost of road and equipments	$30,560 59

The road extends from Carteret to Staten Island sound, a distance of one and eighty-two hundredths miles.

Dividends paid during the year 1891, and how paid—None.

RECEIPTS AND EXPENSES FOR 1891.

The receipts and expenses for 1891 are included in the receipts and expenses of the Central Railroad of New Jersey; no separate account of same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Carteret Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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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, 1891:

Capital stock paid in	$22,412,000 00
Bonded debt	43,069,822 11
Cost of road and equipments	$24,716,818 35

Dividends declarod during the year 1891, and how paid—Four dividends, one of 1½ per cent. and three of 1¾ per cent. each, on par value of capital stock, payable in cash.

LOCATION AND LENGTH OF ROAD AND BRANCHES.

	Miles.
The main line of road extends from Jersey City to Phillipsburg	72.30
With branches as follows:	
Elizabethport to Brills	5.51
Elizabethport loop	3.02
Bayway to Staten Island sound	1.31
Communipaw to Newark (formerly Newark and New York Railroad)	6.22
Elizabethport to Perth Amboy (formerly Perth Amboy and Elizabethport Railroad)	12.13
Centreville to Constable's Hook (formerly Constable's Hook Railroad)	1.95
Brills to Passaic river (formerly Manufacturers Railroad)	1.68
Somerville to Flemington (formerly South Branch Railroad)	15.78
High Bridge to Port Oram (formerly High Bridge and Longwood Valley Railroad)	25.17
German Valley to Chester (formerly High Bridge Railroad)	4.30
Chester Furnace to Hacklebarney Mines (formerly High Bridge Railroad)	1.42
Hopatcong Junction to Lake Hopatcong (formerly Lake Hopatcong Railroad)	5.56
Total	156.35

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$2,220,189 78
Income from freight	5,532,701 93
Income from other sources	236,092 51
Total	$7,988,984 22
Expenditures during the year for working road, including repairs, maintenance of way, motive power, contingencies and taxes	$4,915,972 86

REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies:

	Miles.
Manufacturers Extension Railroad Company	1.11
Carteret and Sewaren Railroad Company	1.25
Carteret Extension Railroad Company	1.82
Elizabeth Extension Railroad Company	1.69
Dover and Rockaway Railroad Company	5.12
Ogden Mine Railroad Company	9.86
Hibernia Mine Railroad Company	4.20
Lafayette Railroad Company	.31

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

December 24th, 1890.—Carl Otto Swensen, fatally injured, attempting to board moving train, Communipaw. Engineer, Chas. Appleton; conductor, John Whitty.

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December 24th —Joseph Mannus, leg crushed, attempting to board moving train, Elizabethport. Engineer, —— McCarthy; conductor, W. H. Santee.

December 31st.—Charles Fisher, legs crushed, fell from moving train, Phillipsburg. Engineer, Jas. Rodenbon; conductor, —— Warman.

December 31st.—J. Dener, foot injured, attempting to board moving train, Lake Hopatcong. Engineer, M. Smith; conductor, W. W. Deavers.

January 1st, 1891.—S. W. Neilor, hand and face slightly cut, engine striking rear car, Roselle. Engineer, J. Dunham; conductor, M. L. Rarick.

January 2d.—Andrew Jackson, arm and side bruised, struck by engine, account of fog, Arlington. Engineer, John Rich; conductor, W. G. Brown.

January 2d.—Richard H. Baschong, injured internally, fell from train, Jersey City freight-yard. Engineer, George Ward; conductor, J. Kelly.

January 3d.—William M. Young, three fingers injured, coupling cars, Callahan's (High Bridge Branch). Engineer, F. Bozart; conductor, S. Skillman.

January 3d.—William Carey, finger injured, coupling cars, Mapes (Manufacturers Branch). Engineer, John McGhie; conductor, W. T. Colon.

January 3d.—J. S. Goodman, hand crushed, coupling cars, Phillipsburg. Engineer, J. S. Goodman; conductor, O. S. Freeman.

January 5th.—Michael Kennedy, face scratched, jumping off train, East Jersey street, Elizabethport. Engineer, W. Alpaugh; conductor, C. Anness.

January 5th.—James Gormley, leg injured, fell from freight car, Newark. Engineer, Wm. Cary; conductor, M. Mahon.

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January 5th.—Patrick Shine, fatally injured, coupling cars, Port Liberty, Jersey City. Engineer, Charles Kuhne; conductor, Thos. Sellers.

January 8th—Robert Dixon, leg crushed, struck by engine while walking on track, Port Liberty. Engineer, H. Craig; conductor, T. Shields.

January 9th.—William H. Seip, finger mashed, coupling cars, Bergen Point. Engineer, George Oliver; conductor, W. H. Seip.

January 9th.—John S. Albright, hand bruised, coupling cars, High Bridge. Engineer, Peter Strouble; conductor, Theo. Young.

January 10th.—Patrick Welsh, struck by engine, claimed was not hurt, Brills. Engineer, A. Mattis; conductor, W. E. Ming.

January 10th.—W. B. Hill, hip injured, train parting and colliding, Lebanon. Engineer, W. H. Yoemans; conductor, George Wilke.

January 13th.—Unknown passenger (intoxicated), fell overboard and was rescued by night-boat starter, lower slip, Jersey City.

January 13th.—William Robinson, rib and leg broken, face cut, struck by engine while crossing tracks, Annandale. Engineer, Chas. Dye; conductor, Edward E. Hopkins.

January 14th.—Mrs. Abraham Besthoff, head cut, stepped off moving train, Jersey City passenger station. Engineer, N. Waite; conductor, John Merlett.

January 15th.—John Engel, two fingers crushed while coupling cars at Constable Hook. Engineer, Fred. Paulman; conductor, Wm. McDaniels.

January 16th.—Thomas Connors (track inspector), Joseph Tyson (policeman). Policeman Tyson accidentally discharged revolver, injuring his hand, the bullet lodging in Connors' leg, Greenville station.

January 16th.—John Wilkins, two fingers crushed, coupling cars, White House. Engineer, Frank Beck; conductor, John Tracey.

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January 17th.—Louis Lotsonia, scalp injured, struck by engine at Centreville. Engineer, Chas. Hine; conductor, A. Wildoner.

January 17th.—James Collins, head and side bruised, struck while walking on track (intoxicated), North Dover. Engineer, Charles Forrester; conductor, S. A. Crook.

January 19th.—Patrick D. Fox, head slightly cut, struck while crossing tracks, Fiddler's. Engineer, George Lewis; conductor, M. Fealey.

January 20th.—August Beeler, leg bruised, fell from car, Brills shops. Engineer, F. H. McPeak; conductor, F. N. Hawk.

January 21st.—John Herdman, head and chest injured, struck while walking on tracks, Brills. Engineer, Jno. Jones; conductor, P. G. Young.

January 21st.—Henry Smith, fatally injured, crossing tracks in front of engine, High Bridge. Engineer, A. F. Shedd; conductor, L. P. Titus.

January 21st.—Grant Gordon, arm bruised, coupling cars, Elizabethport yard. Engineer, D. Donocan; conductor, Floyd Dufford.

January 22d.—Henry Itson, hand and back injured, struck by engine while crossing tracks, Jersey City yard. Engineer, J. McCall; conductor, S. Brown.

January 23d.—Walter Hoppock, head and face injured, stepped on track in front of moving train near El Mora. Engineer, G. M. Pittinger; conductor, A. P. Apgar.

January 23d.—Casper B. Trimmer, hand crushed, coupling cars, Lake Hopatcong. Engineer, John Everett; conductor, C. B. Trimmer.

January 23d.—Jerry Welsh, slightly injured, fell from top of box car, Jersey City freight-yard. Engineer, David Mattis; conductor, Frank Meehan.

January 26th.—James Hoffman, cut about head and body, struck by beam while standing on car, West Side avenue. Engineer, —— Tice; conductor, I. Blanchard.

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January 26th.—B. F. Look, foot injured, caught between couplings, Jersey City freight-yard. Engineer, —— Connors; conductor, A. Calbath.

January 27th.—John Snyder, hip bruised, struck by passing coach while repairing wires on bridge east of Ferry street, Newark. Engineer, Joe Regan; conductor, Owen H. Day.

January 28th.—Miss Hutchings, struck by handle of barrow and slightly injured, Jersey City passenger station.

January 28th.—Michael McCarthy, wrist and hand injured, fell from car, West Eighth street, Bayonne City. Engineer, M. Hughes; conductor, M. Hennessey.

January 29th.—John McGinley, back and leg injured, found on track at Bloomsbury. Engineer, J. W. Sinclair; conductor, S. V. Shrope.

January 30th.—James H. McCormack, arm bruised, coupling cars, Elizabethport yard. Engineer, Dennis Donovan; conductor, F. Dufford.

January 31st.—Martin Kenney, hips slightly injured, coupling cars, Jersey City freight-yard. Engineer, W. Snyder; conductor, A. W. Weaver.

February 1st.—Daniel McElroy, slightly injured, standing too close to track, struck by engine, East Ferry street, Newark. Engineer, E. Huff; conductor, J. H. Dodwell.

February 2d.—Walter German, one arm crushed, the other broken, caught in machinery, Hampton Coal Storage Plant, Hampton.

February 4th.—William Willis, back bruised; John Bashell, face injured, wrist sprained; James Barry, knee cut, face injured; James McDaniels, face cut, legs and wrist injured; trestle fell while taking same down, Coal Storage Trestle, between Bergen Point and Centreville.

February 4th.—Edward Genet, body injured, caught between cars, Jersey City freight-yard. Engineer, G. Lewis; conductor, M. Healey.

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February 6th.—Michael Lynch, finger crushed, coupling cars, Phillipsburg yard. Engineer, J. Maloney; conductor, A. Apgar.

February 8th.—Hugh McBride, cut about thighs, fell from car, West White House. Engineer, John Garry; conductor, T. H. Lukens.

February 8th.—Owen C. Jonasen, leg broken and head bruised, struck by engine while walking through Jersey City passenger-yard. Engineer, H. Lovell; conductor, I. H. Munn.

February 8th.—Frank Hendenbach, wrist slightly squeezed, coupling cars, Jersey City freight-yard. Engineer, G. Ross; conductor, Z. Hannabach.

February 9th.—William Gray, hand crushed, coupling cars, Jersey City freight-yard. Engineer, Fred. Day; conductor, James Burns.

February 11th.—John J. Dixon, finger injured, coupling cars, Elizabethport yard. Engineer, Isaac Webster; conductor, J. J. Boyle.

February 12th.—Wm. A. Weiner and F. S. Kent, burned about face and hands, explosion of gas, Jersey City passenger-yard.

February 13th.—Harry Houser, two fingers crushed, coupling cars, Cranford. Engineer, H. Swartz; conductor, Geo. Wilke.

February 14th.—Hugh Flanigan, leg crushed, fell off car, Elizabethport yard. Engineer, Jos. Osman; conductor, James Coogan.

February 14th.—William F. Damback, hands and face scratched, struck by engine while walking across tracks, Jersey City yard. Engineer, John Perry; conductor, F. Friendt.

February 16th.—William Johnson, hand injured, fell off car, east of County Line. Engineer, A. Kirkendall; conductor, John Bogart.

February 18th.—Pasquale Goll, slightly injured, fell from hand-car, Bayway.

February 19th.—James F. Higgins, arm slightly squeezed, coupling cars, Jersey City freight-yard. Engineer, W. Applegate; conductor, Geo. B. Cabe.

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February 20th.—Peter G. Young, finger broken, coupling cars, Brills. Engineer, John Jones; conductor, Peter G. Young.

February 21st.—Walter Woodard, arm and side injured, stepped in front of moving train, Hackensack draw. Engineer, J. Jones; conductor, A. Powell.

February 21st.—Conrad Graf, hips injured, caught between cars, Brills. Engineer, F. H. McPeak; conductor, F. N. Hawk.

February 23d.—Francis Clark, injuries slight, if any, struck by engine, Elizabeth. Engineer, John McCall; conductor, John Herbert.

February 23d.—Aaron Mattis, ankle slightly injured, side rod on engine broke, striking running-board. Engineer, Aaron Mattis; conductor, Fred. Veighte.

February 25th.—Wilson Rex, hand injured, coupling cars, Somerville. Engineer, T. Bradshaw; conductor, J. E. Hess.

February 25th.—Henry Young, injuries slight, if any, struck by engine, west end Pennsylvania Railroad bridge, Newark. Engineer, F. H. McPeak; conductor, F. N. Hawk.

February 25th.—Thomas Hall, fatally injured, struck while walking on track, Raritan. Engineer, C. J. Young; conductor, W. F. Clark.

February 26th.—Elvin Lake, injured internally, caught between cars, Broad street, Newark. Engineer, Horace Allen; conductor, A. H. Jacobs.

February 26th.—Michael Kennedy, fatally injured, struck by train, Carteret. Engineer, M. Kennedy; conductor, J. J. Berry.

February 28th.—Daniel J. Leary, hand injured, coupling cars, Oak Island. Engineer, A. C. Schanck; conductor, George W. McCleary.

February 28th.—Chas. Woeppel, injured about hips and head, fell from car, Jersey City freight-yard. Engineer, S. Watson; conductor, W. G. Brown.

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March 2d.—James Gibbs, fatally injured, struck while crossing tracks, Bayway. Engineer, J. V. Wait; conductor, W. E. Dilts.

March 6th.—Andrew McKnight, head and elbow injured, fell off train, Elizabethport. Engineer, H. Foster; conductor, I. H. Munn.

March 10th.—John Higgins, arm slightly injured, coupling cars, Jersey City freight-yard. Engineer, James Wakely; conductor, W. Kelly.

March 7th.—Thomas F. McGinnis, head cut and wrist sprained, fell out of baggage car, Jersey City passenger-yard. Engineer, Arthur Quaif; conductor, Edward Kirk.

March 8th.—John Martinson, slightly injured, falling from telegraph pole, Jersey City passenger-yard. Engineer, —— ——; conductor, T. Finley.

March 8th.—John Young, right arm crushed, found on tracks near Grant avenue, Plainfield.

March 10th.—Lewis Mack, ankle broken, jumping from moving train, Broad street, Newark. Engineer, Wm. Cary; conductor, A. Wimsel.

March 11th.—James C. Henry, hand bruised, coupling cars, Bayway. Engineer, J. Cannon; conductor, Geo. Paulman.

March 11th.—Frank Dockaskie, finger injured, caught in rail, Lafayette.

March 12th.—Thomas McCarthy, hand bruised, coupling cars, Carteret. Engineer, Michael Kennedy; conductor, J. J. Barry.

March 14th.—John Hauser, head cut and nose broken, supposed to have fallen from train, Claremont. Engineer, —— ——; conductor, —— ——.

March 14th.—Mathias B. Wilson, finger crushed, coupling cars, Phillipsburg yard. Engineer, John Fleet; conductor, W. F. Lester.

March 15th.—John A. Gibbons, slightly burned about head and hands by blowing out of gas retort, Jersey City gas-house. Engineer, J. A. Gibbons.

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March 16th.—Andrew Farrington, fatally injured, struck while crossing tracks, Perth Amboy. Engineer, John Johnson; conductor, O. H. Day.

March 16th.—Alvah Ingle, ankle dislocated, fell off car, El Mora. Engineer, Samuel Lowery; conductor, Jas. B. Kenna.

March 18th.—Matthew Finnen, arm and leg broken, caught between cars, North River Coal and Wharf Company's yard, Jersey City. Engineer, Howard Paul; conductor, Frank Mahen.

March 18th.—George Harrison, breast injured, jumped from moving train, Elizabeth. Engineer, —— Jansen; conductor, T. L. D. Walcott.

March 20th.—Edward Genet, finger injured, coupling cars, Jersey City freight-yard. Engineer, C. Duncan; conductor, Geo. Jepper.

March 21st.—Daniel H. Leibe and Wm. Cannon, fatally injured, struck by engine while driving across tracks, Prospect avenue, Dunellen. Engineer, Geo. Hackett; conductor, J. J. Archer.

March 22d.—Michael Goodman, leg broken, hip bruised and face scratched, attempting to board moving train (intoxicated), Newark. Engineer, Fred. Frech; conductor, J. J. Kennedy.

March 29th.—John Sculy, ankle sprained, jumping from train, Bergen Point. Engineer, Chas. Biglow; conductor, Reuben Transue.

March 26th.—Jacob Riglin, slightly injured, struck by engine, Jersey City passenger-yard. Engineer, John Allen; conductor, Thos. H. Finley.

March 28th.—Michael Kenney, fatally injured, fell through bottom of car, canal trestle (Manufacturers Railroad). Engineer, W. P. Young; conductor, Michael Kenney.

March 28th.—Elton L. Washburn, fatally injured, foot caught in guard rail, Bay Way Extension. Engineer, Julius Camman; conductor, George Paulman.

March 30th.—Michael Sexton, hip bruised, struck by car, Greenville. Engineer, William Young; conductor, B. A. Clemens.

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April 1st.—James Crowley, body injured, caught between cars, Port Johnston. Engineer, Wm. Burroughs; conductor, M. Brophy.

April 2d.—Jno. Case, finger mashed, coupling cars, Phillipsburg yard. Engineer, Wm. House; conductor, Fred. Richline.

April 3d.—Joseph Conaghan, head and body injured, struck by overhead bridge east of Centreville. Engineer, Frank Beck; conductor, John Tracey.

April 3d.—Frank Edmonds, arm crushed, coupling cars, Centreville. Engineer, J. S. Rodenbough; conductor, Hugh Reilly.

April 3d.—Alfred Kroeger, fatally injured, stepped in front of engine, Newark. Engineer, Wm. Bennett; conductor, T. D. Robbins.

April 4th.—James Barrett, hand mashed, coupling cars, Neshanic. Engineer, T. Bradshaw; conductor, J. E. Hess.

April 5th.—William S. Hazard, fatally injured, struck by overhead bridge, Greenville. Engineer, F. Fisher; conductor, J. Hartzell.

April 7th.—D. W. Hogan, head bruised, board falling out of hat rack, between Broad and Ferry streets, Newark. Engineer, John H. Dodwell; conductor, —— ——.

April 8th.—Phillip Bier, severely injured, thrown from hand car, account boy placing stone on track, Westfield.

April 9th.—Michael Cassidy, arm crushed, coupling cars, Jersey City freight-yard. Engineer, Thos. Connors; conductor, A. Colbath.

April 15th.—Unknown passenger, slightly injured, walked off rear end of train, East Twenty-second street, Bayonne City. Engineer, F. Naylor; conductor, Phil. Backer.

April 15th.—John Wilburn, fatally injured, walking on track, Elizabethport. Engineer, Lloyd Clark; conductor, J. W. Van Horton.

April 16th.—Anthony Connors, leg crushed, fell under cars while drilling, Port Johnston docks. Engineer, Geo. W. Ahle; conductor, Wm. Kenagh.

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April 18th.—Jos. Hulshizer, slightly injured, caboose striking engine, east of Phillipsburg station. Engineer, Frank Hall; conductor, J. Rennell.

April 20th.—Thos. Fitzsimmons, fingers crushed, head cut and injured internally, standing on track, struck by engine, Phillipsburg yard. Engineer, Wm. Dolan; conductor, Frank Free.

April 20th.—John J. Mechan, hand bruised, coupling cars, Jersey City freight-yard. Engineer, H. Smith; conductor, Thos. Brock.

April 21st.—Michael F. Healey, arm crushed, coupling cars, engine coal chute, Jersey City. Engineer, H. Smith; conductor, Thomas Brock.

April 23d.—Mrs. Jennie Conkling, ankle sprained and knee injured, fell while alighting from moving train, Jersey City depot. Engineer, M. Moynohan; conductor, I. A. Bedell.

April 23d.—Frank Lukes, foot crushed, attempting to remove tie lying too close to track, Claremont. Engineer, M. Shick; conductor, J. Kelly.

April 26th.—George Reinhart, leg injured, caught in turn-table, Dunellen.

April 28th.—Samuel Sampson, foot injured, fell between cars, near Division street, Elizabeth. Engineer, M. Dubbs; conductor, C. Sinclair.

April 28th.—Terrence McGovern, fatally injured, struck by engine while walking on track, Brills. Engineer, Fred. J. Frech; conductor, J. T. Dolbeer.

April 29th.—John Higgins, finger bruised, coupling cars, Jersey City coal yard. Engineer, Peter Metzgar; conductor, Jos. Sutiff.

April 30th.—William O. Evans, leg injured, fell off car, Elizabethport yard. Engineer, George Ward; conductor, Frank Groger.

May 2d.—Thomas Tennensen, face and head cut, foot injured, attempting to board moving train, Somerville. Engineer, Peter Harzell; conductor, W. T. Sopers.

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May 2d.—William F. Smith, ankle sprained and hand scratched, fell off car, Raritan. Engineer, W. S. Morrison; conductor, F. Friendt.

May 3d.—Lincoln Vessenmain, thumb injured, coupling cars, Jersey City freight-yard. Engineer, George Ross; conductor, Z. Hannaback.

May 3d.—Walensy Plounsky or Valinty Planceskey, head, face and leg cut, jumped from moving train, Sewaren. Engineer, O. Derrand; conductor, M. R. Mulford.

May 3d.—Harry W. Seitzinger, leg crushed and injured internally, coupling cars, Phillipsburg yard. Engineer, Wm. Kelly; conductor, Chas. McCarty.

May 6th.—William Johnson, fatally injured, crossing tracks in front of engine, Greenville. Engineer, John Cline; conductor, Edward Leek.

May 8th.—Robert R. Ayers, hand injured, throwing coal in fire-box, Jersey City passenger-yard. Engineer, Wm. J. Gorman; conductor, —— ——.

May 9th.—John T. Hill, left foot injured, fell while alighting from moving train, Dunellen. Engineer, J. McCall; conductor, Jno. Hertbert.

May 9th.—Willett Thomas, head slightly cut, fell from car while in act of applying brake, Plainfield. Engineer, J. Striemel; conductor, J. Knowles.

May 11th.—Charles Wesley, legs and hand injured, struck by engine while picking coal, Spring street, Elizabeth. Engineer, W. Taylor; conductor, George Weller.

May 13th.—C. Cucker, fatally injured, struck while walking on track, west end of Bay bridge. Engineer, Robt. McCloud; conductor, Wm. E. Case.

May 17th.—Joseph August, finger mashed, coupling cars. Bound Brook. Engineer, Edward Dwyer; conductor, Peter McGowen.

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May 19th.—John Swiack, foot injured, fell from engine, Greenville. Engineer, M. Shiack; conductor, Jos. Kelly.

May 21st.—Dr. Griffin, face cut, fell while ascending car steps, Plainfield. Engineer, M. Loughry; conductor, W. M. Thomas.

May 23d.—Timothy H. Berry, body injured, coupling cars, Elizabethport yard. Engineer, Everitt Gordon; conductor, T. H. Berry.

May 26th.—James Dunn, fatally injured, struck while standing on bridge at Adams street, Newark. Engineer, William Bennett; conductor, Geo. McVey.

May 27th.—Robert Porter, shoulders injured, coupling cars, Jersey City freight-yard. Engineer, Wesley Snyder; conductor, A. Weaver.

May 29th.—Fred. Cobson, hand scalded, collision with freight train, Broad street crossing, Elizabeth. Engineer, Fred. Cobson; conductor, W. M. Thomas.

May 30th.—Michael Sanko, head slightly cut, struck by engine, Union street, Elizabeth. Engineer C. S. Moore; conductor, P. Cahill.

May 30th.—Unknown passenger, hand slightly cut, hand out of window and struck by Bay bridge Bay draw. Engineer, Robert McCloud; conductor, W. E. Case.

June 1st.—Luke Reiley, fatally injured, clothing caught in hoisting-engine machinery, Union street bridge, Elizabeth.

June 3d.—William Bousenbery, leg crushed, coupling cars, Bergen Point yard. Engineer, Jas. Hulmes; conductor, Wm. Johnston.

June 4th.—John Hart, hand injured, fell while attempting to board moving train, Elizabethport. Engineer, J. Mowry; conductor, S. Skillman.

June 5th.—John Stovenger, face slightly bruised, alighting from train before same came to a standstill, Plainfield. Engineer, M. Monyham; conductor, F. W. Shanafield.

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June 5th.—Mrs. Pauline Koening, fatally injured (suicide), threw herself in front of moving train, Elizabethport. Engineer, Aaron Mattis; conductor, W. E. Ming.

June 6th.—Henry Copeland, thigh injured, fell off trestle, at Zinc Works (Manufacturers Branch). Engineer, John McGhie; conductor, W. T. Colon.

June 8th.—Benj. Perry, foot injured, coupling cars, Zinc Works (Manufacturers Branch). Engineer, John McGhie; conductor, W. T. Colon.

June 9th.—William Gray, finger crushed, coupling cars, Jersey City freight-yard. Engineer, —— Ross; conductor, Z. Hannabach.

June 9th.—Patrick Galvin, finger cut, coupling cars, Elizabethport yard. Engineer, Jos. Osman; conductor, Henry Paulman.

June 12th.—Stephen Winner, leg injured, breaking of side rods, Claremont. Engineer, Stephen Winner; conductor, Geo. Terrill.

June 13th.—Frank H. Taylor, thumb mashed, coupling cars, Annandale. Engineer, Frank Beck; conductor, John Tracey.

June 13th.—Theodore Crater, finger mashed, coupling cars, Cranford Junction. Engineer, Peter Young; conductor, S. Skillman.

June 15th.—Charles Carlson, leg crushed, passing between cars, Jersey City freight-yard. Engineer, C. Duncan; conductor, A. B. Weaver.

June 19th.—Michael Sheehan, fingers mashed, coupling cars, Elizabethport yard. Engineer, George Weller; conductor, S. Hulshizer.

June 22d.—Harry Runkel, head slightly injured, struck by engine, Dead Horse crossing (Manufacturers Branch). Engineer, F. A. McPeak; conductor, F. N. Hawk.

June 22d.—John H. Lamb, leg injured, struck while driving across tracks, Livingston street, Elizabeth. Engineer, Chas. Foster; conductor, Chas. S. Stokes.

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June 24th.—William Steiner, arm broken, struck by scoop lever, while taking water at Green Brook. Engineer, Robt. McCloud; conductor, Wm. E. Case.

June 15th.—B. Persh, back injured, jumping from baggage car door while train standing at station, Springtown. Engineer, J. S. Goodwin; conductor, O. J. Freeman.

June 20th.—William H. Miller, back injured, fell off Union street bridge, Elizabeth, while watching workmen.

June 26th.—C. H. Fash, head cut, attempting to board moving train, Dunellen. Engineer, Judson Jansen; conduotor, G. Hodge.

June 27th.—Unknown passenger, hand cut, while being forced in car from platform (intoxicated), Pamrapo. Engineer, M. Moynihan; conductor, W. T. Sopers.

June 30th.—Anthony Hilbert, scalp wound and arm broken, struck while walking on track, west end of Newark Bay bridge. Engineer, John Funk; conductor, John O. Meyers.

July 6th.—Rufus Fisk, hand cut, brake slipped, Bay draw. Engineer, John Miller; conductor, W. Barker.

July 7th.—Unknown Italian, fatally injured, struck while walking on track, west of Springtown. Engineer, W. H. Lovell; conductor, J. B. Berkheiser.

July 8th.—John McManarow, head and face cut, struck while crossing tracks, Jersey City. Engineer, Theo. Ticeon; conductor, F. Wilson.

July 10th.—Thomas Savesky, scalp wound, shoulder injured, fell off train at Claremont. Engineer, Geo. Neuber; conductor, Wm. E. Haynes.

July 13th.—John Breney, fatally injured, struck by engine, Avenue switches, Elizabethport. Engineer, P. McClaren; conductor, Daniel S. Horton.

July 13th.—George E. Sebley, head cut, fell while getting off train at station, Spring street, Elizabeth. Engineer, J. Jansen; conductor, G. G. Brokaw.

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July 14th.—Wm. O. Cave, hand crushed, coupling cars, Jersey City freight-yard. Engineer, Henry Siegfried; conductor, John Kelly.

July 18th.—Luke McMierney, fatally injured, struck while crossing track, Centreville. Engineer, William Reader; conductor, —— ——.

July 18th.—Unknown colored man, fatally injured, found on track at Bound Brook.

July 18th.—Richard Hapeney, fatally injured, struck while walking on track, near Plainfield. Engineer, —— Lutz; conductor, C. S. Tuck.

July 20th.—John Chamberlain, legs injured, jumped off car in front of drill engine, Jersey City yard. Engineer, John Powelson; conductor, Edward D. Losey.

July 21st.—James Pembroke, face slightly cut, caught under cars, Jersey City freight-yard (intoxicated). Engineer, Geo. Jones; conductor, —— ——.

July 22d.—John H. Ralph, body bruised, coupling cars, Minnisink. Engineer, Peter Young; conductor, N. Skinner, Jr.

July 24th.—Thomas Lalor, hand and wrist injured, struck by bridge, east of Pamrapo. Engineer, Frank Rodriguez; conductor, A. J. Shanline.

July 24th.—Richard Coogan, hand bruised, coupling cars, Jersey City freight-yard. Engineer, Jno. Harrington; conductor, Robert Porter.

July 25th.—Edward Murrin, cut over eye; J. Saxe, hand and head cut, cars thrown against block, Newark station. Engineer, W. Cary; engineer, Mat. Mahon.

July 29th.—John Renker, fatally injured, attempting to board moving train, Ferry street station, Newark. Engineer, John Makinson; conductor, J. M. Dodwell.

July 31st.—Peter Snyder, injured internally, coupling cars, Bloomsbury. Engineer, George Fulton; engineer, Fred. Friendt.

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August 1st.—Patrick Condon, side injured, fell from car, Jersey City. Engineer, Thos. Connors; engineer, A. Calbath.

August 3d.—Wesley Levers, fatally injured, fell under car, Bound Brook. Engineer, N. C. Rhodes; conductor, John Long.

August 3d.—John J. Davis, arm crushed, coupling cars, Jersey City yard. Engineer, Henry Siegfried; conductor, Joseph Kelly, No. 2.

August 4th.—John Silkman, hand squeezed, coupling cars, Bound Brook. Engineer, C. A. Wilson; conductor, James B. Kenna.

August 6th.—Van D. Applegate, left arm squeezed, coupling cars, Jersey City freight-yard. Engineer, C. Duncan; conductor, George Jepper.

August 8th.—Morris Levenson, injured about head; Robert Bloom, knee injured; Abraham Hirshsohon, shoulder injured, wagon struck while crossing tracks in front of train, Wall street, Elizabeth. Engineer, Charles Geshel; conductor, John Londonburg.

August 9th.—Frank Walters, foot crushed, McWhorter street bridge, Newark, walking on track. Engineer, Peter Mead; conductor, A. B. Praul.

August 10th.—Pierce Chepen, leg crushed by car, Lafayette, on siding.

August 13th.—Patrick Connelly, leg broken; John C. Beck, hip bruised, cars derailed, Passaic Zinc Works, Newark and New York Railroad.

August 14th.—William Dwyan, finger injured, coupling cars, Elizabethport yard. Engineer, Joseph Oswen; conductor, James Coogan.

August 14th.—Otto Mitchell, fatally injured, jumped in front of moving train (suicide), East Ferry street, Newark. Engineer, Geo. Coffee; conductor, A. G. Morris.

August 14th.—George J. Schmander, face and hands cut and scratched, jumped off train near East Ferry street station, Newark. Engineer, Henry Jones; conductor, John H. Dodwell.

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August 14th.—Augustus Orlie, scalp wound, attempting to board moving coal train, Roselle. Engineer, —— ——; conductor, —— ——.

August 15th.—Charles Bergerman, hand injured while repairing car, Jersey City.

August 16th.—Unknown passenger, injuries slight, if any, attempting to get off moving train, Jackson avenue. Engineer, Stewart Jones; conductor, Edward A. Jeffries.

August 18th.—William Manning, legs bruised; John Lesher, arm bruised; car ran out of side track, coming in contact with engine, Brills. Engineer, Frank McPeak; conductor, F. N. Hawk.

August 18th.—Godfried Landsman, face bruised, jumping from train before same came to a standstill, Jersey City station. Engineer, N. Waite; conductor, John Merlett.

August 19th.—James J. Brown, injured about thighs, playing around cars, Plainfield.

August 23d.—Mrs. Wharton, arm injured, slipped and fell on platform, East Ferry street, Newark. Engineer, Aaron Mattis; conductor, J. J. Kennedy.

August 24th.—John Lawler, shoulder and hip injured, fell off car on float, Jersey City.

August 24th.—John Lamine, head injured by trunk, Jersey City depot. Engineer, N. Waite; conductor, John Merlett.

August 24th.—Michael Antrecter, arm broken, struck by beam of car while walking too near track, Centreville. Engineer, Jas. Weilky; conductor, P. M. Bryan.

August 24th.—Lyman C. Brown, fatally injured, attempting to board train, Ferry street, Newark. Engineer, Fred. Frech; conductor, J. J. Kennedy.

August 26th.—Frederick Gallagher, face scratched and bruised, fell while jumping from train, Cranford (Baltimore and Ohio Junction). Engineer, —— Lutz; conductor, A. Powell.

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August 22d.—Edward L. Smith, fatally injured, found lying alongside of track, Frederick street bridge, Newark and New York Railroad.

August 29th.—Earnest F. Schmid, slightly injured, while working in train shed was struck by engine, Jersey City station. Engineer, Luke Stoddard; conductor, Henry A. Boyd.

August 29th.—Wilson Rex, finger broken, coupling cars, Somerville. Engineer, Thos. Bradshaw; conductor, J. F. Hess.

August 30th.—Unknown passenger, slightly injured, jumping from moving train, East Ferry street, Newark. Engineer, Theo. Rice; conductor, A. B. Prawl.

September 4th.—N. P. Lindstrome, fatally injured, struck while walking on track, east of Pennsylvania bridge, Jersey City Junction. Engineer, W. Rhodes; conductor, I. Blanchard.

September 7th.—Unknown passenger, injury slight, if any, jumping off train (intoxicated), Elizabeth. Engineer, —— Foster; conductor, I. H. Munn.

September 12th.—James G. Van Middlesworth, hand crushed, coupling cars, Jersey City passenger-yard. Engineer, George Lewis; conductor, J. T. Kirk.

September 9th.—John Keruski, arm cut, struck by engine, Bay bridge. Engineer, Samuel Emily; conductor, Jas. McTague.

September 9th.—Wm. Smith, chest badly injured, causing death, was struck by wagon, Jersey City ferry.

September 12th.—Henry C. Morrell, head and body injured, attempting to board moving train, Jackson avenue. Engineer, H. Allen; conductor, A. H. Jacobus.

September 12th.—Anton Wickoski, foot cut, rail falling on same, West Eighth street, Bayonne. Engineer, W. Wall; conductor, N. Sheridan.

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September 12th.—William Boage, fatally injured; Theo. Smith, injured about breast, struck by door of passing freight car, Communipaw. Engineers, Samuel Lowry and P. J. Doyle; conductors, W. J. Brown and S. J. Johnston.

September 16th.—Ellis Bernard, hand bruised, coupling cars, Elizabethport yard. Engineer, Dennis Donovan; conductor, Floyd Dufford.

September 16th.—David Beagge, two fingers broken (intoxicated), fell through Linet street bridge, Bergen Point.

September 20th.—Unknown man, fell down steps and slightly injured, Fanwood station.

September 24th.—F. A. Bates, slightly injured; Mrs. Nozera, rib fractured, trains colliding east of Broad street, Newark. Engineers, J. Jones and Jos. Reagan; conductors, A. Powell and C. W. Keyser.

September 25th.—D. N. Hawk, knee injured, foot caught in signal wire, east of Brills. Engineer, F. H. McPeak; conductor, F. N. Hawk.

September 28th.—Hersh Rosenvet, foot squeezed, caught between bridge and boat, Jersey City ferry.

September 25th.—Daniel Driscoll, leg and hand injured, El Mora, attempting to board moving coal train. Engineer, —— ——; conductor, —— ——.

September 28th.—Wm. S. Armstrong, back and shoulders injured, falling off engine, Fiddler's water tank, New Jersey Central Division. Engineer, L. H. Everett; conductor, Wm. Armstrong.

September 28th.—John R. Barrett, legs and arms injured, fell in front of moving engine, Greenville. Engineer, James Weekly; conductor, P. M. Bryan.

October 1st.—George J. Dolbeer, slightly injured, coupling cars, Oak Island Junction. Engineer, Charles Moore; conductor, P. Cahill.

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October 2d.—John McDermott, hip injured, stepping from flat car, Jersey City freight-yard. Engineer, George Ross; conductor, Z. Harmaback.

October 2d.—Unknown man, fatally injured, found lying on track east of Raritan.

October 3d.—Thomas Flynn, leg and foot crushed, attempting to board moving train, High Bridge. Engineer, —— Depue; conductor, —— Hopkins.

October 5th.—Unknown man killed, struck while walking on track, Elizabethport. Engineer, —— Taylor; conductor, —— Wildowner.

October 6th.—L. H. Taylor, slightly injured, if at all, attempting to cross tracks in front of moving train, stumbled and fell, Elizabeth. Engineer, S. Lowery; conductor, W. T. Sopers.

October 6th.—Chas. McCarthy, two fingers mashed, coupling cars, Phillipsburg yard. Engineer, Wm. Kelly; conductor, Chas. McCarthy.

October 7th.—Michael Purcell, injured, knocked from car by sudden starting of engine, Communipaw coal pier. Engineer, William Applegate; conductor, H. Van Billiard.

October 11th.—Edward Bloom, foot mashed, uncoupling cars, Phillipsburg yard. Engineer, W. H. House; conductor, M. F. Lesher.

October 14th.—Matthew McLernon, fatally injured, attempting to board moving train, Plainfield. Engineer, —— Beam; conductor, —— Hummell.

October 15th.—Michael Evans and John Ross, former scalp wound and the latter breast bruised, caught between car and lumber pile, Jersey City lumber-yard.

October 16th.—John Brick, finger injured, coupling cars, Jersey City freight-yard. Engineer, R. Gilmour; conductor, J. McCul.

October 16th.—John Shay, hand slightly injured, coupling cars, Port Johnson. Engineer, John Gary; conductor, D. Sullivan.

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October 16th.—Child (name not stated), face cut, fell while roaming around coach, Jersey City yard. Engineer, Wm. Nivison; conductor, F. S. Ellis.

October 17th.—Joseph Doonburger, seriously injured, struck by engine, Greenville. Engineer, M. Shick; conductor, Jos. Kelly.

October 18th.—Bernardeno Meco, foot crushed, fell from moving train, Roselle. Engineer, Wm. Aten; conductor, Geo. Terrill.

October 18th.—Dominic Morrune, feet crushed, struck while walking on track, Ferry street, Newark. Engineer, Jos. Regan; conductor, C. Keysen.

October 20th.—Harry S. Weil, rib fractured, fell while alighting from train, Elizabethport yard. Engineer, J. Campbell; conductor, J. Doughterty.

October 22d.—John Christy, fell while alighting from train, East Ferry street, Newark. Engineer, J. Jones; conductor, A. Powell.

October 23d.—Harman Hoffman, stepped off car before train had come to full stop, High Bridge. Engineer, J. S. Goodwin; conductor, O. J. Freeman.

October 25th.—Mrs. Rosenberg, slightly injured, if at all, alighting from moving train, Jersey City. Engineer, George Clark; conductor, T. C. Jeffers.

October 28th.—Mary Alpaugh, fell while crossing tracks, High Bridge. Engineer, Thos. Cody; conductor, W. M. Clark.

October 26th.—John A. Woodward, finger injured, coupling cars, Jersey City freight-yard. Engineer, D. Mattes; conductor, Jno. Doherty.

October 27th.—Joseph Achenbach, hand bruised, coupling cars, Phillipsburg yard. Engineer, W. Kelly; conductor, C. McCarthy.

October 29th.—Wm. Compton, badly injured, train breaking loose and coming together, Dunellen. Engineer, B. Flynn; conductor, W. H. Berkhimer.

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NEW JERSEY CENTRAL DIVISION.

June 24th.—Warren Thompson, finger injured, uncoupling cars, Jersey City freight-yard. Engineer, J. Hoagland; conductor, J. Walsh.

September 20th.—Thomas Warren, hand injured, unloading barrels from freight car, Lawrence street yard.

September 30th.—John Miller, arm slightly squeezed, coupling cars, Jersey City freight-yard. Engineer, —— Applegate; conductor, C. Murry.

November 17th.—Samuel M. Barnitz, leg sprained by slipping on a cinder, Parryville. Engineer, George W. Ahle; conductor, Frank Paulman.

November 24th.—John Lawler, injured his face and arm by falling down the cellarway, Lakewood.

November 27th.—James Conley, thrown to the ground from a freight train and left leg broken below the knee. Engineer, R. Wolverton; conductor, W. V. Master (acting conductor). (Annandale side-track.)

November 28th.—William Fitzgerald slightly bruised his knee by attempting to board the train after it had started, Jackson avenue. Engineer, John Rich; conductor, Wm. G. Brown.

November 29th.—Thomas Sally, while in the act of coupling cars, the drawhead slipped under the car, mashing his right thumb quite badly, Wilkesbarre. Engineer George Eike; conductor, Fuller Tucker.

November 30th.—Mr. Briggs, while attempting to board the train after it had started, fell to the platform, but was not injured, Fanwood. Engineer, C. Young; conductor, W. L. Barick.

November 30th.—Arthur Johnson, while attempting to couple gondola and Grand Trunk box cars, was slightly squeezed, but not seriously injured, Elizabeth yard. Engineer, Chas. S. Moore; conductor, Patrick Cahill.

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December 1st.—Patrick Donnor had one of his thumbs crushed while making a coupling, Jersey City freight-yard. Engineer, —— Seigfried; conductor, Joseph Kelly.

December 1st.—Daniel Warne, falling from the top of the train, was fatally injured, Green Bridge. Engineer, Chas. Geshel; conductor, H. R. Brant.

December 3d.—Charles F. Hockenbury, while coupling cars, had his hand caught between the drawheads and four fingers crushed, German Valley. Engineer, P. Schuyler; conductor, John Banghout.

December 3d.—Michael Mooney, while coupling cars, had his right arm caught and crushed, Jersey City freight-yard. Engineer, F. Day; conductor, John Kelly.

December 4th.—A lady, name unknown, while stepping from the train, caught her dress on a nut on end of breast beam and fell lightly on her hands, not injured, Plainfield. Engineer, B. Houston; Conductor, P. Van Arsdale.

December 6th.—Maggie Kilroy, while crossing the tracks at Halliday street crossing, was struck by engine 137 and injured about the head, Lafayette. Engineer, Ed. Huff; conductor, John Dodwell.

December 7th.—John V. Lindly was slightly squeezed while coupling cars, Jersey City freight-yard. Engineer, J. Hayne; conductor, J. McCue.

December 7th.—Charles A. Smith, falling from the top of a car, had his face cut, and some other bruises, Elizabethport yard. Engineer, Wm. H. Krouse; conductor, George E. Gerard.

December 8th.—James Matthews, fell from an overhead bridge in front of the engine, and had his left leg crushed and bruised his body, Ashley. Engineer, Andrew Baxter; conductor, James Reilly.

December 9th.—Charles Osborn, while driving across the track, was struck by the engine and his wagon was broken to pieces, but neither horses nor man were injured, Asbury. Engineer, Wm. J. Mason; conductor, —— ——.

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December 10th.—John Taylor, had his hand so badly crushed that three fingers and a thumb had to be amputated, Cranford Junction. Engineer, James Cole; conductor, —— ——.

December 11th.—Freight broken, freight backed into a car loaded with hobby horses, children's bicycles and furniture, breaking some of the merchandise, Elizabethport yard. Engineer, Joseph Osmond, conductor, Frank Goger.

December 12th.—A lady passenger, whose name is not given, while attempting to jump from the train after it had started fell to the ground, but was not injured, Elizabeth avenue. Engineer, Geo. Clickner; conductor, L. C. Hurtt.

December 14th.—A gentleman stepping from a Blue Line coach, fell to the platform, but was not injured, refused to give his name, Jersey City. Engineer, C. Clapp; conductor, John Meriett.

December 15th.—Andrew Sisco, while walking on the track, was struck by the engine and instantly killed, Coaldale. Engineer, Geo. Horn; conductor, Jacob Drum.

December 16th.—John Vanters, while crossing the track, was struck by the engine and slightly bruised, R. & I. Atha's yard, Newark. Engineer, F. M. Poak; conductor, W. T. Colon.

December 16th.—Alfred Smith, while unloading stone for bridge, had his knee squeezed slightly, Naughright Creamery bridge. Engineer, John Van Fleet; conductor, H. O'Neill.

December 17th.—John Turley was struck by train No. 241 and fatally injured, Brills shops. Engineer, F. Frech; conductor, J. Kennedy.

December 18th.—John F. Harker, while cutting cars, had his third finger crushed, Matawan. Engineer, Charles Ross; conductor, Frank Wilson.

December 18th.—John McCormick, while attempting to make coupling of coal car to box car, was severely squeezed about the hips, though not seriously injured, Carteret. Engineer, George Cameron; conductor, John McCormick.

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December 19th.—Jim Brune, while running alongside of the train, was struck and had one rib broken, south of Branchport station. Engineer, Gilbert Stout; conductor, Joseph Kelly.

December 19th.—David Murphy, while intoxicated, jumped from the train and injured his left leg slightly, signal tower, Jersey City yard. Engineer, Owen Rudden; conductor, J. J. Archer.

December 19th.—Tug "Wesley Stoney," while towing an unknown schooner up the river, was in the act of passing through the draw, when she steered to the eastward, causing the schooner to swing around and strike her stern against the center pier, breaking a small part of her guard rail, Hackensack draw.

December 19th.—Frank Huges, who was under the influence of liquor, tried to get aboard of the train after it had started, when his companion, who was behind, shoved him, causing him to fall under the car; his right hand was mangled, his arm and hand having been run over by the cars, Elizabethport station. Engineer, S. Curtis; conductor, Frederick King.

December 21st.—V. C. Leonard, while attempting to jump on the train after it had started, fell to the ground, but was not injured, West Eighth street. Engineer, C. Young; conductor, M. L. Ranck.

December 25th.—Harry M. Cross jumped in front of the engine and was fatally injured, Fanwood. Engineer, F. Cobson; conductor, B. F. Bullock.

December 28th—Bernard C. Heinricks, while coupling cars, had one finger on his right hand crushed, Jersey City freight-yard. Engineer, John McGee; conductor, Frank Meehan.

December 29th.—Calvin S. Berry, while coupling cars, burst first and second fingers, no bones broken, Bound Brook. Engineer, Wm. Smith; conductor, C. S. Stokes.

Miscellaneous.

June 18th.—New York Transfer Company's wagon, No. 6, was driven on South Slip with heavy load of baggage, and stopped within two feet of scaffold on which four painters were working. The driver

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and helper commenced to unload, and in doing so threw a large piece of canvas on the floor; horses took fright, and in making a quick turn collided with scaffold, knocking same down, injuring men as follows: William Hart, 150 Jackson avenue, Newark, shoulder and neck injured; Geo. Goris, 169 Sussex street, Jersey City, left foot fractured; Harry Lockwood, 21 Prospect Place, Jersey City, right foot injured; Geo. Lawrence, 78 Jefferson street, Newark, right elbow injured. South Slip, Pier 15, New York.

July 4th.—Garry G. Freeland was last seen at his post by conductor at Yardley station, and, on arrival at Bound Brook, received telegram of finding his body at Trenton Junction. It is supposed he went out on the platform and in some unknown manner lost his footing and fell off. Conductor, N. J. Magee; engineer, Chas. Clapp.

July 28th.—John Cameron, just after steamer "St. John" left Pier 8, North river, on her 5:30 P. M. trip, the pilot, John Cameron, had his coat caught in revolving steering-wheel and was thrown to the floor, slightly injuring his hip.

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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, 1891:

Capital stock paid in	$98,500 00
Bonded debt	100,000 00
Floating debt	26,175 98
Cost of road and equipments	$224,675 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 the 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 8th day of February, A. D. 1892.

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

Dividends paid during the year 1891, and how paid—No dividends.

ACCIDENTS.

None.

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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, 1891:

Capital stock paid in	$66,050 00
Bonded debt	129,800 00
Floating debt (estimated)	138,292 98
Cost of road and equipments	$194,684 70

The road extends from Kinkora to New Lisbon, a distance of fourteen and sixteen-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of profit and loss.

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.*—Peter E. Harvey, being duly affirmed, says that he is Treasurer of the Columbus, Kinkora and Springfield Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

PETER E. HARVEY,
Secretary and Treasurer.

Affirmed and subscribed before me this 2d day of February, A. D. 1892.

R. H. AARONSON,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$10,142 70
Income from freight	10,356 06
Income from other sources	4,509 16
Total	$25,007 92
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$27,355 77

Dividends paid during the year 1891, and how paid—None.

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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, 1891:

Capital stock paid in	$250,000 00
Bonded debt	5,000 00
Floating debt	19,571 49
Cost of road and equipments	$274,571 49

Dividends paid during the year 1891, and how paid—None.

The road extends from Bridgeton to Long Reach, a distance of twenty-one and twenty-hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

The receipts and expenses for 1891 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of the same made.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President 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 1891, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

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ACCIDENTS.

Included in New Jersey Southern Railway Company's report, if any.

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CUMBERLAND AND MAURICE RIVER EXTENSION 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 Extension Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$15,000 00
Floating debt	1,270 33
Cost of road and equipments	$16,270 33

The road extends from the New Jersey Southern Railway, at a point near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of one and twenty-three hundredths miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1891.

Are included in the receipts and expenses of the New Jersey Southern Railway Company; no separate account of same was made.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

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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, 1891:

Capital stock paid in	$30,000 00
Bonded debt	26,500 00
Floating debt	1,600 00
Cost of road and equipment	$50,000 00

Dividends paid during the year 1891, and how paid—None.

The road extends from Cape May to Steamboat Landing, a distance of nearly four miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$13,354 81
Total	$13,354 81
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$13,057 55

State of New Jersey, Cape May County, *ss.*—J. Henry Edmunds, being duly sworn, on his oath says that he was Secretary and 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 1891, are correct and true, to the best of his knowledge and belief. J. HENRY EDMUNDS.

Sworn and subscribed before me this 23d day of April, A. D. 1892.

EDGAR P. STILES,
Notary Public.

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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, 1891:

Capital stock paid in	$1,800,000 00
Bonded debt	1,800,000 00
Floating debt—None.	
Total stock and bonded debt	$3,600,000 00
Cost of road and equipments and appurtenances	3,590,281 16

The road extends from the middle of the river Delaware to Bound Brook, a distance of twenty-seven miles, and from a point on the main line to Trenton, a distance of three and seven-tenths miles.

It is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety years, from the 1st of May, 1879, at an annual rental equal to all the interest on the bonds of the company, and for the first and second years of said term six per cent.; third and fourth years, seven per cent., and during the fifth and succeeding years, eight per cent. upon the capital stock of the company, lessees to pay all taxes upon the capital stock, gross receipts, &c., and also the yearly sum of six thousand dollars for defraying the expenses of maintaining the corporate organization 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 Pennsylvania, Philadelphia County, *ss.*—J. S. Wise, being duly sworn, on his oath says that he is Treasurer of the Delaware

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and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this 1st day of March, A. D. 1892.

C. K. KLINK,
Commissioner of Deeds for New Jersey in Pennsylvania.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$325,358 50
Income from freight	654,506 28
Income from other sources	45,156 76
Total	$1,025,021 54
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$504,373 47

Dividends paid during the year 1891, and how paid—Four quarterly dividends of 2 per cent. each in the months of February, May, August and November.

ACCIDENTS.

February 7th.—John S. Beaton, killed, struck by train while walking on track, Pennington. Conductor, Wm. Snyder; engineer, H. Kauffman.

February 25th.—Anthony D. Miller, internally injured, jumped from train while in motion, Trenton. Conductor, P. Malley; engineer, H. Weyer.

March 12th.—Herman Berger, fatally injured while standing on tracks, Hopewell. Conductor, J. Burke; engineer, P. Fallon.

March 23d.—Michael Burns and Edward Byrnes killed, James Morris injured, while walking on tracks at Hopewell. Conductor, A. J. Shaniline; engineer, Wm. Thomas.

May 13th.—Frank Rodriguez, ankle broken and head cut, jumped from engine, Bound Brook Junction. Conductor, A. J. Shaniline; engineer, F. Rodriguez.

May 15th.—Unknown man found dead on tracks, Ewing, cause unknown.

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June 7th.—John Kane killed, Chas. Holm injured, walking on tracks, Hopewell. Conductor, A. Cuthbertson; engineer, Geo. Clark.

June 10th.—Harry Wolf, foot crushed, sleeping on tracks, Trenton Junction. Conductor, —— ——; engineer, —— ——.

June 12th.—Enoch T. Blake, foot crushed while assisting to take down main driving-rod of an engine, it falling on his foot.

June 17th.—Jas. B. Green, fatally injured, crossing tracks in front of an approaching train, Ewing. Conductor, I. Knauff; engineer, Wm. Grakelow.

July 4th.—Garrett V. Freeland, killed, struck by engine while inspecting train, Trenton Junction. Conductor, M. Byrnes; engineer, —— Stephenson.

November 23d.—A. P. Ellis, foot crushed, caught between cars, Bound Brook. Conductor, J. Johnson; engineer, L. Wappler.

December 23d.—Michael Malony, Frederick McLamon and Thomas Fitzpatrick killed, Isaac Marquis, J. W. Kern, R. D. Leddig, Wm. Gray, Frank Rodriguez and Oscar Tischner injured in collision at Pennington. Conductor, A. J. Shaniline; engineer, F. Rodriguez.

December 26th.—John W. Homan, killed, attempted to cross tracks in front of approaching train, Trenton. Conductor, T. Sands; engineer, George Henry.

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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, 1891:

Capital stock paid in	$141,500 00
Bonded debt	65,000 00
Floating debt	25,935 27
Cost of road and equipments	239,031 47

Dividends paid during the year 1891, and how paid—None paid.

The road extends from Woodbury to Pennsgrove, a distance of twenty miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$28,192 20
Income from freight	19,402 19
Income from other sources	5,157 85
Total	$52,752 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$49,426 64

State of New Jersey, Gloucester County, *ss.*—William S. Conner, being duly sworn, on his oath says that he is President of the Delaware River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

W. S. CONNER,
President D. R. R. R. Co.

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Sworn and subscribed before me this 2d day of February, A. D. 1892.

H. S. TALMAN,
Notary Public.

ACCIDENTS.

None.

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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, 1891:

Capital stock paid in. $4,025 00

Dividends paid during the year 1891, and how paid—None.

REMARKS.

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

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

State of Pennsylvania, Philadelphia County, *ss.*—D. Jones, being duly sworn, on his oath says that he is Comptroller 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 1891, are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this 26th day of February, A. D. 1892.

JOHN Y. LAMB,
Notary Public.

ACCIDENTS.

None.

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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, 1891:

Capital stock paid in	$100,000 00
Bonded debt	35,000 00
Floating debt—None.	
Cost of road and equipments	$135,000 00

The road extends from Port Oram, N. J., to Rockaway, N. J., a distance of five and twelve-hundredths miles.

It is leased to the Longwood Valley Railroad Company at an annual rental of six per cent. on its capital stock.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

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 6th day of January, A. D. 1892.

FRED. H. BEACH,
Master in Chancery of New Jersey.

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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, 1891:

Capital stock paid in	$6,000,000 00
Bonded debt	6,000,000 00
Floating debt	507,917 78
Cost of road and equipments	$10,932,231 39

The road extends from Phillipsburg, N. J., to Perth Amboy, N. J., and branches, a distance of sixty-five and ninety-three hundredths miles.

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

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.

Sworn and subscribed before me this 29th day of February, A. D. 1892.

J. F. SCHAPERKOTTER,
A Commissioner of Deeds for New Jersey in Pennsylvania.

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$157,675 98
Income from freight	2,274,526 47
Income from other sources	31,354 00
Total	$2,463,556 45

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$1,848,999 69

Dividends paid during the year 1891, and how paid—None.

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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, 1891:

Capital stock paid in	$51,516 44
Bonded debt—None.	
Floating debt—None.	
Cost of road	$51,516 44

The road extends from a point in the Trenton Branch of the Delaware and Bound Brook Railroad, near Trenton, to a point in Millham township, Mercer county, a distance of three miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required law is furnished by that company, and is included in the operations of the Delaware and Bound Brook Railroad Company.

State of Pennsylvania, Philadelphia County, *ss.*—J. S. Wise, being duly sworn, on his oath says that he is Treasurer of the East Trenton Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this 1st day of March, A. D. 1892.

C. K. KLINK,
Commissioner of Deeds for New Jersey in Pennsylvania.

Dividends paid during the year 1891, and how paid—No dividends.

ACCIDENTS.

None.

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ELIZABETH EXTENSION 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 Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$30,000 00
Floating debt	15,546 40
Cost of road and equipments	$45,546 40

Dividends paid during the year 1891, and how paid—None.

The road extends from Elizabethport to New Jersey Jockey Club, a distance of one and sixty-nine hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

The receipts and expenses for 1891 are included in the receipts and expenses of the Central Railroad of New Jersey; no separate account of same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Elizabeth Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief. J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892. BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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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, 1891:

Capital stock paid in	$30,000 00
Bonded debt	15,000 00
Floating debt	115 49
Cost of road and equipments	$45,115 49

The road extends from junction Delaware and Raritan Canal and Feeder to Mulberry avenue, in township of Millham, Mercer county, N. J., a distance of one and one-half miles.

It is operated in connection with the Belvidere Delaware Railroad as a part of their Belvidere Division, by the Pennsylvania Railroad Company, lessees.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, 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.

W. H. WILSON.

Sworn and subscribed before me this 3d day of February, A. D. 1892.

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

Dividends paid during the year 1891, and how paid—None.

ACCIDENTS.

None.

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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, 1891:

Capital stock paid in	$80,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$50,309 27
Dividends paid during the year 1891, and how paid—Paid 5 per cent. dividend July 1st, 1891	$1,500 00

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

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers—None.	
Income from freight	$7,277 05
Income from other sources	365 50
Total	$7,592 55
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$4,400 25

State of New Jersey, Morris County, *ss.*—Frederick A. 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 1891, are correct and true, to the best of his knowledge and belief.

FREDK. A. CANFIELD.

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Sworn and subscribed before me this 1st day of February, A. D. 1892.

FREDERICK H. BEACH,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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FREEHOLD 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 Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$650,000 00

Cost of road and equipments—The property formerly the Freehold and New York Railroad was bought for $80,000. The cost of the other roads was as stated in their reports heretofore rendered.

Dividends paid during the year 1891, and how paid—None.

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and eighty-eight hundredths miles, and includes railroads formerly the property of the Atlantic Highlands Railroad Company, the Freehold and New York Railroad Company, the Keyport Railroad Company and the New York and Atlantic Highlands Railroad Company.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$40,648 70
Income from freight	18,106 86
Income from other sources	2,188 28
Total	$60,943 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$80,888 60

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Freehold and Atlantic Highlands Railroad Company, and that the

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foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

April 24th.—William Cottrell was struck by the train while driving across the track, and shoulder injured, Wickatunk. Engineer, F. Vanderbilt; conductor, C. McCarthy.

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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, 1891:

Capital stock paid in	$295,600 00
Bonded debt	498,600 00
Cost of road and equipments	$807,929 38

The road extends from Jamesburg, N. J., to Sea Girt, N. J., 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 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 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 1st day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$118,691 42
Income from freight	33,614 01
Income from other sources	7,862 75
Total	$160,168 18

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$113,116 66

Dividends paid during the year 1891, and how paid—None.

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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, 1891:

Capital stock paid in	$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$193,624 34

The road extends from Hibernia, N. J., to Delaware, Lackawanna and Western and Central Railroad Junctions, a distance of five and one-half miles, besides about one mile sidings.

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

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

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 is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 6th day of December, A. D. 1892.

FRED. H. BEACH,
Master in Chancery of New Jersey.

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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, 1891:

Capital stock paid in	$100,000 00
Bonded debt—None.	
Floating debt	9,618 12
Cost of road and equipments	$109,618 12

Dividends paid during the year 1891, and how paid—None.

The road extends from Hibernia Mine Railroad Junction into Hibernia mountain, a distance of one and thirty-hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers—None.	
Income from freight	$6,908 96
Income from other sources—None.	
Total	$6,908 96
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$3,019 30

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 1891, are correct and true, to the best of his knowledge and belief.

GEORGE RICHARDS.

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Sworn and subscribed before me this 6th day of January, A. D. 1892.

FRED. H. BEACH,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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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 Hopatcong Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$10,000 00
Bonded debt—Issue not perfected.	
Floating debt	7,913 08
Cost of road and equipments (uncompleted as yet)	$17,913 08

Dividends paid during the year 1891, and how paid—None.

The road extends from Shippenport to Forcite, a distance of less than one mile.

RECEIPTS AND EXPENSES FOR 1891.

Road not yet in operation.

State of New York, City and County of New York, *ss.*—William P. Ferguson, being duly sworn, on his oath says that he is President of the Hopatcong Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

WM. P. FERGUSON.

Sworn and subscribed before me this 28th day of April, A. D. 1892.

MAHLON PITNEY,
Master in Chancery of New Jersey.

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HUDSON AND COMMUNIPAW 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 Hudson and Communipaw Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock authorized by certificate	$50,000 00
Capital stock paid in	2,000 00
Floating debt	49 56

Dividends paid during the year 1891, and how paid—None.

The road extends a distance of one mile.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

REMARKS.

Proceedings to condemn a part of the right of way were commenced in 1884, which have been taken by writ of *certiorari* into the Supreme Court, where they are now pending.

State of New York, New York City and County, *ss.*—John L. Conover, being duly sworn, on his oath says that he is Treasurer of the Hudson and Communipaw Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

JOHN L. CONOVER.

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Sworn and subscribed before me this 14th day of March, A. D. 1892.

WM. A. BARKALOW,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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JERSEY CITY AND BAYONNE 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 Bayonne Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$13,500 00
Floating debt	1,195 52

Dividends paid during the year 1891, and how paid—None paid.

The road, as projected, extends from Jersey City, N. J., to Bayonne City, N. J., a distance of five miles.

REMARKS.

Road not constructed.

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

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 9th day of January, A. D. 1892.

H. C. DUVAL,
Notary Public Kings County,
Certificate filed for N. Y. County.

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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, 1891:

Capital stock paid in	$870,000 00
Bonded debt	258,000 00
Floating debt—None.	
Cost of road and equipments	$1,096,438 68
Dividends paid during the year 1891, and how paid—	
June 30th, 5 per cent. in cash on $869,300	$43,465 00
December 31st, 5 per cent. in cash on $870,000	43,500 00

The road extends from Jersey City to Bergen Point, with branches, a distance of about thirty miles, single track.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$559,438 51
Income from other sources	5,467 06
Total	$564,905 57
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$443,242 03

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 1891, are correct and true, to the best of his knowledge and belief.

C. B. THURSTON.

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Sworn and subscribed before me this 22d day of February, A. D. 1892.

JAMES B. VREDENBURGH,
Master in Chancery of New Jersey.

ACCIDENTS.

January 15th.—Chas. Jasper was slightly injured about the head by falling from a Greenville car when in the act of jumping off backwards. Driver, W. Smith; conductor, H. P. Wulf.

January 16th.—John Haly, a small boy about ten years of age, was fatally injured by jumping against a truck from a Hudson City car while it was in motion; he died from the results of his injuries. Driver, John Rodgerson; conductor, Crawford Whaley.

March 6th.—Patrick Glennon, while under the influence of liquor, received a fracture of the left arm by falling down when the conductor of a Montgomery street car attempted to push him out of the way of the car. Driver, Frank Hurley; conductor, F. B. Gardner.

March 9th.—John Conlin, injured by being thrown from his cart on account of collision with electric motor. Motorman, M. Coyne; conductor, G. Mark.

March 28th.—Mrs. Susan Keegan, age forty, was injured by alighting from a Bayonne car before it had stopped. Driver, G. Reckerman; conductor, R. Schwebs.

May 6th.—Wm. Weicks, injured on the right leg while boarding a Greenville car while it was in motion. Driver, G. Inslee; conductor, F. M. Koestler.

May 15th.—Geo. Howard, slightly injured in the right hand while on the front platform of a Pacific avenue car, by collision with wagon. Driver, M. Giblin; conductor, J. Bustard.

May 23d.—John Daun, age twenty, slightly injured by attempting to jump on front platform of a Montgomery street car. Driver, J. Kennedy; conductor, F. A. Rogers.

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May 25th.—N. Lawless was injured on the left leg and shoulder by being struck by a wagon-pole while standing on the platform of a Hudson City car. Driver, J. Carey; conductor, J. Dunn.

June 6th.—Pauline Maier, aged thirty, knocked down by a Pacific avenue car horse while crossing the street. Driver, J. Kavannagh; conductor, W. Outwater.

June 8th.—Nellie Hurley, age fourteen, slightly injured by jumping from a Pacific avenue car before it came to a full stop. Driver, J. Rule; conductor, F. Clark.

B. Van Orden was seriously injured by falling in the street from rear platform of an Erie street car. Driver, J. Conway; conductor, J. Clougher.

June 29th.—Wm. Schmidt, age three, was slightly injured about the face by being thrown from the wagon which collided with a Montgomery street car. Driver, P. Farrelle; conductor, I. McDonald.

August 3d.—Rachel Fields, injured in left hip while getting off Greenville (open) car. Driver, H. Brady; conductor, A. Rohan.

August 9th.—Patrick Mullins, aged thirty-eight, slightly cut about the head while getting off a Greenville (open) car. Driver, J. Dowling; conductor, G. Warrell.

October 4th.—John Fitzgerald, slightly injured about the head, falling from a Pacific avenue car as it was starting. Driver, W. Frazer; conductor, M. Mortensen.

October 31st.—Dr. W. J. McDowell, slightly injured while stepping from a Hudson City car which was in motion. Driver, G. Morling; conductor, W. Ackley.

October 5th.—Eliza Perry, age forty-two, fatally injured by being knocked down by the horses of a Pacific avenue car. Driver, W. Ahrens; conductor, T. Reynolds.

October 6th.—Arthur McKeon had his right arm dislocated in jumping from a Montgomery street car while it was in motion. Driver, P. Van Bell; conductor, Jos. Delap.

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November 2d.—Abram Schevanovitch was seriously injured by jumping off of the rear platform of a Greenville car while it was in motion. Driver, M. Kehoe; conductor, J. McAneny.

November 6th.—Michael Murray was slightly injured about the head while attempting to jump on a Greenville car while it was in motion; he was intoxicated. Driver, P. Broderick; conductor, A. T. Mulford, Jr.

November 7th.—Thomas Carney was slightly injured by falling off the front platform of a Greenville car while in motion. Driver, L. Warner; conductor, R. Schwebs.

November 21st.—James McGill was slightly injured by falling in the street while in the act of jumping off of a Greenville car in motion. Driver, J. Dowling; conductor, J. McAneny.

November 22d.—T. Boyle was injured on the left foot by a Greenville car while he was standing in the street. Driver, P. Burke; conductor, F. J. Hulbert.

December 19th.—Jacob Witterschein, aged thirty-four, was slightly injured on the face and body by being run over by a Hudson City car. Driver, M. Healy; conductor, W. F. Seabury.

December 19th.—Richard Eldrich, aged thirty-two, was slightly injured on the head by falling off of a Greenville car, which was standing still. He was intoxicated. Driver, J. Dowling; conductor, J. Schnedler.

December 21st.—Delia Eyers was injured by being thrown from a North Hudson county car by an Erie street car colliding with said car. Driver, J. England.

December 28th.—Joseph Betts was slightly injured by being thrown from his wagon, which was struck by a Hudson City car. Driver, H. McCormick; conductor, J. Lowery.

December 31st.—Henry Garland was somewhat injured on the hand by falling in attempting to get off of a Montgomery street car while it was in motion. Driver, J. Gisler; conductor, P. Sherry.

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LAFAYETTE 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 Lafayette Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$2,000 00
Floating debt	25,001 25
Cost of road and equipments	$27,001 25

Dividends paid during the year 1891, and how paid—None.

The road extends from Lafayette to Griffin Iron Works, a distance of thirty-one hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

The receipts and expenses for 1891 are included in the receipts and expenses of the Central Railroad Company of New Jersey, and no separate account of same was kept.

REMARKS.

This road was incorporated for a distance of one-half mile, to Passaic Zinc Works, and was opened for business November 1st, 1890.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Lafayette Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

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Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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LEHIGH 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 Lehigh and Hudson River Railway Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in, apportioned to New Jersey	$1,100,000 00
Bonded debt, apportioned to New Jersey	1,148,557 00
Floating debt, apportioned to New Jersey	216,021 19
Cost of road and equipments, apportioned to New Jersey	$2,385,188 19

Dividends paid during the year 1891, and how paid—None.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of sixty-three and twenty-hundredths miles. From Belvidere to the State line, is a distance of forty-six and eighty-four hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers, apportioned to New Jersey	$11,125 51
Income from freight, apportioned to New Jersey	252,585 24
Income from other sources, apportioned to New Jersey	13,376 33
Total	$277,087 08
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$153,736 05

REMARKS.

The road extends from Belvidere, N. J., to Greycourt, N. Y., sixty-three and twenty-hundredths miles. We have trackage rights over Pennsylvania Railroad tracks, Belvidere to Phillipsburg, fourteen miles. From New York State line to Belvidere is forty-six and

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eighty-four hundredths miles. This report covers the proportion in State of New Jersey only.

State of New York, Orange County, *ss.*—Edgar M. Reynolds, being duly sworn, on his oath says that he is Auditor 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 1891, are correct and true, to the best of his knowledge and belief.

E. M. REYNOLDS,
Auditor.

Sworn and subscribed before me this 12th day of February, A. D. 1892.

F. V. SANFORD,
A Commissioner for the State of New Jersey.

ACCIDENTS.

December 17th.—D. Oliver, brakeman, arm pinched while coupling cars at Kinney's siding; not seriously injured.

December 28th.—George Callahan, brakeman, shoulder dislocated and one rib broken, while coupling cars at Sheldon's.

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LEHIGH VALLEY TERMINAL 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 Lehigh Valley Terminal Railway Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$8,348,000 00
Bonded debt	7,000,000 00
Floating debt—None.	
Cost of road and equipments	$10,288,280 78

Dividends paid during the year 1891, and how paid—None.

The road extends from South Plainfield, N. J., to Jersey City, N. J., and branches, a distance of about twenty-five miles.

RECEIPTS AND EXPENSES FOR 1891.

Included in those of the Easton and Amboy Railroad Company.

REMARKS.

This company was formed by the merger of the Roselle and South Plainfield Railway Company, the Newark and Roselle Railway Company, the Newark Railway Company, the Jersey City, Newark and Western Railway Company, the Newark and Passaic Railway Company, the Edgewater Railway Company and the Jersey City Terminal Railway Company, by articles filed August 28th, 1891. The road is not yet completed.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says, that he is Secretary of the Lehigh

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Valley Terminal Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this 1st day of March, A. D. 1892.

THOMAS L. J. HODGE,
A Commissioner for New Jersey in Pennsylvania.

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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, 1891:

Capital stock issued	$60,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of one and three-quarter miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $600 and taxes.

The particulars of the operations and expenditures have been kept as part of the general accounts of that 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.*—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 23d day of February, A. D. 1892.

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

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ACCIDENTS.

None.

State of New York, County of New York, *ss.*—Simon Borg, the President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Lodi Branch Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Lodi Branch Railroad during the year ending December 31st, 1891, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me this 23d day of January, A. D. 1892.

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

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LONG BEACH 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 Long Beach Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$253,000 00
Cost of road and equipments	$255,560 27

The road extends from Manahawkin, N. J., to Beach Haven, N. J., and from Barnegat City Junction to Barnegat City, N. J., a distance of twenty and five-tenths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over 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. J. Sewell, being duly sworn, on his oath says that he is President of the Long Beach Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this 1st day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$6,907 09
Income from freight	1,673 63
Income from other sources	1,658 43
Total	$10,239 15

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$28,374 89

Dividends paid during the year 1891, and how paid—None.

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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, 1891:

Capital stock paid in	$800,000 00
Bonded debt	7,500,000 00
Floating debt—None.	
Cost of road, principally expended 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 a half 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 the Long Dock Company. The accounts of its operations are not kept distinct from the general accounts 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 6th day of January, A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

Dividends paid during the year 1891, and how paid—None.

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State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, the Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring during the year ending December 31st, 1891, on the Long Dock Railroad, is true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 6th day of January, A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

ACCIDENTS.

No accidents are reported as occurring on this line during the year ending December 31st, 1891.

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MACOPIN 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 Macopin Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$60,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$60,000 00

The road extends from Macopin lake, Passaic county, N. J., to a connection with the New York, Susquehanna and Western Railroad, near Charlotteburgh, N. J., a distance of one and one-half miles.

It is operated by the New York, Susquehanna and Western Railroad Company at an annual rental, and the particulars of operations and expenditures have been kept as a part of the general accounts of that 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.*—John R. Bartlett, being duly sworn, on his oath says that he is Treasurer of the Macopin Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. BARTLETT.

Sworn and subscribed before me this 20th day of February, A. D. 1892.

HENRY C. ANDREWS,
Notary Public New York County.

ACCIDENTS.

None.

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State of New York, County of New York, *ss.*—John P. Rafferty, the Second Vice President of the New York, Susquehanna and Western Railroad, being duly sworn, says that the accounts of operations and expenditures of the Macopin Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Macopin Railroad during the year ending December 31st, 1891, is correct and true, to the best of his knowledge, information and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this day —— of January, A. D. 1892.

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

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MANUFACTURERS EXTENSION 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 Extension Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$53,700 00
Floating debt	969 64
Cost of road and equipments	$54,669 64

Dividends paid during the year 1891, and how paid—None.

The road extends from Albert street to Mapes' works, a distance of one and twenty-three hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

The receipts and expenses for 1891 are included in the receipts and expenses of the Central Railroad of New Jersey. No separate account of the same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Manufacturers Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

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ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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MARTIN'S CREEK 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 Martin's Creek Railway Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$28,000 00
Cost of road and equipments	$28,000 00

The road extends from a point on the Belvidere Delaware Railroad at or near Martin's Creek station to a point in the Delaware river in the dividing line between the States of New Jersey and Pennsylvania.

It is operated in connection with the Belvidere Delaware Railroad, as a part of their Belvidere Division, by the Pennsylvania Railroad Company, lessee.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Martin's Creek Railway 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 3d day of February, A. D. 1892.

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

RECEIPTS AND EXPENSES FOR 1891.

Account kept in connection with the Belvidere Delaware Railroad Company, not separate.

Dividends paid during the year 1891, and how paid—None.

ACCIDENTS.

None.

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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, 1891:

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, at an annual rental of five thousand dollars, and this company can make no report as to accidents, receipts or expenditures, except receipts from rental and dividends paid.

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 20th day of February, A. D. 1892.

CHAS. T. ABBOTT,
M. C. C.

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RECEIPTS AND EXPENSES FOR 1891.

Rental by suit less expenses	$3,527 26
Dividends paid during the year 1891, and how paid—	
Paid in cash, on application, to stockholders, after deducting interest on bonded indebtedness	$1,921 37

ACCIDENTS.

No accidents.

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MIDDLESEX 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 Middlesex Railway Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$1,000 00
Bonded debt—None.	
Floating debt	3,087 19
Cost of road and equipments	$4,087 19

Dividends paid during the year 1891, and how paid—None.

The road extends from a point in a side track of the Easton and Amboy Railroad in Perth Amboy, N. J., to a point in the northern line of Washington street, in said city, a distance of about one thousand eight hundred feet.

RECEIPTS AND EXPENSES FOR 1891.

The road is maintained and operated as a part of the Easton and Amboy Railroad, and the receipts and expenses are included in those of that company, no separate account being kept.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary of the Middlesex Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this 25th day of February, A. D. 1892.

J. F. SCHAPERKOTTER,
A Commissioner of Deeds for New Jersey in Pennsylvania.

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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, 1891:

Capital stock paid in	$95,750 00
Bonded debt—None.	
Floating debt	17,654 42
Cost of road	$95,750 00

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of six and sixty-five hundredths miles.

It is operated by the Pennsylvania Railroad Company, under a temporary arrangement, without any written contract, the latter company paying all expenses and charging the deficiency in net receipts to the former company.

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 Millstone and New Brunswick 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 9th day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$5,365 66
Income from freight	3,359 83
Income from other sources	873 92
Total	$9,599 41

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$18,650 99

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MORRIS 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 Morris County Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$300,000 00
Bonded debt	300,000 00
Floating debt	12,804 71
Cost of road and equipments	$612,804 71

Dividends paid during the year 1891, and how paid—None paid.

The road extends from Morris County Junction to Charlotteburg, N. J., a distance of fifteen miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$568 81
Income from freight	13,376 60
Income from other sources	18 74
Total	$13,964 15
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$25,554 11

REMARKS.

The receipts of the Hibernia Branch Railroad were paid into the treasury of the Morris County Railroad, and the expenses of the former concern were paid by the latter. The report of the Hibernia Branch Railroad will, therefore, be the same for 1891 as 1890.

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State of New Jersey, Morris County, *ss.*—Edward Kelly, being duly sworn, on his oath says that he is General Superintendent of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

EDWARD KELLY,
General Superintendent.

Sworn and subscribed before me this 15th day of March, A. D. 1892.

JOHN COOK,
Justice of the Peace.

ACCIDENTS.

James Thomson, leg broken.

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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, 1891:

Capital stock paid in	$15,000,000 00
Bonded debt	24,444,000 00
Cost of road and equipments	$38,508,487 63

The road extends from Hoboken to Phillipsburg, with Boonton Branch additional, a distance of 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.*—Frederick H. Gibbens, 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. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$1,907,095 22
Income from freight	3,157,442 34
Income from other sources	486,852 17
Total	$5,551,389 73

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $3,762,112 42

Dividends paid during the year 1891, and how paid—$1,050,000 directly to stockholders by lessee.

ACCIDENTS.

January 1st.—Morris Lunger, engineer, collision, misplaced switch. Killed.

January 1st.—Smith Deremer, fireman, collision, misplaced switch. Killed.

January 2d.—Thomas E. Lewis, brakeman, fell from train. Killed.

January 8th.—Peter Schumacher, gateman, struck by train. Killed.

January 8th.—Gustave Kortee, crossing track. Fracture of one leg.

January 8th.—Chas. Gustapson, crossing track. Killed.

January 9th.—Herman Humler, brakeman, coupling cars. Hand crushed.

January 16th.—Heinrich Behrns, lying on track. Killed.

January 16th.—W. H. Grogan, brakeman, coupling cars. Hand crushed.

January 20th.—Patrick Cummings, brakeman, climbing on car in motion. Killed.

January 23d.—Michael Finley, crossing track. Killed.

January 23d.—H. C. Burns, brakeman, uncoupling engine. Finger crushed.

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January 24th.—Unknown man, walking on track. Killed.

January 26th.—George Fell, brakeman, coupling cars. Back bruised.

January 29th.—Timothy Cronan, brakeman, coupling cars. Five ribs broken.

January 31st.—Jacob Lunger, brakeman, coupling cars. Finger crushed.

February 2d.—John Burke, climbing on a moving train. Killed.

February 3d.—Edgar Cowell, brakeman, caught between brake-wheel and lumber on car. Hand and arm bruised.

February 5th.—Chas. Beethel, car checker, fell from moving car. Head cut, arms and legs bruised.

February 5th.—Stewart Lee, brakeman, coupling cars. Hand crushed.

February 9th.—Walter Schmeal, brakeman, fell from a car. Arm broken.

February 11th.—John Carley, boy, climbing on moving train. Killed.

February 17th.—Samuel Richards, boy, climbing on moving train. One foot crushed.

February 20th.—I. Power, standing on track. Killed.

February 21st.—Daniel Decker, brakeman, coupling cars. Hand crushed.

February 25th.—John J. Cryon, brakeman, jumping from engine. Knee cap broken.

March 1st.—Geo. Omick, brakeman, fell from a box car. Killed.

March 2d.—Jos. Wendt, passenger, jumped off before train stopped. One leg crushed.

March 5th.—Frank Vanderhoof, drillmaster, coupling cars. Hand bruised.

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March 9th.—Jos. Tobin, brakeman, coupling cars. Arm bruised.

March 9th.—Alex. Cammysaw, drillmaster, coupling cars. Finger crushed.

March 12th.—H. J. Lester, porter, knocked down in car by collision. Two ribs broken.

March 13th.—Michael Murner, tramp, walking on track. Head cut.

March 13th.—Wm. M. Myers, fireman, breaking glass in cab window. Hand cut.

March 13th.—Wm. E. Abrahams, brakeman, coupling cars. Arm bruised.

March 18th.—Edward Myers, brakeman, climbing on a moving car. Knee cap broken.

March 24th.—Patrick Ryan, climbing on a moving train. Killed.

March 25th.—John Bartron, brakeman, coupling cars. Arm crushed.

March 30th.—Unknown man, walking on Passaic bridge. Killed.

April 9th.—D. H. Hartman, brakeman, coupling cars. Finger crushed.

April 10th.—W. H. Barnes, colored, boatman, crossing track. Head cut.

April 10th.—Bartholomew Lyons, trackwalker, walking on track. Killed.

April 11th.—Jacob Osborn, walking on track. Killed.

April 15th.—James Addison, brakeman, jumped from passenger train in motion. Leg broken.

April 20th.—Joseph Scott, brakeman, coupling cars. Three fingers crushed.

April 21st.—J. F. Ainey, brakeman, coupling cars. Thumb crushed.

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April 23d.—Samuel Struble, jumped from moving train. Killed.

April 24th.—Henry Munther, climbing on moving train. Head cut.

April 25th.—Fred. Bruns, brakeman, foot caught between cars. Toe crushed.

April 28th.—William Cannon, boy, climbing on moving train. Foot crushed.

April 28th.—William More, brakeman, caught between cars in coupling. Back bruised.

April 29th.—Daniel Mooney, brakeman, caught between cars in coupling. Killed.

May 7th.—Leo Randall, boy, standing on track. Head cut.

May 8th.—Wm. F. Moyer, brakeman, coupling cars. Three fingers mashed.

May 9th.—Fred. Hartford, brakeman, uncoupling cars. Finger mashed.

May 18th.—Frank Malone, trackman, struck by stick timber on passing freight train. Head cut.

May 18th.—Jacob Wortman, trackman, struck by stick timber on passing freight train. Side bruised.

May 25th.—Frank Angelo, laborer (not employed), crossing track. Severely bruised.

May 26th.—John McCatharine, brakeman, coupling engine to train. Thumb crushed.

May 30th.—John Cunningham, walking too near track. Killed.

May 30th.—John Woodall, baggagemaster, coupling cars. Breast bone broken.

June 2d.—Michael Varga, walking on track. Killed.

June 2d.—Stephen Zack, walking on track. Killed.

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June 13th.—Uho Spiers, standing too near track. Killed.

June 16th.—John Geisler, brakeman, falling from top of box car. Badly bruised.

June 17th.—William Murray, tramp, walking on track. Killed.

June 17th.—Patrick Pierce, brakeman, falling from top of box car. Killed.

June 18th.—Frank Lilly, tramp, walking on track. Bruised on the back.

June 23d.—Jas. McGrogan, climbing on moving train. Bruised on the back.

June 26th.—Patrick Gaiton, climbing on moving train. Toe crushed.

June 29th.—John Geisler, brakeman, foot caught under turn-table. Toes crushed.

June 30th.—Thos. McLean, brakeman, falling from car. Leg bruised.

July 3d.—Clinton Swick, brakeman, coupling cars. Finger crushed.

July 3d.—E. J. Murphy, brakeman, coupling cars. Arm crushed.

July 4th.—Frank Ellis, found on track. Killed.

July 6th.—Israel Day, drillmaster, thrown from train. Leg bruised.

July 9th.—Geo. W. Willin, brakeman, coupling cars. Finger crushed.

July 18th.—Wilson Osmun, drillmaster, falling from car. Killed.

August 4th.—Jas. Cirgan, knocked down by a car. One leg crushed.

August 6th.—John Fitzpatrick, standing on track. Badly bruised.

August 10th.—Roca Galla, laborer (gravel train), jumping from moving train. Badly bruised.

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August 11th.—Asher Hicks, engineer, caught between cars. Killed.

August 12th.—Henry Brown, brakeman, fell from car and was run over. Killed.

August 13th.—William Libsey, boy, jumped from moving coal train. Killed.

August 13th.—Frank Trimmer, brakeman, coupling engine to car. Leg bruised.

August 14th.—Richard Burke, brakeman, coupling engine to car. Finger crushed.

August 23d.—James Murphy, walking on Passaic bridge. Killed.

August 27th.—William Hoffman, brakeman, coupling cars. Finger crushed.

August 28th.—Toloe Greenhold, walking on track. Killed.

August 29th.—Garvin Clark, standing on track. Killed.

August 29th.—David Grogan, brakeman, head came in contact with small building. Head cut.

August 30th.—Chas. Smally, brakeman, fell from train. Killed.

September 5th.—Michael Noon, drillmaster, uncoupling cars. Hand crushed.

September 6th.—Michel Lazok, walking on track. Killed.

September 10th.—Jos. Laddin, brakeman, standing on track. Toes crushed.

September 11th.—John Dalley, crossing track. Back bruised.

September 11th.—Maurice Dennis, trackwalker, collision. Rib broken and other bruises.

September 14th.—Richard Carr, passenger, jumped from train in motion. Killed.

September 15th.—Mario Polecastra, picking coal on track. Killed.

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September 18th.—Samuel Hoffman, brakeman, coupling cars. Finger bruised.

September 21st.—James E. Ellor, passenger, jumped from train before it stopped. Head badly cut.

September 26th.—John Conlan, brakeman, coupling cars. Finger bruised.

September 29th.—Unknown man, walking on track. Killed.

October 2d.—Adolph Toennings, baker, crossing track in wagon. Badly bruised.

October 9th.—Daniel McBride, track laborer, struck by a flying step which broke from the engine. Killed.

October 9th.—Frank Snyder, brakeman, climbing on moving engine. One foot crushed.

October 10th.—Peter Flannery, standing too near the track. Killed.

October 16th.—Alter Gluckman, laborer coal dock, caught between two coal cars. Killed.

October 16th.—Fred. Clow, drillmaster, coupling cars. Finger crushed.

October 20th.—James Mackin, walking on track. Killed.

October 24th.—John Matthews, crossing track. Killed.

October 27th.—Ed. Howell, brakeman, struck by a box car. Back and one leg bruised.

October 28th.—James Wilson, boy, stepped in front of an engine. One foot crushed.

October 29th.—H. H. Segraues, drillmaster, fell from top of box car. Ankle sprained.

October 29th.—C. Cummins, drillmaster, fell from top of box car. Several bruises.

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October 29th.—Chas. Schoonover, drillmaster, coupling cars. Thumb bruised.

November 7th.—Samuel Kichline, brakeman, fell from train. Three ribs fractured.

November 10th.—John Temple, crossing track. Killed.

November 11th.—Hugh Gallagher, brakeman, found along the track. Dead.

November 13th.—Mary Paynter, passenger, fell in alighting. Shoulder dislocated.

November 21st.—Thomas Rice, brakeman, cutting engine loose. Foot badly bruised.

November 25th.—D. C. Dalrymple, yardmaster, run over by cars. Killed.

November 26th.—Samuel Campbell, crossing track in carriage. Killed.

November 30th.—William Morrison, brakeman, stone on car slid forward. Hand bruised.

December 3d.—Edward Drikin, brakeman, coupling cars. Finger crushed.

December 5th.—Geo. Lyon, brakeman, coupling engine to coach. Three fingers crushed.

December 7th.—J. W. Lister, brakeman, coupling cars. Hand bruised.

December 10th.—Geo. B. Snyder, brakeman, climbing on moving train. Killed.

December 11th.—W. H. Elwell, tramp, climbing on moving train. One foot crushed.

December 12th.—Marteno Salvator, passenger, jumped from moving train. Several bad cuts and bruises.

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December 12th.—Thomas Fennell, laborer coal dock, caught between cars. Severely bruised.

December 29th.—Unknown lady, passenger, jumped from moving train and fell. Face cut.

December 31st.—Michael Callahan, brakeman, coupling cars. Hand crushed and amputated.

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MORRIS AND ESSEX EXTENSION 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 Extension Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$221,000 00
Floating debt	129,811 94
Cost of road and equipments	$350,811 94

The road extends from junction with Boonton Branch of Morris and Essex Railroad into the city of Paterson, a distance of one and ninety-one hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad, as lessee, under an agreement to pay four per cent. on its stock, &c., and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western, as lessee of the 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.*—Arthur D. Chambers, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this 8th day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Dividends paid during the year 1891, and how paid—$8,840 directly to stockholders by Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad.

ACCIDENTS.

None.

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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, 1891:

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 at an annual rental of $11,189.

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

HENRY I. BUDD.

Sworn and subscribed before me this 8th day of February, A. D. 1892.

MARK R. SOOY,
M. C. C.

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$4,982 14
Income from freight	2,076 58
Income from other sources	567 02
Total	$7,625 74

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $13,927 29

Dividends paid during the year 1891, and how paid—$11,478 in two semi-annual payments of $5,739, 3 per cent. semi-annually on $95,650.

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MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Honorable the Comptroller of the State of New Jersey, Trenton, N. J.:

SIR—In obedience to the laws of the State of New Jersey, the Mount Hope Mineral Railroad Company makes the following report for the year ending December 31st, 1891:

This road extends from Mount Hope to Port Oram, in Morris county, a distance of about three and fifty-four hundredths miles, and is used mainly for the transportation of iron ores, coal and mine supplies.

No passengers 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 earnings for the year have been	26,032 27
Expenses of repairs and operating have been	9,978 45

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.

J. I. BLAIR,
President.

Sworn and subscribed before me this —— day of January, 1892.

WILLIAM H. VAIL,
Notary Public, Blairstown, N. J.

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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, 1891:

Capital stock paid in	$1,200,000 00
Bonded debt—None.	
Floating debt	13,000 34
Cost of road and equipments	$1,225,930 61

Dividends paid during the year 1891, and how paid—None.

The road extends from Bergen Hill to Communipaw, a distance of one and ninety-five hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from freight	$50,261 47
Total	$50,261 47
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$31,768 84

State of New York, New York City and County, *ss.*—James A. Hand, being duly sworn, on his oath says that he is Secretary of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

JAS. A. HAND.

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Sworn and subscribed before me this 24th day of February, A. D. 1892. Witness my hand and official seal.

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

ACCIDENTS.

None.

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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, 1891:

Capital stock paid in	$103,850 00
Floating debt	160,425 19
Cost of road and equipments	$264,275 19

The road extends from Roselle Junction to Montclair, a distance of four and twenty-four 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 as lessee of the 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. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1892.

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

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Dividends paid during the year 1891, and how paid—$6,231 directly to stockholders by Delaware, Lackawanna and Western Railroad Company, lessee of Morris and Essex Railroad.

ACCIDENTS.

None.

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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, 1891:

Capital stock paid in	$250,000 00
Bonded debt	250,000 00
Floating debt—None.	
Cost of road	$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 Jersey, Essex 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 9th day of February, A. D. 1892.

CORTLANDT PARKER, JR.,
M. C. C. of New Jersey.

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RECEIPTS AND EXPENSES FOR 1891.

Total	$85,757 10
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies and rent, $17,500	77,448 82
Surplus	$8,308 28

Dividends paid during the year 1891, and how paid—None were paid.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Newark and Hudson Railroad, and that the foregoing statement of receipts and expenditures, also that the accompanying statement of accidents occurring during the year 1891 on that road, are true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 10th day of February, 1892.

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

ACCIDENTS.

April 8th.—Michael Breslin, age sixty, attempted to drive over a private crossing near Newark, at 7:22 A. M.; the wagon was struck by train 304, engine 180, Geo. Cooke, conductor; S. L. Clarke, engineer, and he was thrown out and instantly killed.

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NEW JERSEY JUNCTION 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 Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$100,000 00
Bonded debt	1,700,000 00
Cost of road and equipment	$1,631,872 44

The road extends from Weehawken, N. J., to Jersey City, N. J., a distance of four and thirty-five hundredths miles.

It is leased to the New York Central and Hudson River Railroad Company, at an annual rental, as provided in contract approved by the Legislature of the State of New Jersey, by Chapter CLXII., approved April 12th, 1886.

It is equipped and operated by the New York Central and Hudson River 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.*—Chauncey M. Depew, being duly sworn, on his oath says that he is the President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 9th day of January, A. D. 1892.

H. C. DUVAL,
Notary Public Kings County,
Certificate filed for N. Y. County.

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State of New York, New York County, *ss.*—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn, says that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey, on the New Jersey Junction Railroad, during the year ending December 31st, 1891, is correct and true, to the best of his information, knowledge and belief.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 9th day of January, 1892.

H. C. DUVAL,
Notary Public.

ACCIDENTS.

For the year ending December 31st, 1891.

January 14th.—Unknown Italian, Hoboken, train 2, conductor, E. Wilson;* engineer, M. Moylan,† slightly cut over right eye and back of head by being struck by train while picking coal on track.

May 16th.—Pat'k Shanahan, laborer (not in employ of N. J. J. R. R.), Weehawken, train 10, conductor, T. B. Franklin;† engineer, M. Moylan,† killed—struck by engine No. 204, while attempting to cross tracks in front of train.

Correct: C. M. BRADLEY,
General Superintendent.

* Not now in service. † Still in service.

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NEW JERSEY SHORE LINE 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 Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$31,000 00
Floating debt	1,824 44

Dividends paid during the year 1891, and how paid—None paid.

The road as projected is to extend from Weehawken, N. J., to Harrington, N. J., a distance of fifteen and one-half miles.

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—Chauncey M. Depew being duly sworn, on his oath says that he is President of the New Jersey Shore Line Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this ninth day of January, A. D. 1892.

H. C. DUVAL,
Notary Public, Kings County.
Certificate filed for New York County.

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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, 1891:

Capital stock—Preferred	$1,590,000 00	
Common	1,000,000 00	
		$2,590,000 00
Bonded debt (including that of the Long Branch and Sea Shore Railroad)		1,790,600 00
Cost of road and equipments, purchased at foreclosure sale in 1879, for		$752,000 00

Dividends paid during the year 1891, and how paid—None.

The road extends from Port Monmouth to Atco (main line), with branches from Eatontown to East Long Branch and East Long Branch to Sandy Hook (formerly Long Branch and Sea Shore Railroad); total, eighty-eight and eleven-hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$394,388 90
Income from freight	291,817 68
Income from other sources	23,996 56
Total	$710,203 14
Expenditures during the year for working road, including repairs, maintenance of way, motive power, contingencies and taxes	$659,902 18

REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies:

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	Miles
The West End Railroad Company	1.55
The Toms River Railroad Company	7.57
The Toms River and Waretown Railroad Company	14 71
The Vineland Railroad Company	46.82
The Buena Vista Railroad Company	1.03
The Cumberland and Maurice River Railroad Company	21.20
The Cumberland and Maurice River Extension Railroad Company	1.23

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

January 12th.—Martin Morris, hand crushed, coupling cars, Bridgeton. Engineer, C. Rice; conductor, F. Garwood.

January 27th.—Jno. Abbett, fatally injured, run over by car, account of foot catching in frog, Red Bank. Engineer, E. Egbert; conductor, D. C. Wells.

February 24th.—Charles Wooley, shoulders injured, coupling cars, Lakewood. Engineer, Jno. Cline; conductor, Ed. Leek.

March 21st.—David Letts, head injured; Daniel Hurley, three ribs and collar-bone broken, lining-bar falling on track ahead of hand-car, North Forked River. D. Hurley, foreman.

April 7th.—George Shafte, fatally injured, knocked off car, Matawan yard. Engineer, F. Vanderbilt; conductor, C. McCarthy.

June 9th.— —— Kine, slightly injured, if at all, lying alongside of track, struck by engine, Chapel Hill. Engineer, W. Savage; conductor, G. Brown.

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June 13th.—James Kelly, slightly injured, fell from top of car, Vineland. Engineer, ——— ———; conductor, ——— ———.

June 19th.—Walter A. Skillman, arm mashed, coupling cars, Eatontown. Engineer, John Manion; conductor, W. Ross.

July 7th.—Wm. Gundrum, fingers mashed, coupling cars, Eatontown. Engineer, E. Manning; conductor, D. Johnson.

July 10.—Two firemen slightly burned, explosion of gasoline, Long Branch. Engineer, J. Errickson; conductor, J. Predmore.

July 29th.—W. D. Haynes, hand mashed, coupling cars, Eatontown. Engineer, W. Garrow; conductor, W. Rose.

August 6th.—Martin Morris, arm slightly squeezed, coupling cars, Vineland. Engineer, C. Rice; conductor, F. Garwood.

August 8th.—Leonard Bowers, fatally injured, struck by engine while walking on track, Newport. Engineer, J. Thompson; conductor, J. Horsho.

September 11th.—Wm. Morris, fatally injured, struck while walking on track between Long Branch and North Long Branch. Engineer, Wm. L. Nevison; conductor, C. A. Wyatt.

October 23d.—Augustus B. Dye, slightly injured, struck while walking on track, Red Bank. Engineer, James Errickson; conductor, D. C. Wells.

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THE 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, 1891:

Capital stock paid in	$100,000 00
Bonded debt	2,700,000 00
Floating debt (estimated)	325,000 00
Cost of road and equipments (estimated)	$2,870,299 78

Dividends paid during the year 1891, and how paid—None paid.

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

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$173,996 57
Income from freight	120,133 06
Income from other sources	8,504 99
Total	$302,634 62
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$263,854 82

REMARKS.

The amount of capital stock authorized on the re-organization of the company was $100,000. The amount actually issued and held by stockholders is 1,500 shares, $75,000.

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State of New York, New York City and County, *ss.*—Abram S. Hewitt, being duly sworn, on his oath says that he is President 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 1891, are correct and true, to the best of his knowledge and belief.

ABRAM S. HEWITT.

Sworn and subscribed before me this 25th day of February, A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

ACCIDENTS.

During the year ending December 31st, 1891.

April 30th.—Henry Finnerty, age, about three years, was playing on crossing near track, just east of Bloomfield station, and as train 511, engine 148, R. Furey, conductor; G. E. Merrit, engineer, was approaching, at 1:30 P. M., the child stepped on track, directly in front of engine and was struck by pilot, receiving a slight wound on top of head. The engineer blew whistle and rang the bell but the child did not seem to notice the train at all.

May 12th.—Mary Ann Wade, age seven years, was playing in a vacant lot near track just west of Montclair station when she saw train 521, engine 177, C. Boxall, conductor; A. Dittig, engineer, approach at 6:23 P. M.; she ran up to the track and evidently tried to touch the engine as it passed, but got too close and was struck and badly bruised about left forearm and head and face. The engineer blew the whistle and rang the bell to warn her but she paid no heed.

May 14th.—Chas. Warman, age nineteen, as train 576, engine 125, W. A. Layton, conductor; I. Mead, engineer, was switching cars at Mountain View, at 3:40 P. M.; Warman got on the cars and had left foot caught between bumpers and so badly bruised that three toes had to be amputated.

July 15th.—Wm. O'Brien, age forty-nine, was found lying alongside of track near Bloomfield station, at 10 P. M., with cut on one side

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of head and body badly crushed. He died soon after he was found. Had evidently been struck by some unknown train.

July 15th.—W. E. Sigler, conductor, age twenty-seven, on train 576, engine 4, engineer, J. Ort, when train was about three-quarters of a mile east of Hewitt, at 2:58 P. M., struck some cows that had come on the track, derailing pony truck of engine; Conductor Sigler, who was on the engine at the time, jumped and sprained right ankle and had left side somewhat bruised.

August 30th.—John Lampa, age sixteen, jumped from train 441, engine 187, J. H. Conklin, conductor; A. Whritenour, engineer, as train was passing North Newark station, at 10:10 A. M., he fell and was run over and received injuries from which he died September 2d. He was told by the conductor that he had either to get off at Arlington or Orange Junction, as train did not stop at North Newark, and the young man wanted to go to Belleville.

November 10th.—Albert Courter, brakeman, age twenty-one, while riding cars of train 575, engine 236, J. W. Elliott, conductor; Ira Mead, engineer, into switch at North Newark, at 5:30 A. M., when the cars struck other cars in switch; he was thrown off to the ground, fracturing left forearm and badly spraining left foot.

November 19th.—F. C. Brant, brakemen, age twenty-two, while making a coupling, using stick, in train 575, engine 236, J. W. Elliott, conductor; I. Mead, engineer, at 6 A. M., at Meadow Junction, had second and third fingers of left hand caught and badly bruised.

December 3d.—Cornelius Hager, trackman, age twenty-two, in attempting to get on train 417, engine 169, D. Driscoll, conductor; D. O. Day, engineer, after it had started from North Newark, at 4:41 P. M., fell from the train, was run over and instantly killed.

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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, 1891:

Capital stock paid in	$2,000,000 00
Bonded debt	1,500,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight and four-hundredths miles, and is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company, under agreement.

The earnings and expenses are included in the earnings and expenses of the operating companies.

It is equipped by the operating companies, and the further information required by law is annexed hereto.

State of New York, New York City and County, *ss.*—George F. Baker, 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 is true and correct, to the best of his knowledge and belief.

GEO. F. BAKER.

Sworn and subscribed before me this 14th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

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ACCIDENTS.

For the year ending December 31st, 1891.

February 25th.—John Curtis, Sr., residence Holmdel township, N. J., while driving across the tracks near "Cross-over No. 7," was struck and instantly killed by Pennsylvania Railroad passenger train No. 281. H. W. Headly, conductor; Wm. Berry, engineer.

May 2d.—Henry Barkalow, residence New Bedford, N. J., while driving across the tracks at Manasquan, was struck and instantly killed by Central Railroad of New Jersey freight train No. 344. Frank Wilson, conductor; Chas. T. Ross, engineer.

May 19th.—Lorenzo Di Santi, residence Matawan, N. J., a laborer employed on Section No. 3, New York and Long Branch Railroad, was seriously injured by a portion of brake-shoe dropping from the brake-rigging of one of the cars in Central Railroad of New Jersey passenger train No. 312, one-half mile south of Hazlet station. Jno. B. McBurth, conductor; Jno. A. Errickson, engineer.

June 11th.—J. Frank Anderson, residence Asbury Park, N. J., a brakeman employed on Pennsylvania Railroad freight train No. 501, was struck and instantly killed at Branchport crossing, by falling from train, under the wheels. Wm. Byrne, conductor; A. Schlegel, engineer.

June 16th.—John Dehen, residence unknown, jumped from Pennsylvania Railroad express train No. 273 south of South Amboy station and was fatally injured. Stephen Fennas, residence unknown, a companion of Dehen, also jumped from same train at same point, and was seriously injured. C. R. Evans, conductor; E. Carr, engineer.

June 30th.—Geo. A. Frazer, colored (age seven), residence Asbury Park, N. J., while playing on track south of Asbury Park station, was struck and fatally injured by New Jersey Southern Division Central Railroad of New Jersey passenger train No. 128. Joseph Kelly, conductor; Gilbert Stout, engineer.

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August 12th.—William Jeffery, residence Oceanport, N. J., employed as night draw tender at Oceanport draw, was struck and instantly killed by Central Railroad of New Jersey extra passenger engine No. 377. F. W. Shinafield, conductor; Geo. Clickner, engineer.

September 7th.—Alex. Nordin, residence Hoboken, N. J., employed as brakeman on Pennsylvania Railroad freight train No. 501, struck Howe truss, at south end of Red Bank bridge, and was fatally injured. Richard Hagar, conductor; J. M. Cook, engineer.

Septembe 10th.—L. J. Dey, residence Jamesburg, N. J., employed as brakeman on Pennsylvania Railroad freight train No. 438, while coupling cars, at Sea Girt station, was caught between the bumpers, and instantly killed. Jas. M. Hampton, conductor; E. Johnson, engineer.

September 16th.—Edward Thompson, residence Lafayette, N. J., employed as brakeman on Central Railroad of New Jersey freight train No. 345, was struck and instantly killed by overhead bridge north of Elberon station. Geo. Edick, conductor; Hugh Horn, engineer.

September 30th.—Andrew Quintin, residence Avon, N. J., a conductor on retired list, Pennsylvania Railroad Company, was struck and instantly killed by Central Railroad of New Jersey passenger train No. 303, while walking across the tracks one-fourth mile north of Avon station. A. P. Hetfield, conductor; Oscar Duran, engineer.

February 9th.—John H. Lane, while coupling cars, had his hand caught between the bumpers and badly crushed, South Amboy. Conductor, Frank Wilson; engineer, Charles Ross.

March 3d.—Frank H. Chamberlain, while coupling cars, had one finger badly crushed, Little Silver. Conductor, Geo. Edick; engineer, Hugh Horn.

March 14th.—Edward H. Thompson, while in the act of coupling cars, was caught and had his shoulder injured, Little Silver. Conductor, Geo. Edick; engineer, Hugh Horn.

September 16th.—Edward H. Thompson, while passing over train, was struck by an overhead bridge and instantly killed, Elberon. Conductor, Geo. Edick; engineer, Hugh Horn.

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THE 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, 1891:

Capital stock (issue for value)	$21,000,000 00
Bonded debt	8,820,000 00
Cost of road and equipments	$28,996,602 22
Dividends paid during the year 1891, and how paid—Cash	$100,000 00

The road extends from Marion, N. J., to Gravel Place, Pa., a distance of one hundred and one and three-tenths miles, with branches in New Jersey and Pennsylvania of thirty-three and thirty-three hundredths miles, making in all one hundred and thirty-four and sixty-three hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$302,903 01
Income from freight	1,244,151 44
Income from other sources	109,468 13
Total	$1,656,522 58
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$940,068 10

State of New York, New York County, *ss.*—Simon Borg, 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 1891, are correct and true, to the best of his knowledge and belief.

SIMON BORG.

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Sworn and subscribed before me this 23d day of February, A. D. 1892.

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

ACCIDENTS.

January 5th.—Train No. 50, while drilling at Paterson, N. J., struck some cars on side track, they striking and killing Mrs. Mary Schurens, of that city, who was picking coal on track. Wm. Brush, Sr., conductor; J. H. Stinard, engineer.

January 12th.—Train No. 26 struck and killed a man named Andrew Staab, who was lying on track at Little Ferry, N. J. The night was dark, and he could not be seen in time to stop train. John White, conductor; E. W. Eldridge, engineer.

January 16th.—An unknown man was killed at Riverside, N. J., by stepping on track directly in front of moving train No. 25. J. J. Demarest, conductor; John Gannon, engineer.

April 7th.—William Dunn, brakeman on train No. 22, while drilling at Paterson, N. J., fell in front of cars and was killed. William Baxter, conductor; Stewart Williams, engineer.

April 9th.—Patrick Cleary, while crossing track just west of Washington street, Jersey City, was struck and slightly injured by train No. 38. John White, conductor; E. W. Eldridge, engineer.

April 12th.—Train No. 68 struck a man named Jacob Smith while walking on track near Wyckoff, N. J., and severely injured him; train could not be stopped in time to avoid striking him.

April 30th.—Joseph Marnell, a laborer on gravel train, was killed at Paterson, N. J., while trying to get out of the way of a sliding bank, by falling under train leaving gravel pit. William Baxter, conductor; E. L. Harrington, engineer.

May 5th.—Switch engine No. 25 struck and slightly injured a German walking on track near Tyler Park, N. J. John Conklin, engineer.

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May 8th.—Lambert Romaine, in attempting to jump off train No. 13 at Pompton, N. J., before it stopped and on opposite side of car from station platform, had one foot cut off at the instep. H. M. Drake, conductor; Charles Leslie, engineer.

May 26th.—Henry Rose, trackman, while trying to board train No. 6 in yard at Butler, N. J., fell between cars and was run over and killed.

July 30th.—The crew of train No. 27 found an unknown Italian lying in ditch near Carroll street bridge, Paterson N. J.; his skull was fractured and he was otherwise injured.

August 26th.—Otto Pollack, eleven years old, while trying to jump on train of empty coal cars at Tyler Park, N. J., fell between the cars and was fatally injured. Geo. Jacquins, conductor; John Sullivan, engineer.

November 28th.—Geo. Deuzer, ten years old, fell from a coal car standing on switch at Tyler Park, N. J., directly in front of train No. 11 and was killed. T. E. Wright, conductor; Charles Spitzer, engineer.

December 17th.—A man named Newkirk, while crossing tracks at Tyler Park, N. J., was struck by train No. 66 and severely injured. C. C. Van Duzer, conductor; John Shae, engineer.

December 19th.—D. J. Van Orden, a car repairer in the employ of this company, was struck and instantly killed at Little Ferry Junction, N. J., by train No. 3.

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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, 1891:

Capital stock paid in	$1,000,000 00
Bonded debt	642,000 00
Floating debt	247,585 19
Cost of road and equipments, valuation	$1,009,376 00
Dividends paid during the year 1891, and how paid—Cash	$40,000 00

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

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$319,375 88
Income from freight	63,207 52
Income from other sources	15,305 16
Total	$397,888 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$360,909 89

REMARKS.

This road is equipped and operated by the New York, Lake Erie and Western Railroad Company, under an agreement whereby the operating company receives sixty-five per cent. of the gross earnings and a proportion of the surplus calculated according to the respective mileage.

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State of New York, New York County, *ss.*—Orville A. Roorback, being duly sworn, on his oath says that he is Secretary of the Northern Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

O. A. ROORBACK.

Sworn and subscribed before me this 30th day of January, A. D. 1892.

JNO. J. DUFF,
Commissioner for the State of New Jersey in New York.

ACCIDENTS.

The report of accidents is furnished by the New York, Lake Erie and Western Railroad Company.

State of New York, New York County, *ss.*—Eben B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, operating the Northern Railroad of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of January, A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

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, 1891, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me this 18th day of January, A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

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ACCIDENTS.

During the year ending December 31st, 1891.

January 2d.—Wm. Palliman, age sixty, while working on track near Fairview, N. J., at 3:47 P. M., was struck by train 221, engine 185, M. F. Broe, conductor; F. K. Norton, engineer, receiving injuries from which he died shortly afterwards; it was very foggy at the time, and he was not seen by the engineer in time to prevent striking him.

January 7th.—Jas. H. Brightly, age sixty-five, in alighting from train 239, engine 81, John Myers, conductor; T. McCullough, engineer, at 7:19 P. M., at Ridgefield, before train had come to a stop, fell on platform, slightly bruising his back.

February 4th.—Grant M. Smith, brakeman, age twenty-six, while making a coupling without using stick, at Ridgefield, at 10:45 P. M., in train 270, engine 19, Wm. Corry, conductor; Jas. Wandell, engineer, had right hand caught and badly bruised.

February 26th.—Anton Snizek, age thirty-five, and Frank Frenz, age thirty, attempted to cross the tracks at Ridgefield station in a wagon in front of train 224, engine 302, A. Blauvelt, conductor; A. Scribner, engineer. The wagon was struck and the men thrown out, sustaining a few scratches. Accident happened at 11:50 A. M. Proper signals had been given for crossing.

April 2d.—Chas. Kugler, age thirty, attempted to drive across the tracks at Homestead, at 9:26 P. M., in front of train 242, engine 185, N. Youngerman, conductor; F. K. Norton, engineer. The wagon was struck and Kugler received a slight cut over the forehead. Proper signals had been given for the crossing.

May 12th.—Jas. Kensella, flagman, age thirty-two, while making a coupling in train 270, engine 19, Wm. Carey, conductor; R. Conklin, engineer, at 9:15 P. M., at Tenafly, caught his left foot under pilot of engine, bruising it and turning the ankle.

May 17th.—Rose Gallagher, age twenty, in passing out of coach in train 254, W. Corry, conductor; R. Conklin, engineer, at 9:54

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P. M., at Englewood, the door of coach closed suddenly, catching the tips of her fingers on left hand, badly bruising them.

June 3d.—Patrick Gallagher, age thirty, drove on crossing with a swill wagon, at 8:32 A. M., near Homestead, and was struck and instantly killed by train 210, engine 189, R. W. Haring, conductor; W. A. Johnson, engineer. He was apparently asleep, as he paid no attention to the flagman who shouted to him to stop, or to the warning signals from the engine.

August 11th.—Patrick Diver, age about forty, his body was found on track at Palisade avenue crossing, Englewood, at 9:45 P. M., having been struck and killed by some unknown train.

October 30th.—Chas. Shelton, brakeman, age twenty-three, while making a coupling, using stick, in train 270, engine 586, W. Corry, conductor; J. L. Van Orden, engineer, at 10:30 P. M., at Nordhoff, had left arm caught and slightly bruised.

November 2d.—J. H. Cunningham, engineer, age forty, after train 241, engine 176, A. Bell, conductor; A. Helmke, engineer, was started from Homestead station, at 8:22 P. M., he attempted to get on the train but fell off and had left hand run over and cut off near the wrist.

December 7th.—Geo. W. Wilson, age sixty, attempted to cross the tracks at Cresskill, at 8:59 A. M., in front of train 216, engine 185, N. Youngerman, conductor; F. K. Norton, engineer. He was struck and instantly killed; whistle had been sounded and bell rung for the station; the train does not stop at Cresskill.

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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, 1891:

Capital stock paid in	$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$450,000 00

The road extends from Ogden Mine, N. J., to Nolan's Point, N. J., a distance of nine and eighty-six hundredths miles.

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

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company.

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 6th day of January, A. D. 1892.

FRED. H. BEACH,
Master in Chancery of New Jersey.

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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, 1891:

Capital stock paid in	$111,050 00
Floating debt	10,218 53
Cost of road and equipments	$121,268 53

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 or 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. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1892.

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

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Dividends paid during the year 1891, and how paid—$5,552 50 directly to stockholders by lessee.

ACCIDENTS.

January 27th.—Mary Sloucher, crossing track; killed.

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PASSAIC AND DELAWARE EXTENSION 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 Extension Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$100,000 00
Floating debt	116,350 27
Cost of road and equipments	$216,350 27

The road extends from junction with Passaic and Delaware Railroad at Bernardville to Gladstone, a distance of seven and forty-hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee, under an agreement to pay four per cent. on its stock, &c., and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee of the 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.*—Arthur D. Chambers, being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this 8th day of February, A. D. 1892.

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

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Dividends paid during the year 1891, and how paid—$4,000 directly to stockholders by Delaware, Lackawanna and Western Railroad Company as lessee of the Passaic and Delaware Railroad.

ACCIDENTS.

None.

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PASSAIC EXTENSION 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 Extension Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$6,000 00
Bonded debt—None.	
Floating debt	15,463 32
Cost of road and equipments	$21,463 32

The road extends from a point on the north side of the Passaic river west of Eighth street, and runs along the center of Seventh street and the west bank of the Passaic river and along the towpath of the Dundee canal to the Dundee dam, and also includes a branch line, which begins at a line south of Monroe street and runs along the center of Randolph avenue to a point in the highway leading from the Clifton bridge to Clifton station, the same being about three miles in length, and wholly within the city and county of Passaic.

It is operated by the New York, Susquehanna and Western Railroad Company, and the particulars of the operations and expenditures have been kept as a part of the general accounts of that 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.*—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Passaic Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

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Sworn and subscribed before me this 23d day of February, A. D. 1892.

RICHD. C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey
Residing in the State of New York.

ACCIDENTS.

None.

State of New York, County of New York, *ss.*—Simon Borg, President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic Extension Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic Extension Railroad during the year ending December 31st, 1891, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me this 23d day of January, A. D. 1892.

RICHD. C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey
Residing in the State of New York.

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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, 1891:

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

The road extends from Passaic City to a connection with the New York, Susquehanna and Western Railroad Company, near Rochelle Park, N. J., a distance of three miles.

It is leased to the New York, Susquehanna and Western Railroad Company, at an annual rental of $4,200 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that 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.*—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Passaic and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 23d day of February, A. D. 1892.

RICHD. C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey,
Residing in the State of New York.

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ACCIDENTS.

None.

State of New York, County of New York, *ss.*—Simon Borg, the President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic and New York Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic and New York Railroad during the year ending December 31st, 1891, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me this 23d day of January, A. D. 1892.

RICH. C. SHIMEALL,
A Commissioner of Deeds for the State of New Jersey,
Residing in the State of New York.

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THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

Report of the Paterson and Hudson River Railroad Company, for the year ending December 31st, 1891:

The capital stock actually paid in is		$630,000 00
Cost of road, including land, depot buildings and appurtenances		630,000 00
No bonded nor floating debt.		
Rent of road and land in Jersey City		53,400 00
Dividends paid in cash—		
January 2d, 1891, 4 per cent	$26,500 00	
July 2d, 1891, 4 per cent	26,500 00	
		53,000 00
Expenditures for contingencies		500 00

Post-office address, Robert S. Hughes, Secretary, Paterson, N. J.

The road extends from the city of Paterson to Marion, in the county of Hudson, a distance of thirteen and nine hundred and fifty thousandths miles; and the said road is under lease to another company, sanctioned by the Legislature of this State, and is equipped, maintained and operated by the New York, Lake Erie and Western Railroad Company, successor and assignee of the lessee, and this company has no knowledge and can make no report of the other matters required.

Dated December 31st, 1891.

ROBT. S. HUGHES,
Secretary and Treasurer.

New Jersey, *ss.*—Robert S. Hughes, being duly sworn, on his oath saith that he is Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBT. S. HUGHES.

Sworn and subscribed before me, March 21st, 1892.

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

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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, Lake Erie and Western Railroad Company, lessee of the Paterson and Hudson River Railroad, presents the following report for the year ending December 31st, 1891:

The road extends from Paterson to Weehawken, a distance of twelve and fifty-seven hundredths miles.

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 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.*—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Hudson River Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Subscribed and sworn before me this 25th day of January, A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

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 accounts of the operations and of the earnings and expenditures of the Paterson and Hudson River Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring on the line of the Paterson and Hudson River Railroad during the year ending December 31st, 1891, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

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Subscribed and sworn to before me this 25th day of January, 1892.

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

ACCIDENTS.

For the year ending December 31st, 1891.

January 2d.—John McNally, switchman, age thirty-two, residence Hoboken, while applying a brake on car in switching train, engine 439, S. Bond, engineer, at Pen Horn, the brake wheel came off, and he fell to the ground and was slightly bruised about the body.

January 3d.—A. Dickerson, brakeman, age twenty-eight, while applying a brake in a yard train, engine 508, J. Cole, engineer, at 10:30 P. M., in Bergen yard, he slipped and fell to the ground, badly bruising his right leg.

January 3d.—Samuel Baker, age thirty-two, attempted to drive across Harrison street, Passaic, at 8:10 P. M., and was struck by train 29, engine 70, A. Sloat, conductor; J. Harding, engineer; he was thrown out, and received a scalp wound and bruises about the body; bell had been rung and whistle sounded for the crossing.

January 5th.—Fred. Mullins, flagman, age twenty-seven, while standing on top of a car in train 490, engine 194, N. Sigler, conductor; D. Driscoll, engineer, while passing under bridge at Bergen, at 3:58 P. M., was struck on the head and received a bad scalp wound.

January 12th.—James Boyd, switchman, age twenty-eight, while pulling a pin in yard train, engine 438, H. S. Herrick, conductor; C. Davis, engineer, at 8 P. M., in Jersey City yard, had right hand caught and badly bruised.

January 21st.—John Burton, brakeman, age thirty, was sitting in window of cab of engine 517, L. Conklin, engineer, with his body far out of window, when engine passed the coal pockets at Bergen at 12:30 A. M.; his body was struck and he fell out of window to the ground, breaking his left arm.

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January 26th.—Anton Bulwiskie, laborer, age twenty-four, attempted to pass between two cars in Jersey City yard at 2 P. M., when the cars were being pushed together by engine 418, C. Vreeland, engineer, and he was caught between the cars and received injuries from which he died shortly afterwards.

January 29th.—Samuel Brimagien, switchman, age thirty, while making a coupling without using stick, in yard train, engine 418, J. Ring, engineer, at 3 A. M., in Jersey City yard, had right hand caught and badly bruised.

February 8th.—Antoni Dickerson, brakeman, age twenty-six, while switching in Bergen yard at 3:25 P. M., caught his foot in a guard-rail, and pilot of engine 517, T. Smith, engineer, struck his foot, badly bruising it, but breaking no bones.

February 10th.—Edward Noland, aged nine, while stealing a ride on yard train, engine 408, T. Brierton, engineer, at 3:25 P. M., at Bergen, fell from the train, was run over and instantly killed.

February 10th.—Thos. O'Mara, laborer, aged thirty-nine, while working between the tracks at 10:45 A. M., in Jersey City yard, was struck by train 11, engine 308, J. Fisher, conductor; R. Compton, engineer, fracturing his skull. He stooped down to pick up something from track as train passed him and was struck.

February 21st.—Mrs. M. Rutter, age forty-three, was found dead on the track about one-half mile east of Secaucus at 8:55 P. M., having been struck and killed by some unknown train.

February 23d.—Willie Sagner, aged nine, was playing on the track in front of Rutherford station, and, as train 11, engine 323, J. Fisher, conductor; J. Duby, engineer, approached at 10:57 A. M., he attempted to run across the tracks in front of the train, but was struck and instantly killed.

February 25th.—Chas. A. Lindner, age twenty-four, while intoxicated lost his balance and fell from train 324, engine 161, W. L. Baxter, conductor; A. Springsteen, engineer, at Paterson, at 3:50 P. M. He received slight cuts and bruises on right knee.

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March 1st.—John Larkin, brakeman, age twenty-two, while making a coupling between engine 545, T. N. Brereton, engineer, and a car, at 11:30 P. M., at Bergen, had left foot caught between pilot and rail, badly spraining the ankle.

March 5th.—David Barnes, switchman, age forty-five, while making a coupling without using stick in yard train, engine 411, W. Bonnell, engineer, at 10:45 P. M., at Bergen, had middle finger of right hand caught and badly crushed.

March 7th.—Johanna Horan, age fifty, while walking on track one-half mile east of Rutherford, at 12:37 P. M., was struck by train 111, engine 82, C. Whittaker, conductor; John Bogert, engineer. She was knocked down and had left arm and side slightly bruised; whistle was sounded but she paid no attention.

March 12th.—John Lea, brakeman, age twenty-one, while making a coupling without using stick in yard train, engine 400, D. Winfield, engineer, at 9 P. M., at Bergen, had right arm caught and slightly bruised.

March 16th.—Unknown man, age unknown; his body was found on track near Grove street, Jersey City, at 8:55 P. M., having been struck and killed by some unknown train.

March 25th.—Jas. O'Neil, brakeman, age thirty-two, while making a coupling without using stick, in yard train, engine 412, F. Howe, engineer, at 5 A. M., at Bergen, had left hand caught, badly bruising the first two fingers.

March 27th.—Dominick McDermott, brakeman, age twenty-eight, and Michael Fallon, fireman, age twenty-eight, engine 406, W. O. Cutler, engineer, at 2:25 P. M., near Bergen, side-rod strap broke and the engine stripped herself on both sides; Brakeman McDermott jumped and fell, cutting his face, and Fireman Fallon, who also jumped, sprained both ankles and had his face cut.

March 28th.—John Curry, age eleven, while picking coal along the track at 10:45 A. M., in Jersey City yard, was struck by train 11, engine 306, J. H. Fisher, conductor; J. Sally, engineer, and had his skull fractured.

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March 28th.—F. D. Simerson, brakeman, age twenty-three, while two parts of a yard train, engine 417, G. W. Brown, engineer, were being backed together in Bergen yard at 11:50 P. M.; Simerson went in between the two parts and slipped as cars came together; his right hand was caught between bumpers and badly crushed.

March 31st.—John Mackey, age twenty-nine, while attempting to cross Jersey avenue, Jersey City, at 1:05 A. M., was struck by yard engine 431, W. Bunnell, engineer, sustaining a sprain of left wrist and contusion of left thigh and right shoulder; the gateman who failed to lower the gates was dismissed from the service.

April 1st.—John Kowlsky, age fifteen, was stealing a ride on rear end of yard engine 412, R. Hickson, engineer, at 9:45 A. M., in Jersey City yard, and in jumping off fell and had right hip broken.

April 7th.—Paul Heffner, conductor, age thirty-five while in between two cars to uncouple, in yard train, engine 407, at Bergen, at 3:50 A. M., G. W. Brown, engineer, his foot caught in guard rail and he fell down, was run over and received injuries from which he died shortly afterwards.

April 21st.—Grant Smith, engineer, age twenty-seven, on yard engine 715, while pushing a caboose up on the hill at Bergen at 8:40 A. M., in looking out from cab to see if the drivers were sliding, he struck his head against a telegraph pole, sustaining a contusion on the forehead and strained the muscles of the neck.

April 22d.—George Miller, brakeman, age twenty-six, while making a coupling without using coupling stick in yard train, engine 523, engineer, W. Kinney, at 10:40 A. M., at Bergen, had left hand caught, crushing three of the fingers.

April 28th.—William Stahlknecht, switchman, age thirty-five, while pulling a pin in yard train, engine 437, engineer, Wm. Rounds, at 4:30 A. M., in Jersey City yard, had middle finger of right hand caught and badly bruised.

April 29th.—Henry Woodland, fireman, age thirty-one, while throwing a lump of coal in fire-box of engine 519, C. A. Ronk, engineer, at 4:55 A. M., at Bergen, the third finger of right hand was caught against door of fire-box and badly cut and bruised.

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May 5th.—Harry Dexheimer, engineer, age thirty-eight, and James Hayes, fireman, age twenty-eight, on extra 730, E. Kunkle, conductor, when their train was passing through Bergen tunnel at 2:25 P. M., their train ran into some freight cars that had been derailed just previous, caused by a brake-beam dropping down; both men received some slight cuts and bruises; nothing serious.

May 9th.—Francis Deutchel, age thirty, while sitting on string-piece of Pen Horn creek bridge, fishing, at 11 P. M., as engine 413, I. Cole, engineer, was passing, did not move, and was struck in the back and slightly bruised.

May 10th.—John J. McLaughlin, brakeman, age forty, and R. M. Hayden, brakeman, age twenty-eight, on yard engine 438, as it was coming out from round-house at Bergen at 7:35 P. M., on to east-bound main track, was run into by New Jersey and New York Railroad train 34, engine 2, John Riker, conductor; G. A. Nicholson, engineer; McLaughlin had left leg and body badly bruised and Hayden sustained contusions of left knee and shoulder. Some of the passengers on train 34 received a slight bruise or a scratch, but did not need any medical attendance. The accident was caused by pin dropping out of connecting-bar in switch, allowing signal to show safety, while switch did not turn.

May 15th.—Harry Terwilliger, conductor, age thirty-five, while working in Bergen yard, at 12 o'clock noon, was struck and run over and instantly killed by yard engine 403, L. Conklin, engineer. Terwilliger was working with his own engine, and stepped on track in front of engine 403, not noticing it approaching.

May 13th.—Patrick Sweeney, age forty-two, while intoxicated, attempted to drive across the tracks at Monroe street crossing, Passaic, at 6:58 P. M., right in front of train 63, engine 109, R. Barnes, conductor; Thomas Degan, engineer. The wagon was struck and he was thrown out, and somewhat bruised about the body.

May 13th.—Norman Rosa, age about forty, stepped out from behind Midland bridge in Bergen yard, at 5:53 P. M., directly in front of train 123, engine 165, T. Bamper, conductor; B. Wash, engineer; he was struck and instantly killed.

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May 21st.—Patrick Keegan, switchman, age twenty-five, while making a coupling without using stick, in yard train, engine 412, R. Hickson, engineer, at 7:30 P. M., in Jersey City yard, had right arm caught and badly bruised.

May 23d.—George Hill, switchman, age thirty-six, while making a coupling without using stick, in yard train, engine 437, W. Cornell, engineer, at 11:30 P. M., in Jersey City yard, had thumb of left hand caught and crushed.

May 24th.—H. C. Kinney, clerk, age twenty-eight, while sitting on the track asleep, near Carlton Hill, at 12:45 A. M., was struck and killed by train 101, engine 106, T. Bamper, conductor, H. Springsteen, engineer; he was not seen by the engineer in time to prevent accident.

May 31st.—James Brown, switchman, age twenty-six, after having turned a switch in Jersey City yard, at 7:30 A. M., stepped back, directly in front of New York and Greenwood Lake Railway engine 1, C. Howard, engineer, which ran over and cut off both legs at the knee; he died from his injuries the same day.

June 3d.—Michael Barker, trackman, age twenty-seven, while working on the track at Passaic bridge, at 7:36 A. M., attempted to cross the tracks in front of train 106, engine 188, C. Whittaker, conductor; J. S. Palmatier, engineer, but was struck and slightly bruised about the head and shoulders.

June 3d.—Wm. Ferdon, brakeman, age fifty, while taking the numbers of some cars at Bergen, at 11:32 P. M., was struck and instantly killed by train 18, engine 33, A. V. Wandle, conductor; J. B. Hoy, engineer; he was not seen by the engineer in time to prevent striking him.

June 4th.—Joseph Cregar, trackman, age twenty-five, while working on track at east end of Bergen tunnel, at 5:27 P. M., was struck and killed by train 527, engine 163, J. M. Hoffman, conductor, George McKinmore, engineer; he failed to get out of the way quick enough.

June 9th.—Thomas Reilly, fireman, age twenty-four, on train extra east, engine 727, J. Smith, conductor; J. J. Cole, engineer, when at Rutherford Junction, at 1:40 A. M., Reilly went to open fire-box

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door, when escaping steam forced fire out, badly burning him about the head and body; he died next day.

June 16th.—Fred. Siller, car cleaner, age twenty-one, while standing on a ladder cleaning windows of a car, in Jersey City yard, at 7:20 A. M., engine 411, A. Auryansen, engineer, passed and struck the ladder, knocking Siller down; he was badly bruised about the head, left arm and shoulder.

June 19th.—Stephen Ferretti, switchman, age twenty-eight, while making a coupling without using stick, in yard train, engine 411, A. Auryansen, engineer, at 7:15 A. M., in Jersey City yard, had right hand caught and badly bruised.

June 19th.—William Fox, trackman, age forty-five, while at work oiling switches at Grove street, Jersey City, at 2:45 P. M., was struck by extra east, engine 307, J. Carey, conductor; C. B. Ferdon, engineer; he was knocked down, run over and received injuries from which he died the same day; he first stepped out of the way, but seemed dazed, and stepped back on track in front of the engine.

June 21st.—John Donovan, age fourteen, in company with some other boys, let the brakes off some empty cars standing in deadhead track, Jersey City yard, and pushed them by hand; his left leg was caught between bumpers of two cars and broken between the ankle and knee.

June 22d.—Edward Galusha, age ten, was playing on the track at Rutherford as train 2, engine 327, R. M. Seymour, conductor; T. Seymour, engineer, was approaching at 4:40 P. M. He attempted to run across the track, when the train was only about thirty feet away, but was struck and instantly killed.

June 23d.—John Lobin, age ten, got on top of a refrigerator car in a yard train, engine 408, J. Wilde, engineer, to steal ice; when the train started he fell off and had right arm cut off at the shoulder, in Jersey City yard at 10 A. M.

June 24th.—Daniel Donovan, age thirteen, attempted to catch on a car in a yard train, engine 434, I. Cole, engineer, when train was passing Jersey avenue, Jersey City, at 9:35 A. M.; he fell off and had right foot run over and badly crushed.

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July 1st.—Edward Dross, mason, age eighteen, as train 18, engine 33, A. V. Wandle, conductor; J. B. Kay, engineer, was approaching Rutherford station at 10:52 P. M., he attempted to cross the track in front of the train, but was struck and received a slight fracture of the skull.

July 4th.—Thomas Hart, age twenty-one; Thomas Hill, age nineteen; John O'Keefe, age eighteen; these men, in company with several others, were in a stage coach, and they approached Washington crossing, Passaic, at 9:58 P. M., as train 132, engine 165, W. Carter, conductor; B. Walsh, engineer, was leaving Passaic station; this crossing has gates, but they are not operated after 7 o'clock P. M. The driver of the coach drove right on to the crossing in front of the train, which struck the rear wheels of the coach; Hart jumped out and fell in front of engine and was run over and received injuries from which he died next day; Hill and O'Keefe were shocked slightly and received muscular contusions of back and arms.

July 13th.—Unknown man, age about nineteen; his body was found between tracks at the mouth of the tunnel at Bergen, at 5:48 P. M., having been struck and killed by some unknown train.

July 16th.—Frank Emmons, brakeman, age twenty-one, while making a coupling without using stick in extra train, engine 701, G. Birdsall, conductor; C. Crane, engineer, at 7:25 A. M., at Bergen, had right hand caught and badly bruised.

July 20th.—Laury Farrell, switchman, age forty-nine, while pulling a pin in yard train, engine 417, T. Breton, engineer, at 10:45 A. M., in Jersey City yard, had first finger of right hand caught and badly bruised.

July 22d.—James Hogan, switchman, age twenty-three, stepped in between two cars in yard train, engine 417, T. Mandeville, engineer, at 2:45 P. M., in Jersey City yard, to make coupling; the drawheads of the cars passed each other and he was caught between the cars and badly squeezed through the body.

July 25th.—Daniel Fallon, switchman, age twenty-three, while making a coupling without using stick, in yard train, engine 432, James Wood, engineer, at 4:35 A. M., in Jersey City yard, had thumb of right hand caught and badly bruised.

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July 28th.—Thos. Cozzens, fireman, age twenty-five, in attempting to get on train 125, engine 165, Wm. Carter, conductor; B. Walsh, engineer, at 6 P. M., in Jersey City yard, he fell badly bruising his right side and cutting his head.

August 7th.—Anthony Mulligan, age forty, attempted to cross the tracks at Erie street, Jersey City, at 8:58 A. M., but was struck and killed by train 408, engine 148, J. H. Conklin, conductor; Wm. Howard, engineer; the gates were down but he went under them.

August 8th.—Chas. Butler, flagman, age forty, while pulling a pin in extra train, engine 36, T. Lemon, conductor; J. Boland, engineer, at 8:25 A. M., at Jersey City, had right hand caught, badly crushing two of the fingers.

August 9th.—James Sullivan, age forty-five, while standing on track near Grove street, Jersey City (not on crossing), at 10:35 P. M., he was struck by yard engine 411, A. Auryansen, engineer, and received injuries from which he died shortly afterwards; he was not seen by the engineer until after he was struck.

August 13th.—H. C. Burns, age twenty-seven, while sitting in coach in train 104, engine 111, E. Langley, conductor; E. Black, engineer, as train was passing Passaic Bridge 12:40 P. M., the window at the seat where he was sitting fell down, cutting the little finger of his left hand slightly.

August 16th.—John Creedon, watchman, age sixty, as yard engine 418, W. Seagrass, engineer, was approaching Jersey avenue, Jersey City, at 11:30 P. M., Creedon attempted to cross the track in front of the engine, but was struck and knocked down, breaking his right ankle and sustaining a scalp wound.

September 9th.—Joseph Shoes, trackman, age thirty-seven, while working on track at Rutherford at 4:10 P. M., was struck by train 31, engine 309, J. Van Duzer, conductor; C. Romaine, engineer, and was instantly killed. He was not seen in time to prevent striking him.

September 11th.—John Craig, switchman, age twenty-five, while pulling a pin in yard train, engine 412, A. Jenkins, engineer, at 9:45 A. M., in Jersey City yard, had first finger of right hand caught and badly bruised.

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September 14th.—Alexander McCormick, switchman, age thirty-five in jumping from a car in yard train, handled by engine 409, J. Henning, engineer, at 4 P. M., in Jersey City yard, bruised his back.

September 14th.—John McMara, age thirty, while driving a horse car over Pavonia avenue crossing, Jersey City, at 7:45 P. M., yard engine 451, pulling a train of cars (engineer, Charles Davis) over crossing, from the yard, struck the horse car, throwing the driver off, and the engine passed over toes on his right foot, crushing them badly. The gateman called to the driver to stop, but he paid no attention and drove on crossing.

September 17th.—Albert Doty, brakeman, age twenty-nine, while making a coupling without using stick, in train 579, engine 128, A. McGrier, conductor; T. A. Dexter, engineer, at 11:05 A. M., at Bergen, had left hand caught and badly bruised.

September 18th.—Patrick Quinn, boilermaker, age thirty-one, as train 29, engine 327, D. King, conductor; W. Lewis, engineer, was pulling out of depot at Jersey City, at 7:20 P. M., he attempted to get on the train, but fell off, was run over and instantly killed.

September 18th.—W. H. Flint, switchman, age forty-seven, while turning a switch at Provost street, Jersey City, to let engine 409 back down, he stepped back and was struck by engine 35, E. Sally, engineer; he was knocked down and had left arm run over and cut off at the shoulder; 10:15 P. M.

September 20th.—Robert G. Week, brakeman, age twenty-five, while making a coupling without using stick, in Jersey City yard, at 5:15 A. M., in yard train, engine 436, L. Waterbury, engineer, had left hand caught and so badly crushed that it had to be amputated.

September 23d.—Adam Zinnick, age thirty, while walking along the track at Rutherford, at 5:14 P. M., as train 35, engine 83, T. Quackenbush, conductor; S. Headley, engineer, approached him, he stepped on track directly in front of the train and was struck and instantly killed.

September 25th.—George Murphy, switchman, age twenty-eight, while riding on front end of yard engine 412, R. Hickem, engineer,

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at 3:30 A. M., in Jersey City yard, fell off, was run over and received injuries from which he died shortly afterwards.

September 26th.—Harry Farley, age fourteen, while stealing a ride on yard train, engine 434, L. Good, engineer, at 11:30 A. M., at Bergen, in jumping off he fell and had right hand run over, cutting off three fingers.

September 28th.—Robert Gleason, switchman, age twenty-two, while making a coupling in a yard train, engine 417, at 7:30 P. M., at Jersey City, had second and third fingers of right hand caught and broken; he was not using stick.

September 28th.—David Roberts, fireman, age twenty-six, on extra train, engine 254, A. Perry, conductor; M. Murnen, engineer, as train was passing wooden trestle of the New York, Susquehanna and Western railroad bridge at Bergen, 3:15 A. M., Roberts stuck his head out of cab window, and was struck and received injuries from which he died the same day.

September 29th.—John Cybulsky, car cleaner, age twenty-nine, went under gates at Henderson street crossing, Jersey City, and attempted to cross in front of engine 187, A. Dolan, engineer, at 7:45 P. M.; he was struck and had his skull fractured and right leg broken.

October 1st.—Thomas Fitzgerald, age seventeen, while stealing a ride in yard train, engine 403, O. Davis, engineer, at 1 P. M., at Bergen, had left foot caught between bumpers and badly bruised.

October 3d.—Wesley Pellet, brakeman, age twenty-three, in attempting to make a coupling in extra train, engine 729, M. H. Dwyer, conductor; P. Smith, engineer, at 2:30 A. M., at Pen Horn, he slipped and fell; he was run over and received injuries from which he died the next day.

October 6th.—Patrick Connelly, laborer, age forty-seven, attempted to run across the tracks at Henderson street, Jersey City, at 7:30 P. M., in front of cars handled by engine 432, C. Hammond, conductor; B. Bogert, engineer; he was struck and had his head and body somewhat bruised.

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October 7th.—Frank Tittsworth, brakeman, age twenty-three, while making a coupling in extra train, engine 743, A. L. Beebe, conductor; John Wilkins, engineer, at 12:01 A. M., at Bergen, had right hand caught and badly crushed; was not using coupling stick.

October 9th.—James Kelly, age fifteen, as engine 438, C. Dixon, conductor; J. Kennedy, engineer, was pulling a train past Cole street, Jersey City, at 9:50, he attempted to catch on one of the cars, but fell off, and had left leg run over and cut off below the knee.

Octobet 10th.—Mary McClusky, age fifty-eight, while standing on the end of a tie at Lake View, at 9:15 A. M., minding some cows, she was struck by extra train, engine 407, T. Cashman, conductor; E. Harding, engineer, and thrown into ditch, a distance of three feet; her left arm was broken and her face bruised.

October 10th.—Patrick Coffey, laborer, age twenty-five, attempted to cross between two cars in a yard train, engine 432, L. Ronk, engineer, at Elevator dock, Jersey City, at 4 P. M.; when cars came together he was caught between drawheads and badly bruised about the body; no bones broken.

October 14th.—Michael Fox, age forty-five, as train 241 stopped at home-signal, in Jersey City yard, at 10 P. M., he got off the train and stepped on opposite track, right in front of engine 162, Thos. Duffy, engineer, which was backing up to turntable; he was run over and received injuries from which he died shortly afterwards.

October 18th.—John Ferry, switchman, age twenty-six, while making a coupling without using stick, in yard train, engine 451, Geo. Cowan, engineer, at 12:05 P. M., in Jersey City yard, had right forearm caught and badly bruised.

October 26th.—Wm. Noonan, brakeman, age twenty-two, while making a coupling without using stick, in yard train, engine 403, L. Conklin, engineer, at 1:30 A. M., at Bergen, had second finger of right hand caught and badly bruised.

October 29th.—A. Dickerson, conductor, age twenty-six, while getting off front end of engine 407, L. Conklin, engineer, at 8:15 P. M., at Bergen, slipped and fell under engine and was dragged about thirty feet, straining and bruising his back slightly.

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October 29th.—Thos. Kane, age thirty-five, as train 113, engine 179, C. L. Crane, conductor; E. Outwin, engineer, was pulling away from Prospect street station, Passaic, at 3:17 P. M., Kane, who was very much intoxicated, attempted to get on but fell under wheels, was run over and instantly killed.

October 29th.—Lott McInnerny, age about sixty-two; his body was found on westward track near Secaucus at 6:30 A. M., having been struck and killed by some unknown train.

November 1st.—Frank Woods, switchman, age twenty-five, while making coupling without using stick, in yard train, engine 412, W. Heissenbottom, engineer, at 5:40 A. M., in Jersey City yard, had right forearm caught and badly bruised.

November 2d.—Michael McCarthy, tunnel watchman, age fifty-five; train 327 had just come out of west end of tunnel at 6:45 P. M.; it ran past switches and had to be backed up again; he did not notice the train backing up and was struck and run over and instantly killed. Engine 179, G. Cook, conductor; E. Outwin, engineer.

November 5th.—Joe Bossiner, age thirty, as train extra east, engine 277, J. McCoy, conductor; R. Briginshaw, engineer, was passing Rutherford station, 6:10 P. M., he attempted to get across the tracks ahead of the train, but was struck and received a bad cut on the back of the head.

November 7th.—John Meiter, laborer, age thirty-five, while cleaning switches at 7:20 A. M. at Bergen, was struck by light engine 723, F. Halpin, engineer, receiving a scalp wound over left eye; he stepped on track directly in front of the engine.

November 8th.—Thos. Connor, switchman, age thirty, while dropping pin in drawhead of car in yard train, engine 410, E. Davis, engineer, at 4:25 P. M., at Jersey City, had second finger of right hand caught and badly bruised.

November 9th.—Michael Keegan, switchman, age 27, while making a coupling without using stick, in yard train, engine 432, J. Woods, engineer, at 9:45 P. M., in Jersey City yard, had fingers of right hand caught and badly bruised.

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November 11th.—H. M. Wilson, flagman, age twenty-three, while making a coupling without using stick, in extra train, engine 264, J. Davis, conductor; M. Flynn, engineer, at 3:30 A. M., at Hackensack tower, had end of right thumb caught and cut off.

November 16th.—Mike Lisely, laborer, age forty-five, got on train 17, engine 33, G. F. Carpenter, conductor; G. D. Wilkin, engineer, at 5 A. M., at Jersey City; as train started out from station he jumped off and fell, slightly bruising his right side.

November 19th.—Dennis O'Neil, brakeman, age thirty, as train 303, engine 189, was passing Bergen, at 6:06 A. M., B. D. Carpenter, conductor; I. H. Stanbury, engineer, was talking with some men near the track as train approached; he stepped back right in front of the engine; he received injuries from which he died shortly afterwards.

November 20th.—Charles Van Buren, brakeman, age twenty-six, while making a coupling with coupling stick in extra train, engine 247, Wm. Peck, conductor; H. Drake, engineer, at Pen Horn, 5:15 P. M., had right hand caught and badly bruised.

November 23d.—Unknown man, age about thirty; when train 330, engine 189, D. Mandeville, conductor; J. Stansbury, engineer, at 8:26 P. M. was passing between Cole and Monmouth streets, Jersey City, struck and instantly killed an unknown man; he was not seen by the engineer or fireman until after he was struck.

November 24th.—William Thompson, age fifty-seven, laborer. His body was found at 5:23 P. M., near Midland crossing, just west of Bergen, having been struck and killed by some unknown train.

November 25th.—Annie Williams, age twenty, in leaving coach on train 59, engine 182, T. F. Clay, conductor; J. Cookson, engineer, at 5:15 P. M., at Passaic bridge, the door of coach sprang to, catching her right hand, slightly bruising three of the fingers.

November 28th.—Alexander McCormick, switchman, age thirty-five, while making a coupling without using stick, in yard train, engine 198, S. J. Scanlan, conductor; T. Waypotter, engineer, at 8:50 A. M., at Jersey City, had left hand caught and badly bruised.

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November 29th.—James H. Prince, machinist, age fifty-five, jumped from train 606 at 10:52 A. M., at Bergen, directly in front of train 603, engine 31, D. Mandeville, conductor; T. Dagion, engineer. He was struck and received injuries from which he died at noon same day.

November 30th.—John O'Connell, switchman, age thirty, while making a ooupling without using stick, in yard train, engine 451, George Cowan, engineer, at 8:30 P. M., in Jersey City yard, had thumb of right hand caught and badly bruised.

December 1st.—Patrick Cavanaugh, crossing flagman, age forty-five, was standing on eastward track, at Erie street, Jersey City, at 5:05 A. M., as train 17, engine 33, A. V. Wandle, conductor; J. Hayes, engineer, approached; he stepped over on westward track in front of train. He was struck and had right arm and back badly bruised.

December 2d.—Patrick Hogan, age forty; after train 531, engine 187, H. Pellington, conductor; J. Myers, engineer, had passed Erie street, Jersey City, his body was found on track, having been instantly killed. The gates were down at the time and no one witnessed the accident.

December 4th.—C. T. Jayne, brakeman, age twenty-eight, while making a coupling without using stick, in extra train, engine 249, R. Connolly, conductor; H. Lyons, engineer, at 2:45 A. M., at Jersey City, had left arm caught and badly bruised.

December 4th.—Unknown man, age about thirty-four, was found dead on track at 10:45 P. M., about one hundred feet west of Cole street crossing, Jersey City, having been struck and killed by some unknown train.

December 5th.—John E. Tittsworth, brakeman, age twenty-four, while riding a car of lumber into switch at Bergen at 8 A. M., when the car struck other cars in switch, the lumber shifted catching his left hand against end of car, badly bruising it. The car was handled by engine 737, engineer, D. Fosdick.

December 9th.—Chas. Gallagher, switchman, age twenty-three, while making a coupling without using stick, in yard train, engine

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436, J. Maypotter, engineer, at 8:30 A. M., in Jersey City yard, had first finger of left hand caught and badly bruised.

December 10th.—E. S. Horton, fireman, age thirty-four, on train 84, engine 255, John Washer, conductor; N. Smith, engineer, when train was pulling through Bergen yard, he had his head out of cab window and was struck by distant signal pole, badly bruising the right side of his head.

December 11th.—Chas. O'Neil, flagman, age twenty-six, while pulling a pin in extra train, engine 736, T. F. Walsh, engineer; J. Walker, conductor, at 9:15 P. M., at Pen Horn, had right hand caught and badly bruised.

December 15th.—Richard Burk, switchman, aged thirty-five, as engine 410, C. Vreeland, engineer, was pulling a train out of freight track in Jersey City yard at 2:05 P. M., he was standing on the outside ladder of a car, and was struck by switch shanty and knocked down, badly bruising right side of his face.

December 15th.—John Smith, brakeman, age forty, went in between two cars in yard train, engine 519, F. Hopper, engineer, at 10:30 P. M., in Bergen yard, to make coupling; a broken stake which protruded over the end of one of the cars, caught his head against the other car, instantly killing him.

December 16th.—A. Collins, age forty, as train 121, engine 80, was passing east end of tunnel at 5:33 P. M., C. Whittaker, conductor; J. Coots, engineer, a lamp in one of the coaches fell down, striking Collins on right arm, slightly bruising it.

December 20th.—Michael Kelly, brakeman, age twenty-two, as a switching train, engine 518, W. Perry, conductor; L. Waterbury, engineer, was passing Monmouth street, Jersey City, at 1:15 P. M., he attempted to get on one of the cars but fell under wheels, was run over and instantly killed.

December 22d.—Joseph Farrell, brakeman, age twenty-three, while making a coupling without using stick, in extra train, engine 70, W. L. Camp, conductor; G. Thurling, engineer, at 5 A. M., in Jersey City yard, had right hand caught and badly bruised.

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December 25th.—Martin Ralph, switch-tender, age twenty-eight, while tending switches in Jersey City yard, at 7 A. M., he stepped on track in front of engine 436, B. Osborn, engineer; he was run over and received injuries from which he died the same day.

December 26th.—M. Woodward, switchman, age twenty-one, while making a coupling without using stick, in yard train, engine 406, H. Vreeland, engineer, at 3:30 A. M., in Jersey City yard, had nail and forefinger of left hand caught and taken off.

December 27th.—John Zarzeckie, age twenty-five, was walking on track near Bergen, at 10:50 A. M., and as train 603, engine 324, D. Mandeville, conductor; C. Blizzard, engineer, approached, he stepped on track, directly in front of train; he was struck and received a bad cut on head and was injured internally.

December 31st.—John Dunlap, switchman, age thirty-one, while riding some cars handled by engine 410, George Thurling, engineer, at 5:40 A. M., in Jersey City yard, lost his balance and fell to the ground, spraining left knee and bruising left hand.

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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, 1891:

Capital stock paid in	$250,000 00
Bonded debt	500,000 00
Floating debt—None.	
Cost of road	$545,433 29

The road extends from Paterson to Newark, a distance of eleven 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 Jersey, Essex 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 9th day of February, A. D. 1892.

CORTLANDT PARKER, JR.,
M. C. C. of N. J.

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RECEIPTS AND EXPENSES FOR 1891.

Total	$159,964 85
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, and rent, $35,000	$128,772 20
Surplus	$31,192 65

Dividends paid during the year 1891, and how paid—None were paid.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, being duly sworn, says that he is Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson, Newark and New York Railroad, and that the foregoing statement of receipts and expenditures, and also the accompanying statement of accidents occurring during the year 1891, on that road, are true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 10th day of February, 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

ACCIDENTS.

During the year ending December 31st, 1891.

January 19th.—Benjamin Easton, age thirty-one, while intoxicated, fell from train 309, engine 101, T. Mabie, conductor; G. Conklin, engineer, at 8:21 P. M., at Nutley, badly spraining his right ankle.

March 11th.—Unknown man, age unknown; his body was found on track near Nutley, having been struck and killed by some unknown train.

March 20th.—J. K. Little, age fifty-five, attempted to get off train 325, engine 84, J. M. Garrison, conductor; G. Briginshaw, engineer, at 6:50 P. M., after train had started from Essex. He fell, sustaining a slight cut over left eye.

March 28th.—J. F. Shupe, age thirty-five, attempted to drive across the tracks on private crossing at Newark, at 4:09 P. M.; he was

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struck by train 324, engine 161, W. L. Baxter, conductor; J. Springsteen, engineer; he was badly cut about the head. Proper signals had been given for the crossing.

April 24th.—Mary Allen, a child, age two years, as train 322, engine 96, was about one train-length from John street crossing, Belleville, at 2:50 P. M. This child ran up on track directly in front of train; she was struck and had her skull fractured, and died from injuries received shortly afterwards. This crossing is protected with automatic bells. Conductor, B. D. Stansbury; engineer, J. Carpenter.

June 27th.—Wm. V. Lake, age seventy, while walking on the track near Newark, at 9:05 A. M., as train 309, engine 88, C. Whittaker, conductor; T. Fitzgibbons, engineer, approached him, he stepped on track in front of the engine, and was struck and instantly killed. He was deaf.

September 26th.—Adam Tooth, age forty-two, while walking on the track near Newark, at 5:33 P. M., he stepped in front of train 321, engine 96, J. H. Fisher, conductor; C. B. Ferdon, engineer. His right arm was broken and his back badly bruised.

December 25th.—Frank Blanchetti, trackman, age sixty-four, as train 303 engine 161, Geo. Cook, conductor; H. Radcliffe, engineer, was approaching Franklin, at 6:40 A. M., he attempted to jump from the train before it had come to a stop. He fell, and had right arm dislocated at shoulder.

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PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

Report of the Paterson and Ramapo Railroad Company for the year ending December 31st, 1891:

Capital stock actually paid in		$298,000 00
Cost of road and equipments		$350,000 00
Income—		
Rent of road, including rent of Union Railroad, assigned to this company		$30,000 00
Dividends paid in cash—		
January 2d, 1891, 4 per cent	$11,920 00	
July 2d, 1891, 4 per cent	11,920 00	
		$23,840 00
Expenditures for contingencies, taxes, &c.		$3,027 12

No bonded nor floating debt.

Post-office address, John Hopper, Secretary, Paterson, New Jersey.

The road extends from the city of Paterson, northerly to the boundary line between the States of New Jersey and New York, a distance of fourteen and four hundred and thirteen thousandths miles; and the said road is under lease to another company, sanctioned by the Legislature of this State, at an annual rental of $26,500, and is equipped, maintained and operated by the New York, Lake Erie and Western Railroad Company, successor and assignee of the lessee, and this company has no knowledge and can make no report of the other matters required.

JOHN HOPPER,
Sec'y and Treasurer.

Dated December 31st, 1891.

New Jersey, *ss.*—John Hopper, being duly sworn, on his oath saith that he is Secretary and Treasurer of the Paterson and Ramapo

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Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN HOPPER.

Sworn and subscribed before me, March 21st, 1892.

ROBERT I. HOPPER,
Master in Chancery of N. J.

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, Lake Erie and Western Railroad Company, lessee of the Paterson and Ramapo Railroad, presents the following report for the year ending December 31st, 1891:

The road extends from Paterson, New Jersey, to the State line between Bergen county and the State of New York, a distance of fifteen and five-hundredths miles.

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.

State of New York, New York City and County, *ss.*—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Ramapo Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 25th day of January A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, the Secretary of the New York, Lake Erie and

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Western Railroad Company, being duly sworn, says that the accounts of the operations and of the earnings and expenditure of the Paterson and Ramapo Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee; and that the accompanying statement of accidents occurring on the Paterson and Ramapo road during the year ending the 31st day of December, 1891, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 25th day of January, 1892.

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

ACCIDENTS.

During the year ending December 31st, 1891.

January 2d.—Cornelius Ackershook, age forty-seven, residence Paterson, attempted to cross the track at Lafayette street, Paterson, at 10:40 A. M., and was struck by train 316, engine 147, —— Sullivan, conductor; —— Palmatier, engineer, and thrown out of his wagon and badly bruised about the head, and had left leg fractured.

January 3d.—John Nier, age fifty-seven, while waiting on station platform at Paterson, at 7 A. M., to take a train for New York, he stepped out on track, and was struck by train 17, M. Stearns, conductor; C. B. Terdon, engineer; he received severe contusions of the back and left elbow.

January 4th.—D. C. Carpenter, flagman, age forty-three, while pulling a pin in train 3d 80, engine 737, A. Sloan, conductor; A. Flynn, engineer, at 6:20 A. M., at Ridgewood, had thumb of right hand caught and badly bruised.

January 10th.—Vetro Valletin, age fifty-three, was struck and instantly killed by train 1, engine 320, M. Murphy, conductor; C. Schriver, engineer, at 9:45 A. M., at Clay street, Paterson; he had been picking coal along the track and was ordered away, but had paid no attention.

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January 13th.—Andrew Dolson, age thirty-four, was driving a wagon and attempted to cross the track at Fifth avenue, Paterson, at 12:05 P. M., in front of train 118, engine 87, D. Mandeville, conductor; H. Springstead, engineer; the wagon was struck and he was thrown out, and had right hip badly bruised. The gateman attempted to prevent him from crossing but did not succeed.

January 22d.—Wm. Rooney, age forty-nine, while walking on track in Paterson yard, at 6:45 P. M., stepped out of the way of a west-bound train, right in front of train 30, engine 320, J. H. Fisher, conductor; Chas. Schriver, engineer; he was struck and instantly killed.

February 4th.—Martin Ryan, switchman, age twenty-one, while making a coupling without using stick, in yard train, engine 434, E. Harding, engineer, at 7:15 P. M., in Paterson yard, had right hand caught, crushing the thumb and forefinger.

February 27th.—John Huggenberger, age sixty-five, went under the gates at Lafayette street, Paterson, at 6:45 P. M., and attempted to cross in front of train 7, engine 321, T. Welch, conductor; C. Cuskey, engineer; he was struck and instantly killed.

March 3d.—A. E. Loushay, fireman, age twenty-five, while fixing the fire on engine 106, J. H. Mallon, engineer, at 5:45 P. M., at Hawthorne Heights, a big lump of coal rolled down from tender and caught his right thumb, badly bruising it.

April 3d.—Chas. Jennings, conductor, age thirty-four, while in the cupola of caboose on train 79, engine 717, E. Van Inwegen, engineer, at 12:30 A. M., at Allendale, he lost his balance and fell to the floor, severely spraining his left wrist.

May 2d.—John H. Mallen, engineer, age thirty-four, on engine 559, S. D. Wheeler, conductor, when at Paterson, at 5:15 A. M., some cars ran out of siding and into his engine; he sustained a fracture of left leg below the knee. The accident was caused by carelessness of Brakeman T. Smith in releasing the brakes on the cars, and he has been dismissed.

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June 21st.—Richard De Graw, age thirty, while intoxicated, was sitting on the end of a tie at West Paterson, at 9:55 A. M., and was struck by train 1, engine 326, M. Murphy, conductor; M. Shafer, engineer; he received injuries from which he died the same day.

July 30th.—Wm. George, trackman, age twenty-three, while working on track near Ridgewood, at 9:53 A. M., he was struck and killed by train 28, engine 321, A. McNeal, conductor; J. Sullivan, engineer. The foreman told him and shouted to him to get out of the way, but he paid no attention.

August 10th.—Michael Brogan, track foreman, age forty, while sitting asleep on the end of a tie near Lafayette street, Paterson, was struck by yard engine 445, G. W. Van Houten, engineer, bruising and spraining his back. He was not on duty at the time.

August 21st.—Peter Flanagan, age eighteen, and Ernst Malone, age eighteen, attempted to cross the track at Fair street, Paterson, at 10:25 P. M., in a wagon; the gateman was lowering the gates at the time, and shouted to them to keep back, but they paid no attention, and drove on the crossing right in front of train 8, engine 31, D. D. Shultz, conductor; T. Degan, engineer. The wagon was struck, and the two men thrown out. Flanagan received injuries from which he died the same day, and Malone had his right hip dislocated, and was generally bruised about the body.

August 23d.—Child named Quigg, age nine months, was sitting on its mother's lap, with right hand in the open window of coach on train 604, engine 309, T. Quackenbush, conductor; C. Romaine, engineer. When train was passing Paterson the window fell down, catching the child's right hand, badly bruising it.

September 2d.—Wm. H. Ziesse, brakeman, age nineteen, while making a coupling in train 314, engine 108, F. A. Snook, conductor; J. Hopper, engineer, at 8:55 A. M., at Hawthorne Heights, had right hand caught and slightly bruised. He was not using coupling stick.

September 2d.—Ernst Scheffendecker, aged nine, passed behind a car in the yard at West Paterson, at 12:40 P. M., when extra train, engine 530, J. M. Snook, conductor; B. Williams, engineer, backed

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train against this car, and the boy was knocked down and had right leg and right arm run over and badly crushed.

October 7th.—Margaret Mulholland, age sixty, while picking coal along the track at Ridgewood Junction, at 3:45 P. M., was struck and instantly killed by train 5, engine 321, A. Slade, conductor; J. Sullivan, engineer. She was deaf and paid no attention to the warning signals from the engine.

October 9th.—John Tibbitts, firemen, age forty-three; James Pawling, brakeman, age twenty-two; Frank Bloker, engineer, age forty-one; extra 357 east, J. W. Corwin, conductor; J. O'Brien, engineer, when near Ridgewood, at 3:55 A. M., a brake-beam dropped down, derailing several cars; before a flag could be sent out the wreck was run into by Paterson yard engine 408, J. Collins, conductor; F. Bloker, engineer, on way to Waldwick with company's employes. Tibbits had left leg broken and was badly scalded; he died from his injuries the same day. Pawling and Bloker received some very slight bruises.

October 13th.—John Oakley, age thirty-five, as train 135, engine 88, C. Whittaker, conductor; T. Fitzsimmons, engineer, was approaching Paterson station, at 8:27 P. M., he attempted to jump off before train stopped; he slipped and fell under wheels, and was run over and received injuries from which he died on the 15th, two days later.

October 25th.—Chas. H. White, brakeman, age twenty-two, while pulling a pin in train, second section, 83, engine 738, William Peck, conductor; J. Duryea, engineer, at 7:35 A. M., at Ridgewood, had right hand caught and badly bruised.

November 2d.—John Mahoney, age twenty-five; his body was found a little after midnight lying near westward track near Broadway, Paterson, with skull crushed; he had evidently been struck by some train unknown.

November 2d.—J. H. Doty, conductor, age thirty-three, while dropping a pin in drawhead of a car in his train, extra east, engine 518, C. Clark, engineer, at 1:20 P. M., at Hawthorne Heights, had left index finger caught and badly bruised.

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November 5th.—Charles Downing, brakeman, age twenty-four, while making a coupling without using stick, in extra train, engine 204, M. McKinday, conductor; E. Cooney, engineer, at 12:25 P. M., at Paterson, had left hand caught and badly bruised.

November 15th.—William I. Estelle, brakeman, age twenty-four, in some unknown manner fell from extra train west, engine 742, John Ellnor, conductor; R. Goble, engineer, just east of Suffern. He was run over and instantly killed.

December 14th.—Charles Scruby, age twenty-six, went under the gates at Clay street, Paterson, at 12:57 P. M., and waited for an east-bound train to pass. As soon as it had passed he ran across the tracks directly in front of train 111, engine 108, C. Whittaker, conductor; J. Hopper, engineer; he was struck and received injuries from which he died the same day.

December 26th.—Frank Conklin, brakeman, age twenty-three, on train 132, engine 106, H. Green, conductor; M. Morgan, engineer, when train was at Hawthorne, at 9:39 P. M., in searching for his lantern lost his balance and fell from train, bruising his head and shoulders.

December 28th.—John Lynch, age nine, when train 27 had passed Ridgewood, at 4:20 P. M., he ran behind it over on eastward track directly in front of train 2, engine 327, T. Welsh, conductor; William Lewis, engineer; he was struck and instantly killed.

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PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY, UNION TRANSPORTATION COMPANY, LESSEE.

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, Union Transportation Company, lessee, presents the following report for the year ending December 31st, 1891:

The road extends from Pemberton to Hightstown, a distance of twenty-four and thirty-eight hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$37,807 69
Income from freight	32,927 52
Income from other sources	4,031 40
Total	$74,766 61
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$75,372 66

State of New Jersey, Ocean County, *ss.*—F. S. Gaskill, being duly sworn, on his oath says that he is President of the Union Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me this 22d day of February, A. D. 1892.

JOHN S. MALLARY,
Notary Public.

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PENNSYLVANIA, POUGHKEEPSIE AND BOSTON 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, Poughkeepsie and Boston Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$2,000,000 00
Bonded debt	2,000,000 00
Floating debt	1,280,745 20
Cost of road and equipments	$5,280,745 20

Dividends paid during the year 1891, and how paid—None.

The road extends from Slatington, Pa., to Campbell Hall, N. Y., a distance of ninety-five and four-hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$25,999 08
Income from freight	146,873 09
Income from other sources	5,697 23
Total	$178,569 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$279,592 78

State of Pennsylvania, City and County of Philadelphia, *ss.*—E. J. Fallon being duly sworn, on his oath says that he is Auditor of the Pennsylvania, Poughkeepsie and Boston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

E. J. FALLON.

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Sworn and subscribed before me this 24th day of February, A. D. 1892.

MORRIS R. BOCKIUS,
Notary Public.

ACCIDENTS.

March 25th.—Near Hainesburg, N. J., a brakeman missed his footing and fell between the cars. Died from result of injuries.

Derailments three; no personal injury.

Collisions one; no personal injury.

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PERTH AMBOY AND RARITAN 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 Perth Amboy and Raritan Railway Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$12 000 00
Bonded debt—None.	
Floating debt	9,591 61
Cost of road and equipments	$21,591 61

Dividends paid during the year 1891, and how paid—None.

REMARKS.

This road is in process of construction and is located entirely in Middlesex county, N. J., in Woodbridge and Raritan townships, and its length, when completed, will be about five and seven-tenths miles.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird being duly sworn, on his oath says that he is Secretary of the Perth Amboy and Raritan Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this 26th day of February, A. D. 1892.

J. F. SCHAPERKOTTER,
A Commissioner of Deeds for New Jersey in Pennsylvania.

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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, 1891:

Capital stock paid in	$228,400 00
Bonded debt	100,000 00
Floating debt—None.	
Cost of road	$346,439 43

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of six and forty-hundredths miles.

It is operated by the Pennsylvania Railway Company, by virtue of certain resolutions adopted by each company, which provide that said Pennsylvania Railroad Company shall operate the road, and after deducting from the gross receipts all proper operating expenses and customary charges for the use of rolling stock, pay over any moneys remaining to the Treasurer of said Perth Amboy and Woodbridge Railroad Company.

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.*—J. S. Vanzandt, being duly sworn, on his oath says that he is Treasurer 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.

J. S. VANZANDT.

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Sworn and subscribed before me this 9th day of February, A. D. 1892.

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

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$58,354 72
Income from freight	65,317 37
Income from other sources	4,622 28
Total	$128,294 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$61,798 08
Dividends paid during the year 1891, and how paid— December 31st, 1891, 10 per cent. in cash on $196,550 of stock...	$19,655 00

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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, 1891:

Capital stock paid in	$765,000 00
Bonded debt	750,000 00
Cost of road and equipments	$1,539,222 83

The road extends from Birmingham, N. J., to Bay Head Junction, New Lisbon, N. J., to Brown's Mills-in-the-Pines, Island Heights Junction to Island Heights, N. J., a distance of forty-nine and eleven-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over 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 1st day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$54,927 40
Income from freight	18,102 70
Income from other sources	5,706 36
Total	$78,736 46

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$124,910 94

Dividends paid during the year 1891, and how paid—None.

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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, 1891:

Capital stock paid in	$102,900 00
Bonded debt	100,000 00
Cost of road and equipments	$169,983 73

The road extends from Haddonfield, N. J., to Medford, N. J., a distance of eleven and seventy-one hundredths miles.

It is leased to the Camden and Atlantic Railroad Company at an annual rental of total earnings in excess of 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.*—G. B. Roberts, being duly sworn, on his oath says that he is President 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.

G. B. ROBERTS.

Sworn and subscribed before me this 5th day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$13,517 89
Income from freight	8,885 52
Income from other sources	10,587 70
Total	$32,991 11

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$27,454 05

Dividends paid during the year 1891, and how paid—None.

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PORT READING 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 Port Reading Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$1,500,000 00
Cost of road and equipments (estimated)	$3,000,000 00

Dividends paid during the year 1891, and how paid—None.

The road extends from Port Reading crossing to Arthur Kill, a distance of about twenty miles.

RECEIPTS AND EXPENSES FOR 1891.

None.

State of Pennsylvania, Philadelphia County, *ss.*—W. A. Church, being duly sworn, on his oath says that he is Secretary of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

W. A. CHURCH.

Sworn and subscribed before me this 26th day of February, A. D. 1892.

JOHN G. LAMB.
Notary Public.

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PITTSTOWN BRANCH 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 Pittstown Branch Railway Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$8,000 00
Bonded debt.—None.	
Floating debt	58,205 80
Cost of road and equipments	$66,205 80

Dividends paid during the year 1891, and how paid—None.

The road extends from Landown, N. J., to Pittstown, N. J., a distance of three and ninety-seven hundredths miles.

REMARKS.

The railroad of this company is operated as a branch of the Easton and Amboy Railroad, no separate account of the earnings and expenses being kept.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary of the Pittstown Branch Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this 26th day of February, A. D. 1892.

J. F. SCHAPERKOTTER,
A Commissioner of Deeds for New Jersey in Pennsylvania

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RARITAN 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 Raritan River Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$364,800 00
Bonded debt	243,000 00
Floating debt—Nominal.	
Cost of road and equipments	$607,800 00

Dividends paid during the year 1891, and how paid—No dividends paid during 1891, as railroad was not finished, and was operated under construction contract up to January 1st, 1892.

The road extends from South Amboy to New Brunswick, a distance of twelve miles.

REMARKS.

The road was operated under the construction contract up to January 1st, 1892, when the company assumed the operation thereof. The company did not receive any income during 1891.

State of New Jersey, Hudson County, *ss.*—Edward H. Ripley, being duly sworn, on his oath says that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

EDWARD H. RIPLEY.

Sworn and subscribed before me this 7th day of March, A. D. 1892.

WILLIAM S. BAKER,
Master in Chancery of New Jersey.

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ACCIDENTS.

September 22d.—John Quirk, brakeman, slightly injured; arm sprained in jumping from coal car. Conductor, G. Hallem; engineer, Edward Shanaphy.

November 20th.—Edward Dewan, brakeman, severely injured; arm caught in coupling cars. Conductor, David McNeal; engineer, Edward Shanaphy.

December 30th.—Thos. Lyons, brakeman, slightly injured; leg hurt by express safe sliding against it, caused by derailing of coach. Conductor, G. Hallem; engineer, Wm. Mulford.

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ROCKAWAY 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 Rockaway Valley Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in—Nothing paid in, it is all water, and amount issued is	$187,100 00
Bonded debt	189,200 00
Floating debt	3,500 00
Cost of road and equipments	$78,650 00

Dividends paid during the year 1891, and how paid—No dividend has been paid, neither has any interest ever been paid on the bonds.

The road extends from White House to Peapack, a distance of eleven and fifty-five hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$2,678 58
Income from freight	12,313 92
Income from other sources	732 06
Total	$15,724 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$12,060 00

REMARKS.

This is the first year we have earned running expenses, and the surplus over running expenses has been applied to reduction of floating debt.

The road having been built by local aid along the line, few, if any, expect interest on their bonds for some time.

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State of New Jersey, Hunterdon County, *ss.*—James H. Sayre, being duly sworn, on his oath says that he is Secretary of the Rockaway Valley Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1891, are correct and true, to the best of his knowledge and belief.

JAMES H. SAYRE.

Sworn and subscribed before me this 3d day of February, A. D. 1892.

M. L. McCREA,
Commissioner of Deeds.

ACCIDENTS.

None.

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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, 1891:

Capital stock paid in	$45,600 00

The road extends from Rocky Hill to Monmouth Junction, a distance of six and seven-thousandths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent., payable as dividends to stockholders June 1st and December 1st of each year.

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, *ss.*—Stephen Voorhees, being duly sworn, on his oath says that he is Secretary and Treasurer 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.

STEPHEN VOORHEES,
Secretary and Treasurer.

Sworn and subscribed before me this 2d day of February, A. D. 1892.

LEROY H. ANDERSON,
M. C. C.

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$2,058 26
Income from freight	2,328 45
Income from other sources	292 72
Total	$4,679 43

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $10,987 20

Dividends paid during the year 1891, and how paid—Six per centum on capital stock, paid half yearly by Pennsylvania Railroad Company, lessee.

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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, 1891:

Capital stock paid in	$1,638,600 00
Bonded debt	236,500 00
Floating debt—None.	
Cost of road and equipments	$1,911,779 34

Dividends paid during the year 1891, and how paid—None.

The road extends from Waterloo to Branchville and Franklin, a distance of twenty-nine and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$29,066 28
Income from freight	55,574 34
Income from other sources	20,030 41
Total	$104,671 03
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$82,970 38

State of New York, New York County, *ss.*—Frederick 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 1891, are correct and true, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1892.

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

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ACCIDENTS.

April 16th.—Lyn Washer, brakeman, caught between cars; badly bruised.

August 1st.—Nathaniel Wynn, tramp, walking on track; leg crushed.

August 17th.—Jesse Campbell, brakeman, standing on track; killed.

November 3d.—George Titsworth, brakeman, uncoupling; hand bruised.

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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, 1891:

Capital stock paid in		$240,000 00
Cost of road and equipments, at foreclosure sale	$15,000 00	
Cost of road and equipments since added	1,334 71	
		$16,334 71

The road extends from Manchester to Toms River, a distance of seven and fifty-seven hundredth miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell 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.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D., 1892.

BEN V. D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1891.

The receipts and expenses for 1891 are included in the receipts and expenses of the New Jersey Southern Railway Company; no separate account of the same was made.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

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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, 1891:

Purchased at foreclosure sale	$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 seventy-one hundredths miles.

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

State of New York, New York City and 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 18th day of March A. D. 1892.

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

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$10,187 64
Income from freight	2,353 19
Income from other sources	818 70
Total	$13,359 53

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Above receipts are also included in amount reported as receipts of New Jersey Southern Railway Company.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, are included in the operations of the New Jersey Southern Railway Company; no separate account of same was made.

ACCIDENTS.

Included in New Jersey Southern Railway Company's report.

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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 of New Jersey presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$550,991 54
Bonded debt	99,882 50
Floating debt	13,996 47
Cost of road and equipments	$664,870 51

Dividends paid during the year 1891, and how paid—None.

The road extends from Whiting to Tuckerton, a distance of twenty-nine miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$23,952 13
Income from freight	22,363 56
Income from other sources	6,797 93
Total	$53,113 62
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$55,206 48

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Ashhurst, being duly sworn, on his oath says that he is President of the Tuckerton Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on said road during the year 1891, are correct and true, to the best of his knowledge and belief.

SAMUEL ASHHURST.

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Sworn and subscribed before me this 11th day of February, A. D. 1892.

WM. WAGNER, JR.,
A Notary Public for the Commonwealth of Pennsylvania
Residing in Philadelphia.

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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, 1891:

Capital stock paid in	$21,240,400 00
Bonded debt	20,000,000 00
Cost of road and equipments	$44,204,889 97

The road extends from Camden to Amboy, and from Trenton to Jersey City, with branches, a distance of four hundred and forty-seven miles, and also the canal from Bordentown to New Brunswick, forty-four miles, and the feeder, twenty-two miles, in all a distance of sixty-six miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of ten per centum on its capital stock and the interest on its bonds.

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, Mercer County, *ss.*—Robert F. Stockton, being duly sworn, on his oath says that he is 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.

R. F. STOCKTON,
President.

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Sworn and subscribed before me this 29th day of February, A. D. 1892.

LEROY H. ANDERSON,
M. C. C.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$7,586,479 50
Income from freight	9,987,486 61
Income from other sources	1,421,626 00
Total	$18,995,592 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$14,905,788 66

Dividends paid during the year 1891, and how paid—Ten per centum on capital stock, paid quarterly by Pennsylvania Railroad Company, lessee.

ACCIDENTS—NEW YORK DIVISION.

Persons struck by passing trains and killed while walking or standing on the track.

January 1st.—Bartholomew Maloney, at Harrison. Thomas Gallagher, conductor; I. A. Van Pelt, engineman.

January 2d.—James Nolan, at Perth Amboy Junction. George W. Brown, conductor; J. A. Willitts, engineman.

January 27th.—An unknown man, at East Brunswick. A. N. Ritter, conductor; J. Vanarsdale, engineman.

January 29th.—Jacob Fuchs, at Marion. A. E. Boucher, conductor; C. H. Blumer, engineman.

March 28th.—Benjamin Hoagland (colored), at New Brunswick. C. Johnson, conductor; J. A. Willitts, engineman.

June 5th.—Mary Trooper, at Shanley's Cut, Jersey City; F. D. Swain, conductor; F. Blakesley, engineman.

July 8th.—R. B. Purcell, at New Brunswick. William Rich, conductor; B. F. Keffer, engineman.

September 13th.—Bryan McGulick, at New Brunswick. W. H. Merritt, conductor; A. Vandegrift, engineman.

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October 8th.—John Fischer, at Newark. A. F. Waters, conductor; William H. Cook, engineman.

November 24th.—An unknown man, at Waverly. C. Campbell, conductor; G. W. Bishop, engineman.

November 27th.—Mathew Barry, at Marion. J. L. Parker, conductor; D. Lesher, engineman.

Persons struck by passing trains and injured while walking or standing on the track.

January 9th.—Joseph Bowman, fatally injured at Perth Amboy. J. W. Meshrow, conductor; Thomas Smith, engineman.

January 10th.—C. W. Kenworthy, alias Forter, severely injured at Perth Amboy Junction. L. Silance, conductor; G. Disbrow, engineman.

January 24th.—An unknown man, slightly injured at Jersey City. T. J. Thomas, conductor; C. Naimby, engineman.

January 29th.—John L. King, fatally injured at Elizabeth. W. H. Laros, conductor; A. J. Mickley, engineman.

February 17th.—F. J. McNaughton, severely injured at Marion. W. B. Hoag, conductor; A. Allen, engineman.

March 6th.—William A. Green (colored), fatally injured at Newark. Samuel Travis, conductor. B. F. Ranck, engineman.

March 13th.—An unknown man, fatally injured at Franklin Park. L. Silance, conductor; B. A. Larrison, engineman.

March 14th.—Herman Bleck, fatally injured at Spa Springs. C. R. Evans, conductor; E. Carr, engineman.

March 18th.—Otto Silvermont, severely injured at Meadows. W. B. Hoag, conductor; J. H. Emmons, engineman.

March 19th.—John Shifferstein, severely injured at Newark. C. S. Hogan, conductor; G. W. Bishop, engineman.

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April 28th.—John Brady (boy), fatally injured at Jersey City. O. W. Hoff, conductor; J. C. Knowles, engineman.

May 15th.—Herman Tubebe, severely injured at Stelton. S. B. Keys, conductor; J. C. Currie, engineman.

August 6th.—Robert A. Grabenstein, fatally injured at Marion. J. H. Lanning, conductor; J. Meany, engineman.

August 16th.—Samuel Pickett (colored), severely injured at Meadows. W. Vance, conductor; W. E. Powers, engineman.

September 13th —Benjamin Aldridge, severely injured at Jersey City. J. Barry, conductor; C. Creevey, engineman.

September 15th.—August De Smet, fatally injured at Jersey City. —— ——, conductor; H. Higgins, engineman.

October 3d.—John Keily, severely injured at Marion. W. A. Boulton, conductor; G. B. Taylor, engineman.

November 11th.—John O'Brien, slightly injured at Jersey City. H. W. Headley, conductor; W. H. Berry, engineman.

Persons killed or injured while attempting to get off or on moving trains.

January 7th.—An unknown man, slightly injured at Newark. W. T. Bailey, conductor; William H. Cook, engineman.

January 22d.—Dr. J. G. Kalbach, fatally injured at Jersey City. C. Johnson, conductor; A. Vandegrift, engineman.

February 4th.—Charles Harkins, slightly injured at New Brunswick. L. McNelly, conductor; S. S. Craig, engineman.

February 16th.—Chris. Doyle, slightly injured at Jersey City. E. Davis, conductor; C. Stickle, engineman.

February 16th.—Frank Barrackman, slightly injured at Meadows. William Dawson, conductor; N. Townsend, engineman.

February 24th.—T. Carroll (boy), slightly injured at Jersey City. Samuel Wright, conductor; A. J. Chapman, engineman.

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March 7th.—H. L. Blancke, slightly injured at Linden. J. S. Buckley, conductor; W. B. Gurney, engineman.

March 29th.—Herman Spiro, slightly injured at Newark. G. H. Williams, conductor; G. W. Bishop, engineman.

April 17th.—An unknown woman, slightly injured at Houtenville. A. V. Bergen, conductor; J. P. Freeman, engineman.

April 20th.—An unknown man, slightly injured at Stelton. M. Cannon, conductor; N. Bratton, engineman.

May 12th.—Miss McDonald, slightly injured at Rahway. C. S. Hogan, conductor; G. W. Bishop, engineman.

May 21st.—Thomas Curran, slightly injured at Newark. W. A. Boulton, conductor; W. H. Gordon, engineman.

May 26th.—John Hayden, fatally injured at Newark. R. Finley, conductor; H. L. Roe, engineman.

May 27th.—An unknown man, slightly injured at Newark. D. Henshaw, conductor; J. Roney, engineman.

May 31st.—Harvey Steen, slightly injured at Newark. G. B. Hengst, conductor; A. E. Lott, engineman.

June 10th.—Frank Evans (colored), fatally injured at Rahway. J. F. P. Williams, conductor; T. C. Smith, engineman.

June 22d.—W. A. Burns, slightly injured at Newark. T. A. Brooks, conductor; Thomas Hill, engineman.

June 26th.—Paul Obriest, severely injured at Linden Park. E. B. Dalrymple, conductor; W. H. Lewis, engineman.

June 27th.—Robert Nelson, slightly injured at Elizabeth. C. W. Parks, conductor; H. A. Martindale, engineman.

July 9th.—William Lear, severely injured at Elizabeth. R. C. Wells, conductor; W. B. Gurney, engineman.

July 14th.—Joseph Marzollo, slightly injured at South Elizabeth. W. A. Boulton, conductor; W. P. Garabrant, engineman.

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August 6th.—William H. Grogan, severely injured at Jersey City. H. Bramstedt, conductor; J. K. Niece, engineman.

August 7th.—John Hannigan, severely injured at Millham Junction. J. Huggard, conductor; M. Riley, engineman.

August 7th.—An unknown boy, slightly injured at Newark. W. W. Branson, conductor; T. H. Cadell, engineman.

August 13th.—Donald Smith, fatally injured at Trenton. E. D Swain, conductor; R. Shuhardt, engineman.

August 14th.—An unknown man, slightly injured at Harrison. C. W. Parks, conductor; H. A. Martindale, engineman.

August 16th.—Charles Rothaur, slightly injured at Newark. B. F. Wilson, conductor; E. S. Vaughn, engineman.

September 5th.—Mrs. Saulsman, slightly injured at Rahway. P. J. Barrett, conductor; E. Carr, engineman.

September 22d.—James McCarty, slightly injured at Newark. J. E. Ebner, conductor; W. Fahl, engineman.

September 22d.—Albert T. Shultz, severely injured at Elizabeth. W. H. Edney, conductor; E. Lewis, engineman.

September 24th.—Thomas Maloney, slightly injured at Elizabeth. —— ——, conductor; —— ——, engineman.

September 28th.—A. Brown, slightly injured at Jersey City. J. Fitzgerald, conductor; H. Cochran, engineman.

October 1st.—Antonio Benny, severely injured at Meadows. A. R. Percy, conductor; Samuel W. Pine, engineman.

October 10th.—J. Strab, slightly injured at Newark. R. C. Wells, conductor; J. H. Emmons, engineman.

October 22d.—Frederick Sidney, slightly injured at Jersey City. C. B. Kendig, conductor; J. Reagan, engineman.

October 30th.—Thomas Cannon, severely injured at Meadows. Joseph Lythgoe, conductor; Willard Higgans, engineman.

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November 1st.—J. A. Chorman, slightly injured at Elizabeth. B. W. Rulon, conductor; G. E. Roe, engineman.

November 12th.—Rachel Slater (colored), slightly injured at Newark. T. Stackhouse, conductor; G. Disbrow, engineman.

November 22d.—Miss Lieberman, slightly injured at Newark. H. F. Lander, conductor; C. Naimby, engineman.

December 24th.—William Lahey, slightly injured at New Brunswick. R. W. Atkinson, conductor; J. H. Ellis, engineman.

December 24th.—Mrs. A. Lenardi, slightly injured at Jersey City. J. M. Curran, conductor; G. W. Bishop, engineman.

Persons found killed or injured lying alongside of the track, supposed to have been struck by passing trains, or by attempting to jump off or on moving trains. Circumstances, what train and what conductor and engineman, unknown.

January 17th.—Richard J. Smith, slightly injured at Houtenville.

February 6th.—Edward Mullen, fatally injured at Newark.

February 14th.—Thomas Graham, slightly injured at Jersey City.

February 25th.—Edward Foley, severely injured at Millstone Junction.

March 17th.—John Reilly, slightly injured at Marion.

March 20th.—Julius Schwab, found dead at Lawrence.

March 27th.—Chester Fitzsimmons, slightly injured at Franklin Park.

April 10th.—Patrick McNally, fatally injured at Perth Amboy.

May 11th.—W. H. Cottrell, found dead at Meadows.

May 15th.—An unknown man, severely injured at Rahway.

May 26th.—William Willis, severely injured at Lawrence.

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May 26th.—Martin McDonough, fatally injured at Rahway.

June 9th.—Thomas Clark, severely injured at Rahway.

June 22d.—An unknown man, found dead at Millham Junction.

July 31st.—Andrew Peterson, slightly injured at Shanley's Cut, Jersey City.

September 19th.—J. Kleinsmith, found dead at Princeton Junction.

September 24th.—George Reich, found dead at Marion.

September 29th.—John Stephens (colored), severely injured at Millham Junction.

October 8th.—John Purvis, found dead at Metuchen.

October 9th.—An unknown man, fatally injured at Rahway.

October 22d.—Martin Whalen, found dead at Rahway.

November 4th.—Albert Hart, fatally injured at Marion.

November 17th.—Michael Castlo, found dead at Millham Junction.

November 26th.—Fritz Steenke, found dead, and Julia Steenke (child), fatally injured at Woodbridge Junction.

December 9th.—An unknown man, found dead at Robinvale.

December 11th.—T. Connelly, fatally injured at North Elizabeth.

December 15th.—Patrick Callahan, fatally injured at Dean's.

December 17th.—C. Korber, fatally injured at New Brunswick.

December 20th.—James McDonald, found dead at Harrison.

December 28th.—Abraham Vogel, found dead at Millham Junction.

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Persons killed or injured by moving trains while crossing the tracks.

January 22d.—Michael Smith, fatally injured at Jersey City. A. C. Van Nostrand, conductor; C. H. Swem, engineman.

January 24th—Daniel Dinan, killed at Jersey City. C. Campbell, conductor; T. H. Cadell, engineman.

January 24th.—Arthur G. Quarrell, fatally injured at Waverly. J. S. Buckley, conductor; W. B. Gurney, engineman.

January 28th —Leon Liebermann, fatally injured at Jersey City. —— ——, conductor; George Vanarsdale, engineman.

February 6th.—Peter Haney, severely injured at Trenton. F. Minster, conductor; L. E. Pope, engineman.

April 9th.—Daniel Mauriski, fatally injured at Franklin Park. S Knowles, conductor; D. W. Kerr, engineman.

April 9th.—Patrick Cleary, severely injured at Jersey City. John White, conductor; E. W. Eldridge, engineman.

May 1st.—E. R. Smith, slightly injured at New Brunswick. F. D. Swain, conductor; J. Meegan, engineman.

May 13th.—Hugh Monahan (boy), killed at Jersey City. J. S. Buckley, conductor; G. H. Morrison, engineman.

June 6th.—Eddie Denniston (boy), slightly injured at Jersey City. H. G. Allen, conductor; B. M. Lupton, engineman.

June 12th.—Lizzie Smith (child), killed at Newark. F. Farber, conductor; A. Vandegrift, engineman.

June 22d.—J. Burghouse, slightly injured at Newark. A. V. Bergen, conductor; G. B. Taylor, engineman.

June 24th.—Mary Fagan, fatally injured at Newark. C. W. Parks, conductor; L. E. Ganong, engineman.

June 27th.—William Hefferman, boy, slightly injured at Marion. M. H. Garrigan, conductor; H. Allyn, engineman.

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July 8th.—Mayo Hatch, severely injured at Elizabeth. B. Jobes, conductor; J. H. Vorhis, engineman.

August 1st.—Giacomo Dirrienze, killed at South Trenton. J. H. Mount, conductor; H. Mahan, engineman.

August 14th.—J. B. Riker, slightly injured at Newark. W. N. Stults, conductor; W. G. Weaver, engineman.

August 18th.—Mrs. John Deinzer, killed at New Brunswick. F. D. Swain, conductor; R. Shuhardt, engineman.

September 22d.—William Brown, colored, slightly injured at Newark. George Huncke, conductor; J. Boehm, engineman.

September 28th.—William Martin, slightly injured at Jersey City. —— ——, conductor; —— ——, engineman.

October 2d.—Herbert Wilmert, fatally injured at Newark. C. W. Parks, conductor; L. E. Ganong, engineman.

October 9th.—Mrs. Barbara Kenney, killed at Menlo Park. H. W. Feaster, conductor; C. N. Devinney, engineman.

October 15th.—Carl Schmidt, slightly injured at Newark. W. W. Terry, conductor; A. B. Ryan, engineman.

October 31st.—James O'Donnell, slightly injured at Elizabeth. H. Christian, conductor; F. C. Shotwell, engineman.

November 4th.—Peter M. Mullin and Francis McGuinness, fatally injured at Newark. —— ——, conductor; A. Bennett, engineman.

November 7th.—Abraham Ketzen, slightly injured at Newark. —— ——, conductor; I. A. Decker, engineman.

November 17th.—Frederick Toler, severely injured at Newark. L. M. Silance, conductor; B. A. Larrison, engineman.

November 19th.—Abraham Dimond and David Kraener, killed at Elizabeth. William Messer, conductor; William Wiggins, engineman.

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November 21st.—Patrick O'Rourke, killed at Jersey City. J. Geraghty, conductor; C. Cozzens, engineman.

November 22d.—Miss Mary Gilmartin, killed at Harrison. H. F. Lander, conductor; C. Naimby, engineman.

December 9th.—William Gleason, killed at Newark. C. S. Hogan, conductor; W. B. Gurney, engineman.

December 15th.—John Hart, killed at Newark. S. B. Keys, conductor; F. Roberts, engineman.

Persons other than employes killed or injured in other ways than as above stated.

January 14th.—Edward Giles, slightly injured by falling from bridge over Main street after alighting from a train at Metuchen.

January 24th.—Mrs. Ellen J. Snead (colored), severely injured by being struck by some object, caused by collision of a train with a fire engine at Jersey City. C. Campbell, conductor; T. H. Cadell, engineman.

January 30th.—Mrs. Nutt, slightly injured by glass from a broken car window at Rahway. S. Knowles, conductor; John Bender, engineman.

February 1st.—An unknown man, slightly injured by falling while crossing the tracks at Jersey City.

February 24th.—John Coughlin slightly injured by his hand being caught between a car door and casing at Woodbridge. J. W. Meshrow, conductor; W. P. Garabrant, engineman.

March 1st.—Mrs. G. W. Ferguson, slightly injured by falling from a car seat at New Brunswick. H. Bramstedt, conductor; Geo. Ginglin, engineman.

March 2d.—Mrs. Anna Becker, slightly injured by a bolt falling from a train at New Brunswick. J. K. Bready, conductor; J. P. Rood, engineman.

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March 11th.—John Moran, severely injured by falling into pit of a turn-table at Jersey City.

March 12th.—Mr. Haring, slightly injured by a stone thrown through a car window at Trenton. F. Farber, conductor; T. Towell, engineman.

March 16th.—James Creighton, slightly injured by an iron beam falling on him at Jersey City.

March 16th.—John Fee, slightly injured by falling at Jersey City.

March 16th.—An unknown woman, slightly injured by falling at Jersey City.

March 23d.—Mr. Irving, slightly injured by a bullet that was shot through a car window at Woodbridge Junction. R. Tharp, conductor; E. Carr, engineman.

March 27th.—Miss Annie Bourguegon, slightly injured by glass from a broken car window at Linden. R. W. Atkinson, conductor; J. K. Niece, engineman.

March 27.—Frank Cavanaugh, slightly injured by being struck by a car while lying on a float at Jersey City. M. Kane, conductor; E. Devlin, engineman.

April 10th.—John Giblin, severely injured while stealing a ride on a freight train at Trenton. R. Gamble, conductor; C. Bogert, engineman.

April 11th.—Martin Bastedo, slightly injured by his hand being caught between a car door and casing at Monmouth Junction. R. W. Atkinson, conductor; J. K. Niece, engineman.

April 11th.—Henry Reim, slightly injured by being struck by a train while standing on a station platform at Newark. H. W. Headley, conductor; W. H. Berry, engineman.

April 11th.—William Oram, severely injured by falling down steps of tunnel at Newark.

April 13th.—Frank Holman, severely injured while attempting to pull a coupling pin between cars at Harsimus Cove, Jersey City.

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April 17th.—John S. Sealy, slightly injured by falling at Newark.

April 20th.—Mrs. J. J. Richards, slightly injured by falling in a car while it was being shifted at Jersey City. J. Barry, conductor; C. Creevey, engineman.

April 21st.—William Bogan, slightly injured by glass from a broken car window, at Newark. J. R. Cornell, conductor; I. A. Van Pelt, engineman.

April 22d.—Frank Koland, slightly injured by being struck by a turn-table while sitting on the coping of it at Jersey City. E. Heaton, conductor; W. H. Gardner, engineman.

April 24th.—Hubert Nussey, killed by lying on the track in front of a train at Houtenville. H. Graham, conductor; G. Parks, engineman.

April 26th.—Miss Annie Van Pelt, slightly injured by striking her foot against a splinter of platform at New Brunswick.

May 11th.—Edward Leary (boy), slightly injured by his hand being caught between a car door and casing at New Brunswick. W. T. Bailey, conductor; G. H. Claflin, engineman.

May 17th.—J. Walschack, killed by falling from a moving train at Long Branch Junction. H. F. Lander, conductor; B. M. Lupton, engineman.

May 17th.—John Trout, severely injured by his foot being run over while asleep under a car at Newark. J. Stevens, conductor; J. Rogers, engineman.

May 28th.—Charles F. Simpson, severely injured while attempting to cross the platforms of cars of a freight train at Newark. John Langan, conductor; E. W. Stowe, engineman.

June 3d.—Miss M. L. Shackford slightly injured by glass from a broken car window at Lawrence. A. C. Van Nostrand, conductor; G. Vanarsdale, engineman.

June 9th.—Charles Healey, slightly injured by falling from a car at Harsimus Cove, Jersey City.

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June 27th.—Max Henry, severely injured by running against an iron brace at Newark.

June 29th.—Fred. Geeseler, slightly injured by his hand striking bridge while holding it out of a car window at Hackensack river bridge. D. B. Tice, conductor; G. E. Roe, engineman.

June 30th.—F. Wittenborn, slightly injured by striking his leg against a pick at Trenton.

July 8th.—Edward Johnson (boy), severely injured by falling from an embankment at Marion.

July 9th.—Jay R. Johnson (boy), severely injured while stealing a ride on an engine at Jersey City. —— ——, conductor; W. H. Page, engineman.

August 3d.—John Fitzpatrick, killed by jumping in front of a train at Newark. J. W. Meshrow, conductor; W. G. Weaver, engineman.

August 5th.—Mr. Ruerup, slightly injured by slipping from the edge of a station platform at Newark.

August 6th.—Dr. James P. Firke, slightly injured by a ventilator falling in a car at Harrison. D. B. Tice, conductor; G. E. Roe, engineman.

August 8th.—F. W. Bartholmey, slightly injured by a fragment of an exploded track torpedo at Perth Amboy Junction. B. W. Rulon, conductor; T. Smith, engineman.

August 10th.—Joseph Murray (boy), severely injured by a piece of wood, falling on him while under the elevated road at Jersey City.

August 12th.—C. W. Sternberg and Mrs. C. W. Sternberg, slightly injured by glass from car window at Hackensack river bridge. J. R. Cornell, conductor; W. B. Gurney, engineman.

August 18th.—Joseph Kellner, severely injured by train striking a door of a freight car at Meadows. G. G. Boulware, conductor; L. E. Ganong, engineman.

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August 18th.—John Cresiner (boy), fatally injured while stealing a ride on a freight train at Newark. T. Dempsey, conductor; G. Labar, engineman.

September 2d.—J. D. Ashwell, slightly injured by being struck by an Adams Express truck at Jersey City.

September 6th.—Philip Brennan, slightly injured by falling from the platform of a telegraph tower at Newark.

September 7th.—Joseph Pomesomer, slightly injured by glass from a broken car window at East Brunswick. S. Knowles, conductor; J. H. Ellis, engineman.

September 7th.—Andrew Arnold (boy), slightly injured by a piece of wood falling from the elevated road at Jersey City.

September 18th.—Edward Burke, slightly injured by a piece of wood falling from the elevated road at Jersey City.

September 18th.—Rev. R. M. Luther, slightly injured by falling at Newark.

September 22d.—Mr. Whitmore, slightly injured by being struck by the lid of a journal box falling from a train at New Brunswick. J. F. P. Williams, conductor; T. C. Smith, engineman.

October 20th.—Mrs. Kelley, slightly injured by falling from the station platform at Rahway.

October 28th.—Mrs. C. L. Borgmeyer, slightly injured by falling at Rahway.

October 28th.—Dr. John J. Quigley, slightly injured by glass from a broken car window at Jersey City. F. E. Wyckoff, conductor; G. Ginglen, engineman.

November 6th.—Mrs. William Kelly, slightly injured by falling down the steps to the tunnel at Newark.

November 14th.—Mrs. S. W. Hoag, slightly injured by falling down steps at Jersey City.

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November 16th.—T. Cosgrove, slightly injured by being struck by a train at Newark. H. F. Lander, conductor; I. A. Van Pelt, engineman.

November 19th.—James McKenna, severely injured by being caught between an express car and a post at Jersey City. A. F. Waters, conductor; E. Wright, engineman.

November 20th.—Miss Emma Hodgson, slightly injured by a piece of fence falling on her foot at Trenton.

November 22d.—Mrs. Minnie Murray, slightly injured by being struck by the body of a woman killed by a train at Harrison. H. F. Lander, conductor; C. Naimby, engineman.

November 25th.—Mrs. Anna Fisk, slightly injured by falling at New Brunswick.

December 4th.—Joseph Pegnator, severely injured while stealing a ride on a freight train at Waverly. J. A. Foster, conductor; R. A. Goulding, engineman.

December 17th.—Charles Mollinaux, slightly injured by falling against a crossing gate at Rahway.

December 29th.—W. G. Johnson, slightly injured by falling from a train at Newark. William Kennedy, conductor; R. K. Stackhouse, enginman.

December 29th.—W. L. King, slightly injured by falling at Jersey City.

Employes killed or injured while coupling or handling cars at stations.

January 3d.—C. W. Skirm, slightly injured at Jersey City. W. N. Stults, conductor; I. D. Fry, engineman.

January 4th.—B. R. Dixon, slightly injured, and Owen Richards, severely injured at Meadows. A. E. Boucher, conductor; C. H. Blumer, engineman.

January 4th.—Michael Fitzgerald, slightly injured at Meadows. E. D. Rahilly, conductor; J. S. Van Nostrand, engineman.

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January 5th.—Patrick Roach, fatally injured at Jersey City. E. Heaton, conductor; W. H. Gardner, engineman.

January 5th.—Arthur Gallagher, slightly injured at Jersey City. L. Carley conductor; H. Mitchell, engineman.

January 13th.—James McGregor, slightly injured at Jersey City. A. E. Boucher, conductor; Charles Bloom, engineman.

January 13th.—John Sullivan, slightly injured at Harsimus Cove, Jersey City. John Boyle, conductor; Frank Burke, engineman.

January 17th.—Jeremiah Hayes, slightly injured at Harsimus Cove, Jersey City. Charles Robinson, conductor; W. C. Johnson, engineman.

January 17th.—E. C. Trimmer, slightly injured at Waverly. James Stevens, conductor; A. W. Denton, engineman.

January 19th.—R. E. Black, slightly injured at Meadows. R. Gamble, conductor; W. E. Powers, engineman.

January 21st.—Nicholas McKune, slightly injured at East Brunswick. John Britt, conductor; Samuel Barr, engineman.

January 26th.—J. H. Brock, severely injured at Jersey City. Thomas Dempsey, conductor; J. M. Slater, engineman.

January 26th.—F. N. Garwood, severely injured at Trenton. F. Minster, conductor; L. E. Pope, engineman.

January 27th.—J. A. Barnett, slightly injured at Meadows. William Barnstolf, conductor; J. Meaney, engineman.

January 30th.—John Ryan, slightly injured at Meadows. S. Vanderhoef, conductor; D. C. Brown, engineman.

February 3d.—H. P. Burden, slightly injured at Waverly. J. Hargrove, conductor; J. Norton, engineman.

February 4th.—J. McLaughlin, slightly injured at Jersey City. J. Cummings, conductor; E. W. Rose, engineman.

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February 7th.—C. S. Skillman, slightly injured at Harsimus Cove, Jersey City. H. Baeidt, conductor; H. Fleigauf, engineman.

February 7th.—B. R. Egbert, slightly injured at Jersey City. Joseph C. Sadler, conductor; Joseph Capner, engineman.

February 8th.—Joseph Devinney, severely injured at Trenton. F. Easterline, conductor; W. W. Lyon, engineman.

February 9th.—H. W. Lyon, slightly injured at Meadows. M. McIntyre, conductor; A. Rogers, engineman.

February 10th.—C. C. Dollinger, slightly injured at Meadows. C. Arguit, conductor; W. A. Hyland, engineman.

February 12th.—John Q. Adams, slightly injured at Jersey City. A. E. Boucher, conductor; C. H. Blumer, engineman.

February 13th.—Patrick Quinn, slightly injured at Harsimus Cove, Jersey City. J. T. Byrnes, conductor; H. Fleigauf, engineman.

February 13th.—T. McVey, slightly injured at Harsimus Cove, Jersey City. T. McVey, conductor; J. McGrady, engineman.

February 21st.—Michael Ryan, slightly injured at Dean's. L. E. Burt, conductor; W. Burton, engineman.

February 21st.—J. A. Driscoll, slightly injured at Harsimus Cove, Jersey City. J. A. Quinn, conductor; E. P. Hutton, engineman.

February 27th.—J. J. Keegan, slightly injured at Jersey City. M. O'Rourke, conductor; J. Templeton, engineman.

February 27th.—Birden Jobes, severely injured at Jersey City. A. E. Boucher, conductor; C. H. Blumer, engineman.

February 28th.—J. H. Pettit, slightly injured at Newark. A. E. Ludlow, conductor; W. H. Fagans, engineman.

February 28th.—E. T. Allen, slightly injured at Trenton. William White, conductor; C. H. Traphagen, engineman.

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March 1st.—William Kearney, slightly injured at Harsimus Cove, Jersey City. P. Brock, conductor; George Page, engineman.

March 3d.—M. J. O'Connor, slightly injured at Jersey City. M. J. O'Connor, conductor; J. Riley, engineman.

March 5th.—Michael Egan, slightly injured at Harsimus Cove, Jersey City. William Gilday, conductor; E. P. Hutton, engineman.

March 6th.—William Highland, severely injured at Harsimus Cove, Jersey City. E. Kelly, conductor; J. H. Vorhis, engineman.

March 8th.—J. A. Stranger, severely injured at Harsimus Cove, Jersey City. Charles Robinson, conductor; F. A. Henneman, engineman.

March 17th.—A. A. Hook, slightly injured at Jersey City. J. Mooney, conductor; J. Toms, engineman.

March 18th.—William Ragon, slightly injured at Jersey City. R. D. Titus, conductor; Thomas Palmer, engineman.

March 18th.—J. Teevin, slightly injured at Meadows. W. Mullin, conductor; E. Lewis, engineman.

March 19th.—Henry Miller, slightly injured at Meadows. F. Kelly, conductor; C. W. Williams, engineman.

March 19th.—Charles Marquart, slightly injured at Harsimus Cove, Jersey City. F. Cooper, conductor; J. H. Ellis, engineman.

March 21st.—Oliver Miller, slightly injured at Meadows. H. C. Beck, conductor; J. Rogers, engineman.

March 23d.—H. O. Shriner, slightly injured at Monmouth Junction. R. D. Titus, conductor; Thomas Palmer, engineman.

March 23d.—Joseph Cook, slightly injured at Monmouth Junction. B. Wright, conductor; C. Bogert, engineman.

March 30th.—Grant Holvey, severely injured at Harrison. J. A. Keenan, conductor; J. H. Mason, engineman.

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March 30th.—Charles Rommel, slightly injured at Jersey City. Charles Rommel, conductor; J. H. Farmer, engineman.

March 30th.—N. Carroll, severely injured, and E. T. Costello, slightly injured at Harsimus Cove, Jersey City. N. Carroll, conductor; W. Nunemaker, engineman.

April 2d.—Samuel Wright, slightly injured at Jersey City. Samuel Wright, conductor; A. J. Chapman, engineman.

April 3d.—R. Steiner, slightly injured at Meadows. J. Dwyer, conductor; J. Decatur, engineman.

April 4th.—E. G. Christy, slightly injured at Harsimus Cove, Jersey City. B. F. Wiltse, conductor; A. F. Purt, engineman.

April 15th.—W. T. Moore, severely injured at Waverly. James Stevens, conductor; J. H. Toms, engineman.

April 16th.—Charles O. Perkins, slightly injured at Meadows. H. Poland, conductor; H. L. Roe, engineman.

April 18th.—W. N. Stults, slightly injured at Monmouth Junction. J. H. Lanning, conductor; George Skirm, engineman.

April 23d.—J. H. Kearney, slightly injured at Jersey City. Charles Rommel, conductor; J. H. Farmer, engineman.

April 24th.—M. F. Smith, slightly injured at Meadows. B. Wright, conductor; W. Watson, engineman.

April 27th.—Patrick Quinn, slightly injured at Harsimus Cove, Jersey City. J. T. Byrnes, conductor; F. Lozier, engineman.

May 6th.—John Kogen, slightly injured at Meadows. J. D. Johnson, conductor; W. Gies, engineman.

May 7th.—Thomas F. Gough, slightly injured at Harrison. J. Brennen, conductor; J. H. Mason, engineman.

May 15th.—William Shultz, slightly injured at Marion. H. Reynolds, conductor; G. H. West, engineman.

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May 18th.—R. S. Davenport, slightly injured at Jersey City. J. Leavy, conductor; —— ——, engineman.

May 18th.—Frank Conover, fatally injured at Meadows. Frank Conover, conductor; H. L. Roe, engineman.

May 20th.—Frank H. Ryan, slightly injured at Harsimus Cove, Jersey City. N. Brown, conductor; E. W. Gwinnell, engineman.

May 26th.—William Myers, slightly injured at Harsimus Cove, Jersey City. J. Barry, conductor; F. Burke, engineman.

May 20th.—Isaac Kemble, slightly injured at Trenton. C. Wharton, conductor; R. G. Provost, engineman.

June 12th.—Harry P. Roberts, slightly injured at Trenton. R. T. Elder, conductor; M. K. Packer, engineman.

June 16th.—Hugh Reynolds, slightly injured at Harsimus Cove, Jersey City. Hugh Reynolds, conductor; G. H. West, engineman.

June 18th.—G. W. Anderson, slightly injured at Jersey City. W. Simmons, conductor; A. J. O'Neil, engineman.

June 20th.—William Lawler, slightly injured at Jersey City. J. L. Mandigo, conductor; H. Fleigauf, engineman.

June 21st.—Joseph Healey, slightly injured at Meadows. L. Spencer, conductor; G. H. West, engineman.

June 24th.—E. E. Townley, slightly injured at Newark. A. J. Coyle, conductor; J. Rogers, engineman.

July 1st.—John Q. Adams, slightly injured at Jersey City. J. E. Venner, conductor; H. Metz, engineman.

July 2d.—John Comiskey, severely injured at Meadows. Albert Kraatz, conductor; S. P. Ross, engineman.

July 3d.—Edward M. Farr, slightly injured at Harsimus Cove, Jersey City. G. Crispin, conductor; E. W. Gwinnell, engineman.

July 8th.—Timothy Sheehan, severely injured at Meadows. M. King, conductor; F. Ethridge, engineman.

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July 9th.—D. J. Shine, slightly injured at Jersey City. W. L. Chatburn, conductor; H. Fleigauf, engineman.

July 13th.—A. E. Boucher, slightly injured at Jersey City. A. E. Boucher, conductor; J. W. Boice, engineman.

July 14th.—J. B. Harkness, slightly injured at Harsimus Cove, Jersey City. E. Kelly, conductor; F. Burke, engineman.

July 15th.—Alfred Sobjager, fatally injured at Jersey City. A. E. Boucher, conductor; J. W. Boice, engineman.

July 17th.—John Chryst, slightly injured at Meadows. H. Garra, conductor; B. F. Keffer, engineman.

July 21st.—W. N. Lawrence, slightly injured at Trenton. W. N. Lawrence, conductor; G. W. McCluer, engineman.

July 24th.—Charles E. Wilson, slightly injured at Waverly. E. F. Rowe, conductor; William Townley, engineman.

July 25th.—B. F. Ellison, slightly injured at Jersey City. B. F. Ellison, conductor; C. Stickle, engineman.

July 29th.—F. P. Coyle, fatally injured at Harsimus Cove, Jersey City. J. A. Quinn, conductor; E. P. Hutton, engineman.

July 30th.—Demott Esler, killed at Newark. James Stevens, conductor; J. J. Rogers, engineman.

July 30th.—Harry E. Vandegrift, slightly injured at Trenton. W. Pedrick, conductor; B. F. Smith, engineman.

August 5th.—Oliver Fleming, slightly injured at Monmouth Junction. S. Labar, conductor; L. D. Morrison, engineman.

August 7th.—Richard Garrison, slightly injured at Trenton. Wilson Davis, conductor; B. H. Ginglen, engineman.

August 10th.—C. N. Billington, slightly injured at Meadows. George Griffin, conductor; J. Donnelly engineman.

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August 12th.—Martin Purcell, slightly injured at Harsimus Cove, Jersey City. P. Brock, conductor; G. H. Page, engineman.

August 13th.—Alugo Snyder, slightly injured at Meadows. T. E. Murray, conductor; O. A. Shipley, engineman.

August 14th.—J. J. Long, slightly injured at Jersey City. J. C. Sadler, conductor; F. Disbrow, engineman.

August 14th.—G. F. Jones, slightly injured at Harsimus Cove, Jersey City. W. P. Lawrence, conductor; J. H. Warren, engineman.

August 18th.—Henry Muller, slightly injured at Meadows. Henry Muller, conductor; H. Carpenter, engineman.

August 21st.—J. J. Sheen, slightly injured at Waverly. J. J. Sheen, conductor; G. L. Hetzel, engineman.

August 26th.—T. McCarty, slightly injured at Harsimus Cove, Jersey City. Charles Robinson, conductor; W. C. Johnson, engineman.

August 28th.—Edward M. Farr, slightly injured at Jersey City. G. Crispin, conductor; E. W. Gwinnell, engineman.

September 4th.—William Barnstolf, severely injured at Meadows. J. Culnen, conductor; P. D. Regan, engineman.

September 10th.—Elmer E. Arnold, slightly injured at Jersey City. E. L. Titus, conductor; G. H. Morrison, engineman.

September 14th.—John Pierson, slightly injured at Meadows. William Davidson, conductor; N. Townsend, engineman.

September 16th.—W. Skivington, slightly injured at Jersey City. J. Meyer, conductor; J. Riley, engineman.

September 17th.—A. Snedeker, slightly injured at Rocky Hill. B. C. White, conductor; George Skirm, engineman.

September 18th.—G. W. Shultz, slightly injured at Millham Junction. C. Peterman, conductor; C. H. Black, engineman.

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September 22d.—Frank G. Farber, slightly injured at Metuchen. M. Cannon, conductor; E. Reynolds, engineman.

September 22d.—J. Lawless, slightly injured at Harsimus Cove, Jersey City. J. T. Byrnes, conductor; F. Lozier, engineman.

September 25th.—H. Meining, slightly injured at Jersey City. C. Womelsdorf, conductor; J. S. Sullivan, engineman.

September 26th.—Charles Wancenreid, slightly injured at Meadows. J. Fallon, conductor; D. C. Brown, engineman.

September 28th.—W. E. Collins, slightly injured at Jersey City. William White, conductor; C. H. Traphagen, engineman.

September 28th.—J. J. Gibbons, slightly injured at Newark. W. W. Walker, conductor; E. F. Rowe, engineman.

September 29th.—John Doran, slightly injured at Harsimus Cove, Jersey City. C. Myers, conductor; W. H. Coulson, engineman.

September 30th.—Thomas Foster, slightly injured at Jersey City. W. P. Lawrence, conductor; J. H. Warren, engineman.

October 5th.—Frank Reilly, slightly injured at Newark. P. J. Hand, conductor; J. Norton, engineman.

October 6th.—H. Brockman, slightly injured at Jersey City. F. Hunter, conductor. J. W. Monroe, engineman.

October 6th.—G. B. Morris, fatally injured at Metuchen. G. B. Morris, conductor; J. H. Toms, engineman.

October 8th.—Charles P. Clark, slightly injured at Jersey City. M. H. Garrigan, conductor; H. Allyn, engineman.

October 8th.—S. N. Johann, slightly injured at New Brunswick. F. Hunter, conductor; J. W. Monroe, engineman.

October 9th.—H. Stultz, slightly injured at Jersey City. L. Carley, conductor; C. W. Martin, engineman.

October 10th.—J. W. Foster, severely injured at Waverly. J. Ward, conductor; C. J. McIlvaine, engineman.

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October 14th.—Conrad Nitzel, slightly injured at Meadows. L. Spencer, conductor; G. H. West, engineman.

October 15th.—Patrick Brock, slightly injured at Harsimus Cove, Jersey City. Patrick Brock, conductor; G. H. Page, engineman.

October 16th.—Thomas Murtha, slightly injured at Harsimus Cove, Jersey City. H. Hough, conductor; G. H. Page, engineman.

October 20th.—William Murphy, slightly injured at Meadows. H. Muller, conductor; C. W. Williams, engineman.

October 21st.—A. Spille, slightly injured at Trenton. Samuel Labar, conductor; L. D. Morrison, engineman.

October 21st.—Joseph Healy, slightly injured at Harsimus Cove, Jersey City. J. A. Quinn, conductor; E. P. Hutton, engineman.

October 27th.—John J. Beach, slightly injured at Newark. E. E. Surran, conductor; J. L. Ettenger, engineman.

October 30th.—Conrad Myers, slightly injured at Harsimus Cove, Jersey City. Conrad Myers, conductor; W. H. Coulson, engineman.

October 31st.—James F. Barrett, slightly injured at Harsimus Cove, Jersey City. Patrick Brock, conductor; G. H. Page, engineman.

October 31st.—C. W. Malsbury, slightly injured at Meadows. C. Webb, conductor; F. Malsbury, engineman.

November 2d.—George W. Allen, slightly injured at Harsimus Cove, Jersey City. George W. Allen, conductor; F. Lozier, engineman.

November 2d.—E. F. McMahon, slightly injured at Princeton Junction. J. H. Cooper, conductor; M. Montgomery, engineman.

November 9th.—Theodore Beyer, slightly injured at Newark. J. W. Chandler, conductor; J. Ryan, engineman.

November 12th.—Detreich Raitz, slightly injured at Metuchen. W. P. Lawrence, conductor; J. H. Warren, engineman.

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November 14th.—Michael Kavanaugh, slightly injured at Harsimus Cove, Jersey City. John Boyle, conductor; George Gillen, engineman.

November 14th.—Charles A. Ward, slightly injured at Harsimus Cove, Jersey City. M. Bodell, conductor; F. W. Shipman, engineman.

November 16th.—George Barkman, slightly injured at Harrison, W. W. Walker, conductor; J. J. Rogers, engineman.

November 18th.—Joseph Kilcommons slightly injured at Meadows. J. Stramp, conductor; J. Sweeney, engineman.

November 21st.—Henry Little, slightly injured at Jersey City. J. Venner, conductor; J. Gannon, engineman.

November 21st.—L. F. Shine, slightly injured at Waverly. G. Stewart, conductor; F. Overbaugh, engineman.

November 23d.—Robert D. Titus, slightly injured at Rahway. Robert D. Titus, conductor; Thomas Palmer, engineman.

November 26th.—William H. Edney, slightly injured at Harsimus Cove, Jersey City. William H. Edney, conductor; E. W. Stowe, engineman.

November 27th.—W. T. Gillen, slightly injured at Harsimus Cove, Jersey City. M. Bodell, conductor; F. W. Shipman, engineman.

November 30th.—Louis Helrigel, slightly injured at Rahway. C. H. Whitehouse, conductor; J. J. Fagan, engineman.

December 1st.—J. L. Allegar, slightly injured at Newark. J. W. Chandler, conductor; J. Ryan, engineman.

December 1st.—Isaac D. Freeman, slightly injured at Meadows. C. E. Pettit, conductor; J. L. Ettinger, engineman.

December 2d.—James Barlow, slightly injured at Harsimus Cove, Jersey City. M. Kane, conductor; E. Devlin, engineman.

December 2d.—Ernest Kegel, slightly injured at Meadows. F. Kelly, conductor; C. W. Williams, engineman.

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December 7th.—D. T. Wooster, slightly injured at Waverly. James Stevens, conductor; A. W. Denton, engineman.

December 8th.—J. P. Price, slightly injured at Meadows. J. Moyle, conductor; F. A Henneman, engineman.

December 8th.—G. W. Hoffman, slightly injured at Waverly. E. H. Elmhirst, conductor; George Labar, engineman.

December 10th.—Thomas Harrington, slightly injured at Harsimus Cove, Jersey City. Charles Robinson, conductor; W. C. Johnson, engineman.

December 13th.—A. M. Linden, slightly injured at Newark. James Stevens, conductor; A. W. Denton, engineman.

December 14th.—G. K. Marquet, slightly injured at Meadows. A. Armstrong, conductor; George Labar, engineman.

December 14th.—Perly Flint, slightly injured at Jersey City. L. Carley, conductor; J. M. Slater, engineman.

December 15th. J. J. Leahy, slightly injured at Harrison. P. J. Hand, conductor; J. H. Toms, engineman.

December 17th.—A. C. Maphet, slightly injured at Waverly. L. McDonald, conductor; George Auchter, engineman.

December 17th.—Thomas Connerty, slightly injured at Harsimus Cove, Jersey City. H. Poland, conductor; W. Nunnemacher, engineman.

Employes killed or injured by accident as stated.

January 3d.—Frank Schott, slightly injured by falling through a coal chute, while repairing a car at Harsimus Cove, Jersey City.

January 3d.—Edward W. Rose, slightly injured by a collision at Jersey City. J. Cummings, conductor; Edward W. Rose, engineman.

January 3d.—Patrick Hart, slightly injured while repairing the fire-box of an engine at Meadow shops.

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January 9th.—James Cordilla, slightly injured by being struck by a pick while at work on the track at Jersey City.

January 9th.—John Barry, struck by an engine and slightly injured at Jersey City. —— ——, conductor; E. Carr, engineman.

January 12th.—John Granzow, severely injured by falling while assisting to load bales of cotton on a barge at Harsimus Cove, Jersey City.

January 12th.—E. Vanderal, slightly injured by being struck by a train at Jersey City. M. Powers, conductor; J. H. Toms, engineman.

January 16th.—Michael O'Connor, slightly injured while handling lumber at Jersey City.

January 16th.—Nathaniel Urniston, slightly injured by jumping from a moving train at Jersey City. W. W. Branson, conductor; Thomas Hill, engineman.

January 17th.—F. C. Myers, slightly injured by falling from an engine at Newark. J. Huggard, conductor; G. W. Hunt, engineman.

January 18th—Nicholas Carvelius, slightly injured by falling from a coal wharf at Meadows.

January 20th.—Thomas Donohue, slightly injured by being struck by a train at Shanley's Cut, Jersey City. B. F. Cahill, conductor; E. Lewis, engineman.

January 21st.—Martha Cooper, slightly injured while cleaning a car, caused by the car being moved, at Trenton. Wilson Davis, conductor; B. H. Ginglen, engineman.

January 23d.—Emil G. Jertsen, slightly injured by falling while stepping from a lighter to a pier at Jersey City.

January 26th.—C. J. Collins, slightly injured by his hand being caught in the eccentrics while oiling an engine of a tug at Harsimus Cove, Jersey City.

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January 29th.—Patrick Elmer, severely injured by falling from an engine at Metuchen. Dallas Wilt, conductor; J. B. Stults, engineman.

February 7th.—James Stanton, slightly injured by an iron bar while working on the track at Meadows.

February 7th.—Thomas Davis, slightly injured by a gang-plank falling on his foot at Harsimus Cove, Jersey City.

February 11th.—Joseph Sweeney, slightly injured by a chip while cutting a track rail at Harsimus Cove, Jersey City.

February 14th.—A. R. Calvin, slightly injured while attempting to get on a moving train at Elizabeth. C. Campbell, conductor; W. H. Gordon, Jr., engineman.

February 14th.—David Linquest, slightly injured by falling against the end of a boat hook at Hoboken.

February 17th.—E. B. Mundy, slightly injured by being struck by a maul at Jersey City.

February 17th.—William Connolly, slightly injured by being struck by a switch lever at Jersey City.

February 17th.—Edgar O. Page, Timothy Mooney and B. C. Hopper, slightly injured by collision of trains at Perth Amboy Junction. G. K. Deane, conductor; Edgar O. Page, engineman. William Byrne, conductor; A. Schegel, engineman.

February 18th.—John A. Castro, slightly injured by a gang-plank falling on his foot at Harsimus Cove, Jersey City.

February 20th.—Robert Peterson, severely injured by his hand being caught between a rope and drum of a hoisting engine at Jersey City.

February 20th.—Robert Wilson, slightly injured by striking his head with a hammer at Meadow shops.

February 20th.—William Roberts, slightly injured while breaking old iron at Trenton.

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February 21st.—John King, fatally injured by falling from the train shed, by reason of being seized with an epileptic fit, at Jersey City.

February 24th.—John S. Freed, severely injured by falling at Jersey City.

February 24th.—Sherman Baul, slightly injured by being struck by a train at Meadows. J. F. P. Williams, conductor; E. C. Johnson, engineman.

February 28th.—Charles H. Bruene, drowned by falling overboard from a float at Jersey City.

March 11th.—William C. Calhoun, slightly injured by being struck by a maul at Meadow shops.

March 12th.—Stephen Van Nest, slightly injured by falling rock while working on a ferry boat at Hoboken shops.

March 14th.—Joseph Miller, slightly injured by being struck by the handle of a track jack at Jersey City.

March 15th.—W. P. Swing, slightly injured by falling from an engine at Shanley's Cut, Jersey City. T. H. Corcoran, conductor; W. A. F. Smith, engineman.

March 18th.—John Hogan, slightly injured while assisting to repair a freight car at Meadow shops.

March 19th.—Thomas Phillips, slightly injured by a piece of stone ballast flying from under a passing train, while at work on the track at Monmouth Junction. J. F. Burrage, conductor; W. H. Page, engineman.

March 22d.—E. McEvoy, slightly injured by striking his head against a stand-pipe at Millham Junction. E. McEvoy, conductor; M. F. Lee, engineman.

March 25th.—John McDermott, slightly injured by his foot being struck by a fragment of an exploded track torpedo at East Brunswick.

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March 27th.—James McGabrick, slightly injured by striking his hand with a hammer at Hoboken shops.

March 27th.—William H. Ackerman, slightly injured by his hand being caught in a gas pump at Jersey City.

March 28th.—James T. McGowan, slightly injured by falling from a moving train at Meadows. J. W. Colwell, conductor; N. Bratton, engineman.

April 2d.—William Zellek, slightly injured by hand being caught while handling barrels of oil at Jersey City.

April 4th.—John Krause, slightly injured by being struck by a pick at Rahway.

April 4th.—David C. Porter, severely injured, and George Durand, killed while loading lumber on a car at Waverly. J. Hargrove, conductor; James Norton, engineman.

April 5th.—Isaac Vredenburg, slightly injured while handling car wheels at Jersey City.

April 7th.—John Hartman, slightly injured by his hand being caught between a door and casing at Market street station, Newark.

April 9th.—William H. Rolfe, Jr., slightly injured by his hand being caught while throwing coal in an engine furnace at Harsimus Cove, Jersey City. J. T. Byrnes, conductor; F. Lozier, engineman.

April 9th.—William Whitty, slightly injured by being struck by a sledge hammer at Meadow shops.

April 22d.—Albert Baker, slightly injured by glass from a broken steam gauge at Hoboken shops.

April 26th.—Frank Schimiski, slightly injured by a valve falling on his foot at Meadow shops.

April 27th.—Edward Murphy, fatally injured by a piece of iron falling on him at Jersey City.

April 28th.—Michael Andretch, slightly injured while assisting to handle cross ties at North Elizabeth.

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April 29th.—John Lawrentz, slightly injured by being struck by a fragment of an exploded track torpedo at Elizabeth.

April 30th.—John Williams, slightly injured while assisting to handle cross ties at Meadows.

May 2d.—Michael Boilass, slightly injured by chain wheel of derrick breaking at Meadow shops.

May 9th.—Michael Callanan, severely injured by being struck by an engine at Jersey City. —— ——, conductor; J. P. Freeman, engineman.

May 10th.—James Gavin, slightly injured by falling through a coal chute at Harsimus Cove, Jersey City.

May 11th.—Henry Webber, slightly injured by falling between cross ties of Harsimus Branch, Jersey City.

May 12th.—Patrick Fay, slightly injured while adzing a piece of timber at Rahway.

May 14th.—Michael Kelly, fatally injured by being struck by a train at Millham Junction. J. W. Nelson, conductor; E. Christian, engineman.

May 15th.—A. B. Miller, slightly injured while assisting to handle timber at Jersey City.

May 16th.—Joseph Tacagey, slightly injured by an object falling from a train while at work on the track at South Trenton. W. H. Post, conductor; Samuel Booz, engineman.

May 21st.—Thomas Brown, slightly injured by being struck by a maul at Jersey City.

May 21st.—E. A. Willersdorf, slightly injured by collision of cars at Jersey City. J. Mooney, conductor; H. Cochran, engineman.

May 22d.—Stephen Vardenduski, slightly injured by a track rail falling on his foot at Jersey City.

May 25th.—Thomas Haggerty, slightly injured by falling from a trestle at Menlo Park.

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May 27th.—Edward Cyster, slightly injured by being struck by a hand lamp at Harsimus Cove, Jersey City.

May 30th.—Michael Monahan, slightly injured by his foot being caught under a wheel of a hand car at Jersey City.

May 30th.—Nicholas Sanko, slightly injured by being struck by an engine at Elizabeth. —— ——, conductor; —— ——, engineman.

May 30th.—John Shwitering, slightly injured by falling from an incline of coal wharf at Meadows.

June 2d.—James Sheridan, slightly injured by a chain falling on his foot at Lawrence.

June 6th.—John Mack, slightly injured while assisting to fill the sand-box of an engine at Jersey City. M. McGovern, conductor; J. H. Mason, engineman.

June 10th.—Sherman Baul, slightly injured by a cinder blowing in his eye at Woodbridge. C. M. Martin, conductor; H. Dewees, engineman.

June 11th.—Thomas K. Sloan, slightly injured by falling at Jersey City.

June 12th.—Frank Rogusky, slightly injured while handling car wheels at Meadow shops.

June 12th.—John Smith, severely injured by attempting to get on a moving engine at Jersey City. —— ——, conductor; —— ——, engineman.

June 12th.—John Ritchter, slightly injured by slipping while at work on the track at Newark.

June 15th.—Albert Matcheiski, slightly injured by falling while carrying a piece of lumber at Jersey City.

June 18th.—Owen Rahal, slightly injured by glass breaking while lowering a window at Meadow shops.

June 19th.—John Farfar, slightly injured while assisting to handle lumber at Meadow shops.

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June 19th.—Joseph Marko, slightly injured while assisting to unload bridge iron from a car at South Trenton. C. Wharton, conductor; R. G. Provost, engineman.

June 20th.—Lawrence Barton, slightly injured by the nozzle of a fire hose falling from the rack in the fire-room of a tug at Jersey City.

June 22d.—George Lynch, fatally injured by being struck by a car at Trenton. H. Shinn, conductor; B. F. Jobes, engineman.

June 25th.—Edward Mulchay, slightly injured by falling from a scaffold at Hoboken shops.

June 27th.—Patrick Goodman, severely injured by his foot being caught between the float stage and wheel of a ferry boat at Hoboken shops.

June 29th.—John W. Culp, slightly injured while assisting to erect a trestle at Trenton.

July 1st.—George Babbitts, slightly injured by attempting to get on a moving train at Rahway. G. Huncke, conductor; J. A. Boehm, engineman.

July 9th.—W. Whelan, slightly injured by glass breaking while cleaning a hand lamp at Jersey City.

July 11th.—N. Johnson, slightly injured while assisting to handle cross ties at Shanley's Cut, Jersey City.

July 14th.—Charles McClenaghan, slightly injured by being caught between a baggage crate and wall at Jersey City.

July 18th.—Sydney Johnson, slightly injured while assisting to load freight on a barge at Jersey City.

July 21st, Charles Kessler, slightly injured while assisting to put a toggle iron in place on a float at Jersey City.

July 22d.—John Donovan, slightly injured by being struck by a hammer at Meadow shops.

July 22d.—Michael Mescall, slightly injured while assisting to demolish a freight car at Meadow shops.

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July 28th.—Frank Smith, slightly injured while assisting to load track rails on a car at Jersey City.

July 28th.—M. Raemeinensky, slightly injured while cutting a piece of steel at Meadow shops.

July 30th.—Andrew Sullivan, slightly injured while repairing a car at Jersey City.

July 30th.—C. J. Dwyer, slightly injured by being burned by escaping gas igniting in the saloon of a coach at Harrison. A. R. Percy, conductor; A. B. Ryan, engineman.

July 31st.—William M. Collins, slightly injured by falling at Monmouth Junction.

July 31st.—Michael Ryan, slightly injured by falling from a scaffold at Jersey City.

August 1st.—John Kinchill, slightly injured while at work on an engine at Meadow shops.

August 1st.—Thomas Daly, slightly injured by being struck by a mail pouch while working on the track at Rahway. H. J. Smith, conductor; C. N. Devinney, engineman.

August 3d.—H. Hart, slightly injured while loading baggage in a car at Jersey City.

August 5th.—John Powers, slightly injured by his hand being caught while repairing a switch at Shanley's Cut, Jersey City.

August 5th.—Peter McCue, fatally injured, and John O'Donnell, slightly injured by being struck by a car of a derailed train while working on the track at Rahway. G. B. Hengst, conductor; A. E. Lott, engineman.

August 6th.—J. Pethrule, killed by being struck by a train while attempting to cross the tracks at Waverly. H. F. Lander, conductor; J. B. Stults, engineman.

August 10th.—August Nelson, slightly injured by falling from a scaffold at Jersey City.

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August 10th.—John Weber, slightly injured while adzing a piece of timber at Perth Amboy.

August 10th.—Michael Lally, severely injured by jumping from a moving train at Jersey City. R. Davis, conductor; J. McKenzie, engineman.

August 13th.—Joseph Miller, slightly injured while handling car wheels at Meadow shops.

August 14th.—Patrick Doyle, slightly injured while assisting to move an engine cylinder at Meadow shops.

August 14th.—Cardus Hall, slightly injured by being struck by a maul at Meadow shops.

August 14th.—T. E. Murray and John Partridge, slightly injured by train parting and running together at Meadows. T. E. Murray, conductor; A. J. O'Neil, engineman.

August 16th.—Jacob A. Dibeler, severely injured by falling from a moving train at Millstone Junction. J. F. Green, conductor; C. Voorhees, engineman.

August 17th.—Charles Howell, slightly injured by striking overhead bridge at Metuchen. J. Fellona, conductor; W. N. Doan, engineman.

August 18th.—Matthew Spille, slightly injured by striking overhead bridge at Jersey City. F. Amerman, conductor; W. Roberts, engineman.

August 18th.—W. B. Myers, slightly injured by hand being caught while repairing a switch at Jersey City.

August 21st.—Robert Maloney, slightly injured while assisting to put a pedestal cap of an engine in position at Meadow shops.

August 25th.—W. H. Seery, fatally injured by striking stand-pipe at Monmouth Junction. G. W. Brown, conductor; W. H. Seery, engineman.

August 28th.—Isaac Kimble, slightly injured by being struck by a piece of stone ballast at Lawrence. C. Wharton, conductor; R. G. Provost, engineman.

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August 31st.—Michael Mockyah, fatally injured by being struck by a train while at work on the track at Perth Amboy Junction. J. S. Buckley, conductor; J. B. Stults, engineman.

September 1st.—J. A. Driscoll, slightly injured by falling from a moving train at Marion. J. Fellon, conductor; D. C. Brown, engineman.

September 3d.—Joseph Balbach, slightly injured while using a steam hammer at Meadow shops.

September 8th.—Stephen Woodruff, slightly injured while handling lumber at Jersey City.

September 10th.—M. J. Shelly, severely injured by falling from a moving train at Trenton. Charles Scheeler, conductor; J. D. Clark, engineman.

September 10th.—Frank E. Dalrymple, slightly injured by striking some object while passing Mile Run yard, New Brunswick. J. Gordon, conductor; W. Higgins, engineman.

September 10th.—Patrick Cooney, slightly injured by jumping from a moving train at Rahway. J. W. Meshrow, conductor; W. G. Weaver, engineman.

September 12th.—Hugh Reynolds, severely injured by being struck by an engine at Harsimus Cove, Jersey City. J. Geraghty, conductor; C. Cozzens, engineman.

September 12th.—P. Disbrow, slightly injured by being struck by an engine at Harsimus Cove, Jersey City. G. J. Brown, conductor; P. Logan, engineman.

September 13th.—Ole Johansen, slightly injured by a piece of coal falling from a train at Newark. W. T. Bailey, conductor; W. H. Cook, engineman.

September 16th.—E. P. Connoly, slightly injured by a piece of coal falling from a train at South Trenton. E. C. Kline, conductor; W. H. Furman, engineman.

September 16th.—William Corcoran, slightly injured by being struck by a hand car at Trenton.

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September 16th.—Jacob Greenwich, slightly injured by a kettle of hot water falling from the range of pay car on Princeton Branch. O. W. Hoff, conductor; J. C. Knowles, engineman.

September 16th.—Frank Meizyl, slightly injured while repairing a car at Jersey City.

September 16th.—John C. Blore, slightly injured while at work on the interlocking at West Newark Junction, Newark.

September 21st.—G. W. Cressler, fatally injured by falling from a scaffold at Jersey City.

September 21st.—Thomas Carney, slightly injured by an iron bar falling from the elevated road at Jersey City.

September 22d.—Martin Finerty, slightly injured by being struck by a train at Newark. H. F. Lander, conductor; G. Auchter, engineman.

September 23d.—E. C. Fox, slightly injured by a cold chisel while cutting a bolt at Meadow shops.

September 23d.—Thomas Clark, severely injured by attempting to get on a moving train at Millham Junction. G. Huncke, conductor; J. Boehm, engineman.

September 24th.—Willard Bowker, killed by being struck by a train at Jersey City. J. Myers, conductor; J. Reilly, engineman.

September 27th.—John McCarty, slightly injured by falling from a scaffold at Jersey City.

September 30th.—J. P. Van Doren, slightly injured by falling while attempting to get on a moving baggage elevator at Jersey City.

October 2d.—Silas C. Osmun, slightly injured while cutting a piece of iron with a steam hammer at Meadow shops.

October 2d.—Hugh Hart, slightly injured while assisting to unload mail from a car at Jersey City.

October 5th.—Matthew Dunn, slightly injured by a mail pouch thrown from a train at Rahway. J. F. P. Williams, conductor; T. C. Smith, engineman.

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October 8th.—A. P. Kisner, severely injured by falling from a moving train at Millstone Junction. T. A. Brooks, conductor; G. B. Taylor, engineman.

October 8th.—S. D. Tillotson, slightly injured by a piece of timber falling on his foot at Jersey City.

October 9th.—Warren A. Marsh, slightly injured by falling between cross ties on Centre street bridge, Newark.

October 11th.—H. Hayes, slightly injured by falling at Jersey City.

October 11th.—Henry Knoth, slightly injured by attempting to get on a moving train at Jersey City. William Willis, conductor; J. McKenzie, engineman.

October 12th.—B. B. Titus, George Walton and James Cronan, slightly injured by a soldering pot exploding at Jersey City.

October 14th.—Patrick Daly, slightly injured while handling car wheels at Meadow shops.

October 14th.—John Upshot, slightly injured by a track rail falling on his foot at Trenton.

October 17th.—John Fitzgerald, slightly injured by his foot being caught between a car and switch lever at Harsimus Cove, Jersey City. C. Myers, conductor; W. H. Coulson, engineman.

October 17th.—Alexander Keyger, slightly injured by a car being moved while working under it at Jersey City. J. Cummings, conductor; E. W. Rose, engineman.

October 19th.—Enoch L. Beck, slightly injured by striking overhead bridge at Trenton. G. Arnet, conductor; C. W. Plant, engineman.

October 20th.—Patrick Monahan, slightly injured by a track rail falling on his foot at Jersey City.

October 23d.—George H. Waters, slightly injured by escaping steam while at work on a condenser of a ferry boat at Hoboken shops.

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October 24th.—J. H. Knowles, slightly injured by being struck by the end of an air hose at Jersey City.

October 26th.—George Huncke, slightly injured by collision of freight trains at Iselin. George Huncke, conductor; J. Boehm, engineman; J. F. Green, conductor; C. Voorhees, engineman.

October 27th.—Martin Hegeler, slightly injured while repairing a car at Meadow shops.

October 27th.—Robert Y. McCall, slightly injured by striking his hand while throwing coal in an engine furnace at Jersey City. J. Leavy, conductor; Robert Y. McCall, engineman.

October 28th.—William McGowan, slightly injured by falling into the pit of a turn-table at Jersey City.

October 29th.—William Driscoll, slightly injured by a chisel falling on his foot at Hoboken shops.

October 31st.—Archibald McDonald, slightly injured while working a steam hammer at Meadow shops.

November 2d.—John Beggans, slightly injured while handling track rail at Jersey City.

November 6th.—Charles B. Kendig, slightly injured by slipping from the steps of a car at Jersey City. G. W. Brown, conductor; S. Pine, engineman.

November 13th.—Samuel Patterson, slightly injured while assisting to load freight on a lighter at Harsimus Cove, Jersey City.

November 13th.—J. P. Fortner, severely injured by falling from a roof of the passenger station at Jersey City.

November 14th.—Thomas Mooney, slightly injured while assisting to remove an engine pilot from a hand car at Meadow shops.

November 14th.—Michael Gilroy, killed, and Cornelius Guaney, severely injured by being struck by a train at Meadows. C. Arquit, conductor; W. A. Hyland, engineman.

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November 17th.—J. M. Carhart, slightly injured by the flying debris from a wagon that was struck by a train at Newark. L. M. Silance, conductor; B. A. Larrison, engineman.

November 17th.—David Henderson, severely injured by falling from a scaffold at Meadow shops.

November 17th.—Charles Buckley, slightly injured by falling from a moving train at Marion. William Byrnes, conductor; William Keefe, engineman.

November 19th.—Edward Goodrich and Thomas Hanley, slightly injured while assisting to unload car trucks from a car at Meadow shops.

November 20th.—Harry Sterner, severely injured by falling from a roof of the passenger station at Jersey City.

November 20th.—Michael Cunningham, slightly injured by acid splashing in his eye at Jersey City.

November 23d.—J. A. McAdoo, slightly injured by striking his knee against a desk at Jersey City.

November 23d.—G. Post, slightly injured by his foot striking a post while crossing the track at Jersey City.

November 25th.—F. J. Horan, slightly injured while spiking track at Houtenville.

November 26th.—James Peterpinto, slightly injured while assisting to raise track at Waverly.

November 29th.—John T. Bennett, slightly injured by collision of trains at Princeton Junction. C. Sidders, conductor; C. Stine, engineman. W. Webber, conductor; M. K. Packer, engineman.

December 2d.—M. McGrath, slightly injured while adzing a piece of lumber at Elizabeth.

December 3d.—J. E. McIntyre, slightly injured by striking his knee against a brace of an engine at Monmouth Junction. T. Stackhouse, conductor; W. H. Peabody, engineman.

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December 3d.—W. J. Bauford, slightly injured while handling freight at Monmouth Junction. J. T. Mason, conductor; William Fort, engineman.

December 4th.—Patrick Murphy, slightly injured by being struck by an iron bar at Jersey City.

December 4th.—M. Cummings, slightly injured while cleaning a car at Jersey City.

December 8th.—William Delp, slightly injured while assisting to load timber on a car at Trenton.

December 8th.—James Gilkyson, slightly injured by his hand being caught between a switch lever and a car at Meadows. T. B. Johnson, conductor; J. H. Vorhis, engineman.

December 11th.—L. D. Morrison, slightly injured by attempting to get on a moving train at South Elizabeth. S. Labar, conductor; L. D. Morrison, engineman.

December 13th.—John Miller, fatally injured by being struck by a train at Jersey City. R. Tharp, conductor; E. Carr, engineman.

December 18th.—Robert Farrell, slightly injured by jumping from a bridge at Jersey City.

December 19th.—C. M. Hunniwell, slightly injured while assisting to unload freight at Metuchen. I. F. Arnold, conductor; J. Fagan, engineman.

December 19th.—John Fleming, slightly injured while unloading a barrel from a car at Rahway. J. Sheen, conductor; G. L. Hetzel, engineman.

December 20th.—William Baker, slightly injured by striking a stand-pipe while standing on the step of a car at Harsimus Cove, Jersey City. L. Campbell, conductor; J. A. Barry, engineman.

December 21st.—Terence Quigley, slightly injured by falling into the pit of a turn-table at Meadows.

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December 22d.—Mrs. Denniston, slightly injured by being struck by an engine at Jersey City. J. Cummings, conductor; E. W. Rose, engineman.

December 24th.—J. J. Trainer, slightly injured by being struck by a train at Marion. —— ——, conductor; —— ——, engineman.

December 28th.—T. K. Sloan, slightly injured by falling from a moving train at Meadows. J. Venner, conductor; C. H. Blumer, engineman.

All of the conductors and enginemen named in this report were retained in the service of the company.

ACCIDENTS—AMBOY DIVISION.

Persons killed, struck by train while crossing track.

July 23d.—John Brodhog, at Riverside. E. Deacon, conductor, and T. D. Bunting, engineer.

August 17th.—Matthew Woelfle, at Riverton. C. S. Toy, conductor, and L. Elbertson, engineer.

Persons injured, struck by trains while crossing tracks.

June 13th—Hiram Anderson, face hurt at Camden. C. S. Toy, conductor, and L. Elbertson, engineer.

June 16th.—Herbert Adams, at Perkins, slight bruises. E. S. Sapp, conductor, and Geo. Schuyler, engineer.

June 19th.—William Leary, at Hartford, head hurt. E. Maxwell, conductor, and H. Crispin, engineer.

July 17th.—Thomas Baynes, fatally injured at Camden. John Kays, conductor, and Samuel Allen, engineer.

August 21st.—John Firth, hip and arm hurt at Maple Shade. J. P. Ancker, conductor, and John Lewis, engineer.

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November 19th.—Osman Diggs, slightly injured at Bordentown. A. Applegate, conductor, and T. C. Jobes, engineer.

December 25th.—Patrick Cannon, head cut at Mt. Holly Junction. S. R. Way, conductor, and T. D. Bunting, engineer.

Persons killed by trains while walking or standing on the tracks.

April 9th.—Unknown man, walking on track near Beideman's. E. Stout, conductor, and G. H. Hudnut, engineer.

May 11th.—Herman J. Widua, walking on track, Pavonia. S. B. Norcross, conductor, and A. Engle, engineer.

June 5th.—James Vancleve, walking on track near Smith's. Train unknown.

July 16th.—Susan Chambers, walking on track at Spottswood. J. Lythgoe, conductor, and Wm. Cooper, engineer.

August 10th.—Thomas Cornish, on track at Lamberton. H. Garron, conductor, and W. Jobes, engineer.

August 29th.—Charles Smith, walking on track near Farmingdale. R. G. Baremore, conductor, and Charles Hardy, engineer.

November 26th.—Mathew Arnold, walking on track at Bordentown. E. S. Sapp, conductor, and B. F. Thompson, engineer.

November 26th.—Ida Dickerson, walking on track at Perkins. E. Stout, conductor, and W. T. Perry, engineer.

November 28th.—John Murray, standing on track, White Hill. J. H. Black, conductor, and B. F. Jobes, engineer.

Persons injured by trains while walking or standing on tracks.

January 20th.—Charles Kirk, head and hip bruised at Trenton. James Doyle, conductor, and C. E. Large, engineer.

June 9th.—Frank Reilley, head hurt, Trenton. E. Stout, conductor, and G. H. Hudnut, engineer.

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August 15th.—Caleb Poinsett, head and shoulder hurt, Kinkora. Train unknown.

August 27th.—James Hogan, head hurt at Beideman's. J. T. Mason, conductor, and Wm. Fort, engineer.

September 10th.—Charles Straley, back and hip hurt at Helmetta. C. E. Petitt, conductor, and J. L. Ettinger, engineer.

September 22d.—Joseph Garrison, back and side hurt, Hightstown. J. Dowell, conductor, and A. J. Downs, engineer.

November 15th.—John Garon, head cut, Mt. Holly. Train unknown.

Persons killed or injured getting on or off trains while in motion.

January 27th.—Calvin Gifford, head cut, jumping off, Allenwood. J. H. Riddle, conductor, and J. Cain, engineer.

February 11th.—Joshua Hill, foot crushed, stealing a ride. Train unknown.

April 4th.—Thomas Moore, knee hurt, stealing a ride. D. Elms, conductor, and F. Stiles, engineer.

April 9th.—George Hellings, head and ribs injured, getting on train, Edgewater Park. E. Sapp, conductor, and G. Schuyler, engineer.

April 11th.—Mrs. John Gaynor, wrist hurt, jumped off at East Moorestown. J. Ellis, conductor, and J. Curtis, engineer.

May 7th.—Annie Delaney, fatally injured, jumping off at Haddon avenue. E. Sapp, conductor, and B. F. Thompson, engineer.

June 9th.—C. Miller, slightly hurt, catching on to train, Haines-port. J. M. Gordon, conductor, and A. D. Reynolds, engineer.

July 7th.—Fred. Johnson, head cut, jumped off, Mt. Holly. J. Scroggy, conductor, and Wm. Cowles, engineer.

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July 19th.—George H. Williams, head cut, jumping off, Horning's Grove. H. B. Dill, conductor, and C. M. Cable, engineer.

August 24th.—George Herbert, foot crushed, stealing ride, Bordentown. C. R. Stewart, conductor, and H. Harris, engineer.

October 17th.—Elwood Satterthwaite, hurt, jumping off at Riverton. E. Stout, conductor, and G. H. Hudnut, engineer.

November 14th.—H. K. Weiler, face cut, jumping off at Delanco. G. W. Sutton, conductor, and E. S. Gulick, engineer.

November 28th.—Anna McMurray, back hurt, stepping off, Mt. Holly. R. H. Robbins conductor, and W. W. Watts, engineer.

December 6th.—Michael Valenskie, head hurt, jumping on, Jamesburg. —— Bogart, conductor, and —— McIntire, engineer.

December 9th.—Mary J. Stokes, face cut, jumping at Camden. D. Blizzard, conductor, and W. Rieley, engineer.

December 14th.—D. J. Baynes, ankle sprained, jumping off, Stanwick. S. B. Norcross, conductor, and C. M. Cable, engineer.

December 14th.—James Highland, head cut, jumping on, Cranbury. W. H. Carr, conductor, and J. H. Smith, engineer.

Persons killed or injured in other ways than those above.

January 26th.—William H. Care, arm broken by a fall at Moorestown.

July 21st.—Anna Shinn, back and head hurt by a fall at Hightstown.

May 27th.—Alfred Davison, head hurt by a fall at Jamesburg.

July 23d.—Isaac Moosely, foot caught between cars at Palmyra. J. P. Reed, conductor, and H. Fine, engineer.

August 27th.—Isaac Grubb, leg broken by fall at Florence.

September 1st.—Walter K. Budd, killed by moving cars, Pemberton. S. F. Slocum, conductor, and T. J. Berrian, engineer.

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Employes killed or injured while coupling or handling cars.

February 4th.—Israel Ward, brakeman, hip hurt by fall from cars, South Amboy.

March 9th.—D. F. Paul, toe crushed, Whiting's. C. R. Stewart, conductor, and E. P. Fennimore, engineer.

March 16th.—Harry Stonaker, brakeman, thigh bruised, South Amboy.

March 27th.—Hiram Fisher, arm bruised, Mount Holly. H. F. Garron, conductor, and J. A. Taylor, engineer.

May 16th.—Kairn Finley, brakeman, hand crushed, South Amboy. R. Breen, conductor, and E. Smock, eugineer.

May 23d.—Peter Fullham, flagman, arm bruised, South Amboy. J. Ward, conductor, and C. McIlvaine, engineer.

May 28th.—John J. Beach, brakeman, body bruised, Yardville. C. E. Petitt, conductor, and J. L. Ettenger, engineer.

May 30th.—Richard West, brakeman, hand crushed, Burlington. E. Simpkins, conductor, and C. O'Neil, engineer.

July 9th.—Louis Dill, brakeman, hand crushed, South Amboy. L. Dill, conductor, and J. Johnson, engineer.

July 26th.—Thomas Durkin, topman, arm bruised, South Amboy. J. Weineman, conductor, and J. Johnson, engineer.

August 3d.—Thomas Scanlon, yard brakeman, killed at Pavonia. Wm. Allen, conductor, and H. P. Wilson, engineer.

August 5th.—Lincoln Prutsman, yard brakeman, arm crushed at Camden. D. Rahr, conductor, and Geo. Ogden, engineer.

August 10th.—Charles Richards, brakeman, hand hurt, Jamesburg. A. A. Stults, conductor, and C. Compton, engineer.

August 15th.—Geo. Smith, yard brakeman, head hurt, Camden. J. Hansell, conductor, and S. Vannest, engineer.

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August 17th.—Michael Murphy, brakeman, arm bruised, Smithville. E. A. Jemison, conductor, and J. Patterson, engineer.

August 25th.—John Petty, freight brakeman, hand crushed, Englishtown. A. A. Stults, conductor, and J. Buchanan, engineer.

September 9th.—N. Wright, brakeman, thumb bruised, Pemberton. E. A. Jemison, conductor, and J. Patterson, engineer.

September 16th.—Frank Rue, brakeman, hand hurt, South Amboy. E. Clayton, conductor, and J. Johnson, engineer.

October 19th.—Noah Coward, brakeman, hand crushed, Jobstown. E. A. Jemison, conductor, and T. J. Berrian, engineer.

October 10th.—Thomas Bell, brakeman, fingers hurt, Bordentown. J. Vandergrift, conductor, and T. J. Berrian, engineer.

October 21st.—E. A. Jemison, freight conductor, ribs crushed, Bordentown. E. A. Jemison, conductor, and J. Patterson, engineer.

November 3d.—William Patterson, yard brakeman, hand bruised, Camden.

November 4th.—W. J. Woodward, hand hurt, South Amboy. Geo. Drumm, conductor, and G. Hardy, engineer.

November 7th.—A. Soduskie, topman, foot crushed, South Amboy.

November 20th.—E. E. Surran, flagman, hand hurt, Jamesburg. C. E. Petitt, conductor, and J. L. Ettinger, engineer.

December 6th.—Peter Whalen, fatally injured, South Amboy.

December 10th.—D. Larosch, yard brakeman, hand hurt, Camden. J. Hansell, conductor, and G. Fort, engineer.

Employes killed or injured in other ways than above.

January 2d.—S. Hierse, engineman, shoulder hurt in collision, Camden. J. H. Early, conductor, and H. Hiers, engineer.

January 15th.—Geo. Morris, engineman, ankle hurt, Freehold.

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January 27th.—Edward Watts, brakeman, arm hurt by fall, Camden.

February 9th.—H. Manville, joiner, face hurt by a splinter, Camden.

February 9th.—Samuel Welsh, blacksmith, arm hurt by tool, Camden.

February 18th.—A. D. Wood, laborer, hand bruised by tie, Camden.

February 25th.—J. N. Walters, laborer, ankle sprained, South Amboy.

February 25th—Neils Martinson, laborer, back hurt, South Amboy.

March 9th.—Jerry Dart, stableman, arm hurt by mule, Camden.

March 18th.—C. Sandman, helper, injured by fall, Camden shops.

March 20th.—J. G. Meirs, machinist, heel crushed, Camden shops.

March 26th.—William Kammerer, laborer, leg bruised by tie, Camden.

April 2d.—Patrick Kelley, hand hurt by bar, Bordentown.

May 20th.—Chas. Dowell, head and hip hurt by a passing train, Camden. S. B. Norcross, conductor, and J. Taylor, engineer.

May 28th.—Thomas Finlan, trimmer, foot hurt at play, Amboy.

June 2d.—Wm. Marshall, laborer, leg and ribs broken by fall from hand car, Pemberton.

June 2d.—Wm. Gurse, knees bruised, struck by engine, Amboy. F. Fisher, conductor, and E. Johnson, engineer.

July 6th.—C. B. Smith, machinist, eye hurt by rivet, Camden shops.

July 8th.—John Wood, machinist, hand crushed by jack, Camden.

July 18th.—H. Donahue, carpenter, arm hurt by chisel, Camden.

July 20th.—John Callahan, laborer, leg broken by angle splices, Outcalt's.

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July 21st.—Thomas Trainer, track watch, head and arm hurt by passing train.

July 22d.—John Kebler, laborer, head and body bruised by coal, Camden.

July 24th.—W. H. Dey, ship carpenter, head crushed by timber, at South Amboy.

August 4th.—H. J. Worrel, carpenter, hand hurt at work.

August 15th.—George Hardy, engineman, side hurt by running cars, South Amboy.

August 25th.—John Stewart, track foreman, killed by passing train, Camden. H. Butler, conductor, and H. Earle, engineer.

September 5th.—James Quirk, killed while walking on track, Camden. J. G. Johnson, conductor, and C. M. Cable, engineer.

September 5th.—Wm. O'Toole, topman, arms and ribs crushed at South Amboy by running cars.

November 4th.—Charles O'Connell, laborer, arm bruised by fall, Camden.

November 14th.—W. J. Ingraham, carpenter, leg bruised by plank, Amboy.

November 17th.—Bowman Grant, machinist, foot hurt by casting, South Amboy.

November 21st.—M. J. Kaney, laborer, hand hurt by truck, South Amboy.

November 26th.—William Price, topman, injured by fall on pier, South Amboy.

December 2d.—William Newitt, laborer, leg broken by tie, Hartford.

December 8th.—Martin Somilar, carpenter, leg hurt by timber, South Amboy.

December 11th.—J. Tomlenson, ship carpenter, face injured by jack, South Amboy.

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VINCENTOWN BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

Report of the Vincentown Branch of the Burlington County Railroad and Transportion Company, 1891:

Capital stock paid in	$25,000 00
Bonded debt assumed by operating lessee..	15,000 00
Floating debt—None.	
Cost of road and equipments	$43,258 61

The road extends from Vincentown to Ewenville, a distance of two and eighty-hundredths miles, and is operated by the Pennsylvania Railroad, and by whom it is also equipped, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—Henry J. Irick, being duly affirmed, on his affirmation says that he is Secretary and Treasurer 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.

HENRY J. IRICK,
Secretary and Treasurer.

Affirmed and subscribed before me this 3d day of March, A. D. 1892.

SAMUEL O. ROSS,
Notary Public.

ACCIDENTS.

Accidents will be reported by the Pennsylvania Railroad Company, lessee, as part of the United Railroads of New Jersey Division.

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PHILADELPHIA, Feb. 2d, 1892.

Mr. Henry J. Irick, Treasurer, Vincentown, N. J.:

DEAR SIR—Below please find a statement of the earnings and expenses of the Vincentown Branch Railroad for the year 1891:

EARNINGS.

From freight traffic	$404 85
From passenger traffic	1,486 75
From transportation of mails	129 52
From miscellaneous sources	242 04
Total earnings	$2,263 16

OPERATING EXPENSES.

	Passenger.	Freight.	
For conducting transportation	$1,298 67	$588 74	
For motive power	1,675 19	28 85	
For maintenance of way	1,739 62	193 26	
Total expenses	$4,718 48	$810 85	$5,524 33
Excess of expenses			$3,261 17

Yours truly,

R. W. DOWNING,
Comptroller.

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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, 1891:

Capital stock paid in		$600,000 00
Cost of road and equipments—		
At foreclosure sale	$10,000 60	
Since added	131,636 34	
		$141,636 34

The road extends from Atsion to Bay Side, a distance of forty-six and eighty-two hundredths miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell, 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.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D. 1892.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1891.

Are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of the same kept.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

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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, 1891:

Capital stock paid in	$1,800,000 00
Bonded debt	1,350,000 00
Floating debt	39,236 08
Cost of road and equipments	$3,189,236 08

The road extends from New Hampton Junction to Delaware river, a distance of eighteen and eighty-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 bonds, and report of operations is included in the 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. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1892.

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

Dividends paid during the year 1891, and how paid—$126,000 directly to stockholders by lessee.

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ACCIDENTS.

January 17th.—George Gerard, brakeman, putting on brake at Delaware, slipped and fell off, injured about face and head.

February 23d.—H. Schomaker, poultry man, on top of poultry car, struck by overhead bridge, south end of Oxford tunnel, fractured skull.

March 13th.—Frank Knitter, brakeman, pulling pin out of draw-head at New Hampton, finger taken off.

March 16th. William Cullen, brakeman, fell from train south end of Manunka Chunk tunnel, died.

July 17th.—James Barnes, conductor, struck by overhead bridge, between Washington and Oxford, while walking over train, died.

October 14th.—Charles Robbins, brakeman, knocked off of box car at Washington, both legs cut off and skull fractured.

October 20th.—Hugh Logan, brakeman, struck by bridge, south end of Oxford tunnel, killed.

November 28th.—Patrick Brennan, brakeman, fell from train near Oxford, died.

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WATCHUNG 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, Lake Erie and Western Railroad Company, operating the Watchung Railway, presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$47,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road (estimated)	$102,617 00

The road extends from a junction with the New York and Greenwood Lake Railway, near Newark, to East Orange, a distance of four and sixteen-hundredths miles.

This road is in the hands of a Receiver, and is operated as a part of the New York, Lake Erie and Western Railroad under a contract between its Receiver and the company. The accounts of its operations and expenditures and statement of accidents occurring upon it are merged in those of the New York, Lake Erie and Western Railroad Company and of the New York and Greenwood Lake Railway 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.*—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, operating the Watchung Railway, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me this 18th day of January A. D. 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

State of New York, County of New York, *ss.*—Augustus R. Macdonough, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, operating the Watchung Railway, and that the accompanying statement of accidents occurring during the year ending December 31st, 1891, on said Watchung Railway, is correct and true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 18th day of January, 1892.

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

ACCIDENTS.

During the year ending December 31st, 1891.

July 17th.—Geo. Coleman, fireman, age twenty-five, in assisting to turn engine 196, D. Driscoll, engineer, on turn-table at West Orange, at 12:20 A. M., had right foot caught between pilot of engine and the ground, spraining the ankle.

September 24th.—Wm. Duffy, age forty-two; as train 403, engine 166, S. Smith, conductor; Ira Mead, engineer, was crossing Delaware, Lackawanna and Western Railroad tracks at Watsissung Junction at 7:29 A. M., they were run into by a Delaware, Lackawanna and Western train; Duffy jumped from train 403, badly spraining his right ankle.

September 27th.—Frederick Sonnefeld, age thirty-five, went to see some friends off on train 450, engine 148, L. F. Gennochio, conductor; I. Mead, engineer, at 7:35 P. M., at West Orange, and did not attempt to get off until after train had started; he fell on station platform and had a rib fractured, and also received a cut over right eye.

November 20th.—W. O. Dodd, brakeman, age twenty-three, while making a coupling in train 477, engine 148, J. H. Conklin, conduc-

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tor; W. E. Howard, engineer, at 12:10 P. M., at Orange, had right hand caught, crushing little finger so badly that it had to be amputated at first joint; coupling stick could not be used.

December 3d.—Chas. A. Armstrong, brakeman, age thirty-six, while making a coupling in train 477, engine 148, J. H. Conklin, conductor; W. E. Howard, engineer, at 1 o'clock P. M., at Orange, had left foot caught under pilot of engine and was thrown down and had left leg, knee and thigh badly bruised.

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WEEHAWKEN BRANCH RAILROAD.

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, Lake Erie and Western Railroad Company, the lessee of the Weehawken Branch Railroad, presents the following report for the year ending December 31st, 1891:

The road extends from Seventeenth street, Jersey City, to Weehawken, a distance of two and eighty-three hundredths miles.

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 cars run.

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.*—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, lessee of the Weehawken Branch Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 25th day of January, A. D. 1892.

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

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 accounts of the operations, earnings and expenditures of the Weehawken Branch Railroad are merged in the general accounts of the New York, Lake

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Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring during the year ending December 31st, 1891, on the Weehawken Branch Railroad, is correct and true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 25th day of January, 1892.

GEO. E. GRANT,
Notary Public N. Y. City and County.

ACCIDENTS.

April 1st.—James Kennedy, conductor, age twenty-eight, while making a coupling without using stick, in yard train, engine 448, S. Baldwin, engineer, at 8 P. M., at Weehawken, had right hand caught and badly bruised.

May 12th.—Wm. McGrath, brakeman, age twenty-two, while making a coupling without using stick, in yard train, engine 434, S. Baldwin, engineer, at 7:30 P. M., at Weehawken, had left thumb caught and crushed.

June 10th.—Edw. Flaherty, conductor, age twenty-seven, while making a coupling without using stick, in yard train, engine 448, S. Baldwin, engineer, at 6:30 A. M., at Weehawken, had third finger of right hand caught and cut off at second joint.

October 10th.—Andrew Kramer, laborer, age thirty-two, attempted to pass between two cars that were standing a few feet apart, at 2:30 P. M., at Weehawken; yard engine 448, E. Flaherty, engineer, shoved some cars against the two above mentioned. Kramer was caught between the cars, and received injuries from which he died shortly afterwards.

October 24th.—Patrick Giblin, age twenty-six, as engine 403, L. Conklin, engineer; W. Nolan, conductor, was pulling out of Weehawken yard, at 3:50 P. M., with a string of cars, he attempted to get on one of the cars to steal a ride; he fell off and had left foot run over and badly crushed.

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October 24th.—Daniel Healy, brakeman, age twenty-seven, while making a coupling without using stick, in yard train, engine 449, F. Hopper, engineer, had left hand caught and so badly crushed that it had to be amputated. Accident happened in Weehawken yard, at 10:15 P. M.

October 25th.—Chas. Fitzgerald, brakeman, age thirty-five, while making coupling without using stick, in yard train, engine 448, S. Baldwin, engineer, at 10:45 A. M., in Weehawken yard, had forefinger of right hand caught and badly bruised.

December 13th.—George Brown, brakeman, age thirty-eight, while riding on front end of engine 447, T. Singler, engineer, at 2:30 P. M., in Weehawken yard, when engine was coupling on to a car, rested his left hand carelessly on bumper of engine; his hand was caught and badly bruised.

December 21st.—Chas. Mosher, age fifty-two, came out of gate in his back yard adjoining the track, at First street, Hoboken, at 8:55 P. M., and stepped on track in front of extra train, engine 257, Geo. Everett, conductor; T. A. Manning, engineer. He was struck and instantly killed.

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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, 1891:

Capital stock paid in	$43,700 00
Floating debt	1,645 11
Cost of road and equipments	$45,345 11

The road extends from East Long Branch to West End, a distance of one and fifty-five hundredths miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell being duly sworn, on his oath says that he is President of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 12th day of March, A. D., 1892.

BEN V. D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1891.

The receipts and expenses for 1891 are included in the receipts and expenses of the New Jersey Southern Railway Company; no separate account of the same was made.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

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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, 1891:

Capital stock paid in	$2,204,600 00
Bonded debt	3,240,000 00
Floating debt	200,000 00
Cost of road and equipments	$4,810,045 79

Dividends paid during the year 1891, and how paid—One of 3½ per cent. scrip, and one of 3½ per cent. cash, on the common stock, and two of 3 per cent. each on special guaranteed stock, in cash.

The road extends—

From Camden to Cape May	81.60 miles.
From Glassboro to Bridgeton	19.68 miles.
From Woodbury to Salem	28.90 miles.
Branch in Salem	.96 miles.
From Elmer to Riddleton Junction	10 34 miles.
From Anglesea Junction to Holly Beach	7.26 miles.
From Main street, north of passenger station, to Pearl and Lemon streets, in Bridgeton, N. J	1.67 miles.
From Manumuskin to Maurice river, opposite Port Norris, N. J	9.85 miles.
From Sea Isle City Junction to Sea Isle City, N. J	4.80 miles.
From Sea Isle City to Second street pier, Ocean City	11.62 miles.
From Sea Isle City to Townsend's Inlet	3.58 miles.
From Townsend's Inlet to Piermont	2.25 miles.
From Alloway Junction to Quinton, N. J	4.22 miles.
Total	186.73 miles.

RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$846,405 97
Income from freight	486,970 21
Income from other sources	133,683 62
Total	$1,467,059 80

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $1,050,197 48

State of Pennsylvania, Philadelphia County, *ss.*—G. B. Roberts, being duly sworn, on his oath says that he is 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 1891, are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 23d day of February, A. D. 1892.

J. C. SIMS.
Notary Public.

ACCIDENTS.

January 5th.—John Garrison was seriously injured at Frazer's crossing, north of Bridgeton, by train striking a wagon of which he was an occupant.

January 16th.—Joseph Front, track laborer, had one foot cut off while attempting to get on work train at Westville.

February 5th.—Brakeman Crowell got one foot caught in lever of switch at Clarksboro, necessitating the amputation of two toes.

February 7th.—A. J. Husted was struck and killed by train at Husted station.

February 18th.—Mrs. John Hewlings was slightly injured at Centerville crossing, north of Bridgeton, by train striking a buggy of which she was an occupant.

February 21st.—Fireman Wendell had one of his fingers cut off while disconnecting drill rope at Salem.

March 2d.—John Everline was badly injured and Thomas Killbridge was slightly injured at crossing south of Swedesboro, by train striking a wagon occupied by them.

March 4th.—Joseph Rabaso, laborer, had one of his thumbs pulled out by getting it caught in crank handle of hand car.

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March 4th.—Joseph Ore, car cleaner, was slightly injured by being struck by drilled car in Camden yard.

March 17th.—Brakeman G. Sayres was slightly injured by jumping from cabin car of freight train in South Camden.

March 20th.—Brakeman C. Wolfe was slightly injured while coupling cars at Woodstown.

May 14th.—Brakeman W. Hinchman was slightly injured by falling over clearing post at Vineland.

June 12th.—Edward Hogan was struck and killed by train at Woodbury.

July 17th.—Clement Hornblower was struck and killed by train at Woodbury creek bridge.

July 17th.—J. Mooney was badly hurt at Sea Isle City by an extra train striking a cart standing close to track in which he was loading sand.

July 30th.—Thomas Gutthridge and Charles Rohr were injured at Seventh and Chestnut streets, Camden, by train striking wagon occupied by them.

August 14th.—H. Chase was badly injured south of Bennett station by being struck by train.

August 15th.—Mrs. Laughlin was injured while alighting from train at Cape May, by falling between car and platform.

August 31st.—Brakeman Wallace Taylor had one hand injured while coupling cars at Bridgeton.

September 2d.—Samuel Vickers was struck by train and slightly injured at Vanhook street, Camden.

September 4th.—Car Inspector R. Clark and W. Martin were injured while working under car in Camden yard by other cars being drilled against it.

September 29th.—Samuel Sheers was struck and killed by train at Line Ditch, Camden.

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September 28th.—G. D. Hudlock was struck and killed by train between Glassboro and Pitman.

October 23d.—Albert Eck and John M. Jordan were killed at Vanhook street, Camden, by train striking buggy occupied by them.

November 8th.—Daniel Ware was slightly injured while alighting from train at Woodstown.

November 23d.—Brakeman William Carson was seriously injured while coupling cars at Sea Isle Junction.

December 2d.—Mrs. Ellen Herron was struck and killed by train at Gloucester.

December 18th.—Frank F. Peters was struck and killed by train at Line Ditch, Camden.

December 25th.—Florence Coutts was struck and killed by train in South Camden.

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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, 1891:

Capital stock paid in	$935,850 00
Bonded debt	236,000 00
Cost of road and equipments	$1,151,270 05

The road extends from Newfield, N. J., to junction with Camden and Atlantic Railroad, near Atlantic City, N. J., a distance of thirty-two and fifty-hundredths miles.

It is leased to the West Jersey Railroad Company at an annual rental of excess 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.

Affirmed and subscribed before me this 9th day of February, A. D. 1892.

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

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RECEIPTS AND EXPENSES FOR 1891.

Income from passengers	$144,744 43
Income from freight	31,183 96
Income from other sources	15,102 56
Total	$191,030 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$166,789 61

Dividends paid during the year 1891, and how paid—None.

ACCIDENTS.

August 16th.—Thomas Hires, had leg crushed while attempting to get on extra 35 (A. O. H. Excursion), while in motion, at Atlantic City.

February 5th.—K. P. Risley was slightly injured by jumping from train while in motion, at Somers' Point.

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WEST SHORE 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 Shore Railroad Company presents the following report for the year ending December 31st, 1891:

Capital stock paid in	$10,000,000 00
Bonded debt	50,000,000 00
Cost of road and equipments	$60,000,000 00

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of four hundred and twenty-five miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds secured by a first mortgage, not exceeding fifty million dollars.

It is equipped and operated by the New York Central and Hudson River 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.*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 9th day of January, A. D. 1892.

H. C. DUVAL,
Notary Public Kings County,
Certificate filed for N. Y. County.

State of New York, New York County, *ss.*—John Carstensen, Comptroller of the New York Central and Hudson River Railroad

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Company, lessee of the West Shore Railroad, being duly sworn, says that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad, during the year ending December 31st, 1891, is correct and true, to the best of his information, knowledge and belief.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 9th day of January, 1892.

H. C. DUVAL,
Notary Public.

ACCIDENTS.

During the year ending December 31st, 1891.

January 2d.—Stephen Harding, section laborer, injured at New Durham by a work train (J. C. Hesslin,† conductor; C. W. Alleger,† engineer); scalp wound by being thrown from car to ground in collision between work train and engine 101.

January 2d.—Michael Halloran, section laborer, injured at New Durham by a work train (J. C. Hesslin,† conductor; C. W. Alleger,† engineer); left foot cut off at instep and left leg broken, causing death three days later, by being caught between bumpers of engine and flat car, in collision between work train and engine 101.

January 2d.—Frank Paul, section laborer, injured at New Durham by a work train (J. C. Hesslin,† conductor; C. W. Alleger,† engineer); left foot slightly cut and left hip slightly bruised by being caught between engine 32 on work train and engine 101, which collided with same while he was sitting on pilot of engine 32.

January 2d.—James Arthur, section laborer, injured at New Durham by a work train (J. C. Hesslin,† conductor; C. W. Alleger,† engineer); back injured by being thrown from flat car in work train, which collided with engine 101.

* Still in service. † Not now in service.

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January 2d.—John Van Dyke, switch engineer, injured at New Durham by a yard train (Louis Schnell,* conductor; John Van Dyke,* engineer); rib broken and back injured in collision between work train and engine 101.

January 13th.—Anthony Renwolf, car inspector, injured at Weehawken by a yard train (M. Donnelly,* conductor; Wm. Coonan,* engineer); killed by being caught between deadwoods of two cars while standing between same.

January 24th.—W. A. Sevin, freight conductor, injured at Weehawken by an extra train (W. A. Sevin,* conductor; J. Lull,* engineer); nose, and forehead over left eye, cut by being struck by engine 133 while switching.

February 4th.—Peter E. Roth, yard brakeman, injured at New Durham, by a yard train (George Welsh,* conductor; M. O'Hare,* engineer); small finger of right hand lacerated by being caught between lever of switch and engine while attempting to throw switch.

February 6th.—Robert Burke, yard brakeman, injured at Weehawken by a yard train (P. Campbell,* conductor; J. Eckleston,* engineer); forefinger of right hand bruised at second joint by being caught between drawheads while coupling cars; was not using coupling stick provided.

February 10th.—James McKernon, ferry bridgeman, injured at Weehawken; instep of left foot bruised by being run over by wheel of baggage truck.

February 25th.—Thomas Davis, trackwalker, injured at Little Ferry; right leg injured by losing his balance and falling through drawbridge.

February 28th.—J. J. Donahue, yard brakeman, injured at New Durham by a yard train (George Welsh,* conductor; Joseph Lewis,* engineer); thumb and first two fingers of right hand bruised by being caught between deadwoods while coupling cars; was not using coupling stick provided.

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March 3d.—Henry Booth, yard brakeman, injured at Weehawken by a yard train (Thomas Gaffney,* conductor; J. Hennegar,* engineer); index and second fingers of right hand bruised at second joint by being caught between deadwoods while coupling cars; was not using coupling stick provided.

March 17th.—Philip Giggleman, engine watchman, injured at Schraalenburg by train 22 (G. F. Williams,* conductor; A. W. Gayman,* engineer); right thumb lacerated while assisting in repairs of broken-down engine, by having same caught in machinery.

March 19th.—James Gibbons, freight conductor, New York, Ontario and Western Railway, injured at New Durham by an extra train (J. F. Dodge,* conductor; W. J. Van Keuren,* engineer); three ribs broken and right hip bruised by being struck by engine 149, of the West Shore Railroad extra freight train, while signaling to engineer of New York, Ontario and Western Railway train.

April 1st.—Unknown man, injured at Weehawken; killed, body being found on turn-table track.

April 16th.—John O'Brien, freight brakeman, injured at Ridgefield Park, by train First 74 (J. F. Dodge,* conductor; G. Hegeman,* engineer); bruised about head by being struck by roof of station, when climbing down side-ladder of car, while train was passing station.

May 1st.—Unknown man, tramp, injured at Schraalenburg by New York, Ontario and Western Railway train 107 (G. F. Close, conductor; G. O'Neal, engineer); killed by being struck by train while walking on track.

June 10th.—Miss Frances Smith, passenger, injured at Weehawken; right foot bruised by being run over by baggage truck.

July 2d.—John C. Follis, employed by Hackensack Box Factory, injured at Ridgefield Park by train 5 (P. Nixon,* conductor; J. Huston,* engineer); killed; body found alongside track.

July 29th.—Joseph Eagen, passenger, injured at Little Ferry Junction by train 7 (T. D. Murphy,* conductor; C. Mosier,* engineer);

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left arm injured and head cut by falling through door of baggage car to ground while in an intoxicated condition.

August 8th.—Edward Allen, yard brakeman, injured at Weehawken by yard train (M. Donnelly,* conductor; Wm. Coonan,* engineer); right arm bruised by being caught between two cars while pulling pin between the same; was not using coupling stick provided.

August 10th.—John Evans, ferry deck hand, injured at Weehawken; bruised about hips by being caught between ferry-rack and rail of ferryboat "Oswego," while drawing in hawser.

August 13th.—Rosario Colutrolli, tie gang laborer, injured at Weehawken; cut in back of head by being accidentally struck by pick in hands of fellow-workman.

October 1st.—Bruce Goldsmith, ferry deck hand, injured at Weehawken; thumb of left hand cut by being caught between bucket and cart while hoisting ashes from fire-room of ferry-boat "Newburgh."

October 8th.—Edward Martin, freight brakeman, injured at West Englewood by an extra train (J. W. Allen,* conductor; L. Milliken,* engineer); small bone of left arm between elbow and wrist fractured by jumping from caboose to ground to go back with flag and landing in soft earth, which caused him to fall, with injuries as above.

October 19th.—Wm. J. Huyler, injured at Bergen Fields by the New York, Ontario and Western Railway train 101 (Oscar Kirby, conductor; J. Puffenberger, engineer); killed by being struck by train while driving across tracks.

October 19th.—Mrs. Wm. J. Huyler, injured at Bergen Fields by the New York, Ontario and Western Railway train 101 (Oscar Kirby, conductor; J. Puffenberger, engineer); killed by being struck by train while in wagon which was being driven across tracks.

October 27th.—Pat'k Carrigan, yard brakeman, injured at Weehawken by a yard train (Frank King,* conductor; J. Hennegar,* engineer); back of head and right leg bruised by falling from top of box car to gondola car while switching.

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October 30th.—James Sullivan, yard watchman, injured at Weehawken by a yard train (Frank King,* conductor; J. Hennegar,* engineer); killed by being run over by car which was shoved by switch engine while standing on track.

November 2d.—Benj. Brabazone, freight-house watchman, injured at Weehawken; bruised about spine and head by falling from top of box car to floor of freight pier No. 3, while walking over cars.

November 17th.—Joseph Devoney, yard brakeman, injured at Weehawken by a yard train (C. Vreeland,† conductor; J. Hennegar,* engineer); thumb and first finger of right hand bruised by being caught between deadwoods while coupling cars; was not using coupling stick provided.

December 14th.—Peter Christie, freight handler, injured at Weehawken by a yard train (M. Donnelly,* conductor; Wm. Coonan,* engineer); killed by being run over by falling on track while climbing between cars in motion.

December 24th.—Thomas Gaffney, yard conductor, injured at Weehawken by a yard train (Thos. Gaffney,* conductor; J. Hennegar,* engineer); thumb of right hand bruised while pulling pin between cars; was not using coupling stick provided.

Classification.	Killed.	Injured.	Total.
Passengers	..	2	2
Employes	4	22	26
Others	5	1	6
Total	9	25	34

Correct:

C. W. BRODLEY,
General Superintendent.

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TABULAR STATEMENT OF MATTER CONTAINED IN THE FOREGOING REPORTS

OF RAILROAD AND CANAL COMPANIES FOR 1891.

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 1891.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad	33.50	$2,200,000 00	$2,226,070 00	$723,298 72	$5,026,584 45	$528,846 38	$249,938 90	$26,861 74	$805,647 02	$682,079 42	None		
Baltimore and New York Railway	5.53	350,000 00	350,000 00	5,598 58	700,000 00		71,094 71	177 65	71,272 36	*	None	*$69,697.42, interest on bonds and taxes	
Belvidere Delaware Railroad	68.	1,150,000 00	2,952,000 00		4,039,418 70	246,154 53	998,681 90	29,374 58	1,274,211 01	903,380 52	One of 6 per cent.		Pennsylvania Railroad Co.
Bergen County Railroad	10.	200,000 00	2,000,000 00		607,972 14							Annual rental, $24,000; operations included in report of lessee	N. Y., L E. and Western R. R. Co.
Bergen and Dundee Railroad	2.75	6,000 00			7,655 38							Operations included in report of lessee	N. Y , L. E. and Western R. R. Co.
Buena Vista Railroad	1.03	3,000 00		12,408 94	15,408 94						None	Receipts and expenses included in report of New Jersey Southern Ry. Co.	Central Railroad Company of N. J.
Camden and Atlantic Railroad	67.54	1,258,100 00	1,487,000 00	275,000 00	2,930,718 55	351,041 82	140,018 39	75,747 94	566,808 15	495,385 30	None		Pennsylvania Railroad Co.
Camden and Burlington County Railroad	29.61	381,925 00	350,000 00			201,013 59	46,789 72	25,373 03	273,176 34	209,388 79	Two of 3 per cent. cash		Pennsylvania Railroad Co.
Camden County Railroad	7.30	100,000 00	38,000 00	72,500 00	200,926 77	3,788 77	1,044 98	108 65	4,942 40	6,759 83	None		
Cape May and Sewell's Point Railroad	3.	30,000 00	29,000 00	2,000 00	30,000 00	2,972 75			2,972 75	2,752 33		Leased to J. Henry Edmunds at an annual rental of $500	
Carteret Extension Railroad	1.52	19,400 00		11,160 59	30,560 59							Receipts and expenses included in report of lessee	Central Railroad Company of N. J.
Central Railroad of New Jersey	156.35	22,412,000 00	43,069,822 11		24,716,818 35	2,220,189 78	5,532,701 93	236,092 51	7,988,984 22	4,915,972 86	One of 1½ per cent. Three of 1¾ per cent. in cash		
Chester Railroad	10.02	98,500 00	100,000 00	26,175 98	224,675 98						None	Operations included in report of lessee	Morris and Essex Railroad Co.
Columbus, Kinkora and Springfield Railroad	14.16	66,050 00	129,800 00	138,292 98	194,684 70	10,142 70	10,356 06	4,509 16	25,007 92	27,355 77	None		Pennsylvania Railroad Co.
Cumberland and Maurice River Railroad	21.20	250,000 00	5,000 00	19,571 49	274,571 49						None	Receipts and expenses included in report of New Jersey Southern Ry. Co.	Central Railroad Company of N. J.
Cumberland and Maurice River Extension Railroad	1.23	15,000 00		1,270 33	16,270 33							Receipts and expenses included in report of New Jersey Southern Ry. Co.	Central Railroad Company of N. J.
Delaware Bay and Cape May Railroad	4.	30,000 00	26,500 00	1,600 00	50,000 00	13,354 81			13,354 81	13,057 55	None		
Delaware and Bound Brook Railroad	30.70	1,800,000 00	1,800,000 00		3,590,281 16	325,358 50	654,506 28	45,156 76	1,025,021 54	504,373 47	Four of 2 per cent. each		Philadelphia and Reading R. R. Co.
Delaware River Railroad	20.	141,500 00	65,000 00	25,935 27	239,031 47	28,192 20	19,402 19	5,157 85	52,752 24	49,426 64	None		
Delaware Railroad of New Jersey	2.	4,025 00									None	The construction of this road was commenced, but stopped by an injunction restraining the company from continuing it	
Dover and Rockaway Railroad	5.12	100,000 00	35,000 00		135,000 00							Operations included in report of lessee	Central Railroad Company of N. J.
Easton and Amboy Railroad	65.93	6,000,000 00	6,000,000 00	507,917 78	10,932,231 39	157,675 98	2,274,526 47	31,354 00	2,463,556 45	1,848,999 69	None		Lehigh Valley Railroad Co.
East Trenton Railroad	3.	51,516 44			51,516 44						None	Operations included in report of Delaware and Bound Brook R. R. Co.	Philadelphia and Reading R. R. Co.
Elizabeth Extension Railroad	1.69	30,000 00		15,546 40	45,546 40						None	Receipts and expenses included in report of lessee	Central Railroad Company of N. J.
Enterprise Railroad	1.50	30,000 00	15,000 00	115 49	45,115 49						None	Operations included in report of Belvidere Delaware R. R. Co.	Pennsylvania Railroad Co.
Ferro Monte Railroad	2.52	30,000 00			50,309 27		7,227 05	365 50	7,592 55	4,400 25	One of 5 per cent		
Freehold and Atlantic Highlands Railroad	22.88	650,000 00				40,648 70	18,106 86	2,188 28	60,943 84	80,888 60	None		
Freehold and Jamesburg Agricultural Railroad	27.54	295,600 00	498,600 00		807,929 38	118,691 42	33,614 01	7,862 75	160,168 18	113,116 66	None		Pennsylvania Railroad Co.
Hibernia Mine Railroad	5.50	200,000 00			193,624 34							Operations included in report of lessee	Central Railroad Company of N. J.
Hibernia Underground Railroad	1.30	100,000 00		9,618 12	109,618 12		6,908 96		6,908 96	3,019 30	None		
Hopatcong Railroad	*	10,000 00		7,913 08	17,913 08							*Less than one mile; road not yet in operation	
Hudson and Communipaw Railroad	1.	*52,000 00		49 56							None	*$50,000 authorized by certificate; $2,000 paid in	
Jersey City and Bayonne Railroad	5.	13,500 00		1,195 52								Road not constructed	
Jersey City and Bergen Railroad	30.	870,000 00	258,000 00		1,096,488 68	559,438 51		5,467 06	564,905 57	443,242 03	Two of 5 per cent. each in cash		
Lafayette Railroad	.31	2,000 00		25,001 25	27,001 25						None	Receipts and expenses included in report of essee	Central Railroad Company of N. J.
Lehigh and Hudson River Railway	46.84	1,100,000 00	1,148,557 00	216,021 19	2,385,188 19	11,125 51	252,585 24	13,376 33	277,087 08	153,786 05			
Lehigh Valley Terminal	25.	8,348,000 00	7,000,000 00		10,288,280 78						None	Operations included in report of Easton and Amboy R. R. Co.; road not yet completed	
Lodi Branch Railroad	1.75	60,000 00			60,000 00							Operations included in report of lessee	N. Y., Susq. and Western Railroad Co.
Long Beach Railroad	20.50	253,000 00			255,560 27	6,907 09	1,673 63	1,658 43	10,239 15	28,374 89	None		Pennsylvania Railroad Co.
Long Dock Company	.50	800,000 00	7,500,000 00		1,177,272 87						None	Operations included in report of lessee	N. Y., L. E. and Western R. R. Co.
Macopin Railroad	1.50	60,000 00			60,000 00							Operations included in report of lessee	N. Y., Susq. and Western Railroad Co.
Manufacturers Extension Railroad	1.23	53,700 00		969 64	54,669 64						None	Receipts and expenses included in report of lessee	Central Railroad Company of N. J.
Martin's Creek Railway		28,000 00			28,000 00							Operations included in report of Belvidere Delaware R. R. Co.	Pennsylvania Railroad Co.
Mays Landing and Egg Harbor City Railroad	7.	32,500 00	37,500 00		70,000 00						Paid in cash on application to stockholders, after deducting interest on bonded indebtedness, $1,921.37	$3,527.26, rental by suit, less expenses	
Middlesex Railway	*	1,000 00		3,087 19	4,087 19						None	*1,800 feet. Operations included in report of Easton and Amboy R. R. Co	
Millstone and New Brunswick Railroad	6.65	95,750 00		17,654 42	95,750 00	5,365 66	3,359 83	873 92	9,599 41	18,650 99			Pennsylvania Railroad Co.
Morris County Railroad	15.	300,000 00	200,000 00	12,804 71	612,804 71	568 81	13,376 60	18 74	13,964 15	25,554 11	None		
Morris and Essex Railroad	119.85	15,000,000 00	24,444,000 00		38,508,487 63	1,907,095 22	3,157,442 34	486,852 17	5,551,389 73	3,762,112 42	$1,050,000 directly to st'kholders by lessee		Del., Lack. and Western Railroad Co.
												Operations included in report of Morris and Essex R. R. Co	Del., Lack. and Western Railroad Co.

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Macopin Railroad	1.50	60,000 00			60,000 00							Operations included in report of lessee	N. Y., Susq. and Western Railroad Co.
Manufacturers Extension Railroad	1.23	53,700 00		969 67	54,669 67						None	Receipts and expenses included in report of lessee	Central Railroad Company of N. J.
Martin's Creek Railway		28,000 00			28,000 00							Operations included in report of Belvidere Delaware R. R. Co.	Pennsylvania Railroad Co.
Mays Landing and Egg Harbor City Railroad	7.	32,500 00	37,500 00		70,000 00						Paid in cash on application to stockholders, after deducting interest on bonded indebtedness, $1,921.37	$3,527.26, rental by suit, less expenses	
Middlesex Railway	*	1,000 00		3,087 19	4,087 19						None	*1,800 feet. Operations included in report of Easton and Amboy R. R. Co	
Millstone and New Brunswick Railroad	6.65	95,750 00		17,654 42	95,750 00	5,365 66	3,359 83	873 92	9,599 41	18,650 99			Pennsylvania Railroad Co.
Morris County Railroad	15.	300,000 00	200,000 00	12,804 71	612,804 71	568 81	13,376 60	18 74	13,964 15	25,554 11	None		
Morris and Essex Railroad	119.85	15,000,000 00	24,444,000 00		38,508,487 63	1,907,095 22	3,157,442 34	486,852 17	5,551,389 73	3,762,112 42	$1,050,000 directly to st'kholders by lessee.		Del., Lack. and Western Railroad Co.
Morris and Essex Extension Railroad	1.91	221,000 00		129,811 94	350,811 94						$8,840	Operations included in report of Morris and Essex R. R. Co.	Del., Lack. and Western Railroad Co.
Mount Holly, Lumberton and Medford Railroad	6.20	95,650 00	75,000 00		170,650 00	4,982 14	2,076 58	567 02	7,625 74	13,927 29	Two of 3 per cent.		Pennsylvania Railroad Co.
Mount Hope Mineral Railroad	3.54	160,000 00			169,278 77				26,032 27	9,978 45			
National Docks Railway	1.95	1,200,000 00		13,000 34	1,225,980 61		50,261 47		50,261 47	31,768 84	None		
Newark and Bloomfield Railroad	4.24	103,850 00		160,425 19	264,275 19						$6,231 directly to stockholders	Operations included in report of Morris and Essex R. R. Co.	Del., Lack. and Western Railroad Co.
Newark and Hudson Railroad	5.618	250,000 00	250,000 00		355,056 18				85,757 10	*94,948 82	None	*$17,500 rent; surplus, $8,308.28	N. Y., L. E. and Western R. R. Co.
New Jersey Junction Railroad	4.35	100,000 00	1,700,000 00		1,631,872 44								N. Y. C. and Hudson River R. R. Co.
New Jersey Shore Line Railroad	15.50	31,000 00		1,824 44								Road not constructed	
New Jersey Southern Railway	88.11	*2,590,000 00	1,790,600 00		752,000 00	394,388 90	291,817 68	23,996 56	710,203 14	659,902 18	None	*Preferred, $1,590,000; common, $1,000,000	Central Railroad Company of N. J.
New York and Greenwood Lake Railway	43.	*100,000 00	2,700,000 00	325,000 00	2,870,299 78	173,996 57	120,133 06	8,504 99	302,634 62	263,854 82	None	*Amount actually issued and held by stockholders is 1,500 shares, $75,000	
New York and Long Branch Railroad	38.04	2,000,000 00	1,500,000 00									Receipts and expenses included in report of operating companies	Central Railroad Co. of N. J. and the Pennsylvania Railroad Co.
New York, Susquehanna and Western Railroad	101.30	21,000,000 00	8,820,000 00		28,996,602 22	302,903 01	1,244,151 44	109,468 13	1,656,522 58	940,068 10	$100,000 in cash		
Northern Railroad of New Jersey	21.25	1,000,000 00	642,000 00	247,585 19	1,009,376 00	319,375 88	63,207 52	15,805 16	397,888 56	360,909 89	$40,000 in cash		N. Y., L. E. and Western R. R. Co.
Ogden Mine Railroad	9.86	450,000 00			450,000 00								Central Railroad Company of N. J.
Passaic and Delaware Railroad	13.99	111,050 00		10,218 53	121,268 53						$5,552.50 directly to stockholders	Operations included in report of Morris and Essex R. R. Co.	Del., Lack. and Western Railroad Co.
Passaic and Delaware Extension Railroad	7.40	100,000 00		116,350 27	216,350 27						$4,000 directly to stockholders	Operations included in report of Morris and Essex R. R. Co.	Del., Lack. and Western Railroad Co.
Passaic Extension Railroad	3.	6,000 00		15,463 32	21,463 32							Operations included in report of lessee	N. Y., Susq. and Western Railroad Co.
Passaic and New York Railroad	3.	70,000 00	70,000 00		140,000 00							Operations included in report of lessee	N. Y., Susq. and Western Railroad Co.
Paterson and Hudson River Railroad	13.950	630,000 00			630,000 00					*53,900 00	Jan. 2, 1891, 4 per cent.; July 2, 1891, 4 per ct.	*$53,400, rent of road and land in Jersey City; $500, expenditures for contingencies	N. Y., L. E. and Western R. R. Co.
Paterson, Newark and New York Railroad	11.	250,000 00	500,000 00		545,433 29				159,964 85	*163,772 20	None	*$35,000 rent; surplus, $31,192.65	N. Y., L. E. and Western R. R. Co.
Paterson and Ramapo Railroad	14.413	298,000 00			350,000 00				30,000 00	3,027 12	Jan. 2, 1891, 4 per cent.; July 2, 1891, 4 per ct.		N. Y., L. E. and Western R. R. Co.
Pemberton and Hightstown Railroad	24.38					37,807 69	32,927 52	4,031 40	74,766 61	75,372 66			Union Transportation Co.
Pennsylvania, Poughkeepsie and Boston Railroad	95.04	2,000,000 00	2,000,000 00	1,280,745 20	5,280,745 20	25,999 08	146,873 09	5,697 23	178,569 40	279,592 78	None		
Perth Amboy and Raritan Railroad	5.70	12,000 00		9,591 61	21,591 61							Road not constructed	
Perth Amboy and Woodbridge Railroad	6.40	228,400 00	100,000 00		346,439 43	58,354 72	65,317 37	4,622 28	128,294 37	61,798 08	10 per cent. in cash on $196,550 of stock		Pennsylvania Railroad Co.
Philadelphia and Long Branch Railroad	49.11	765,000 00	750,000 00		1,539,222 83	54,927 40	18,102 70	5,706 36	78,736 46	124,910 94	None		Pennsylvania Railroad Co.
Philadelphia, Marlton and Medford Railroad	11.71	102,900 00	100,000 00		169,983 73	13,517 89	8,885 52	10,587 70	32,991 11	27,454 05	None		Camden and Atlantic Railroad Co.
Pittstown Branch Railroad	3.97	8,000 00		58,205 80	66,205 80						None	Operations included in report of Easton and Amboy R. R. Co.	
Port Reading Railroad	20.	1,500,000 00			3,000,000 00						None	This company has contracted to issue $1,500,000 of mortgage bonds.	
Raritan River Railroad	12.	364,800 00	243,000 00		607,800 00						None	The company did not receive any income during 1891	
Rockaway Valley Railroad	11.55	*187,100 00	189,200 00	3,500 00	78,650 00	2,678 58	12,313 92	732 06	15,724 56	12,060 00	None	*Amount issued	
Rocky Hill Railroad and Transportation Company	6.70	45,600 00				2,058 26	2,328,45	292 72	4,679 43	10,987 20	6 per cent. on capital stock, paid half yearly by lessee		Pennsylvania Railroad Co.
Sussex Railroad	29.52	1,638,600 00	236,500 00		1,911,779 34	29,066 28	55,574 34	20,030 41	104,671 03	82,970 38	None		
Toms River Railroad	7.57	240,000 00			*16,334 71							*$15,000 at foreclosure sale, since added, $1,334.71; receipts and expenses included in report of New Jersey Southern Ry. Co.	Central Railroad Company of N. J.
Toms River and Waretown Railroad	14.71	25,000 00	30,000 00	20,000 00	75,000 00	10,187 64	2,353 19	818 70	13,359 53	*		*Included in report of New Jersey Southern Ry. Co.	Central Railroad Company of N. J.
Tuckerton Railroad	29.	550,991 54	99,882 50	13,996 47	664,870 51	23,952 13	22,363 56	6,797 93	53,113 62	55,206 48	None		
United New Jersey Railroad and Canal Company	513.	21,240,400 00	20,000,000 00		44,204,889 97	7,586,479 50	9,987,486 61	1,421,626 00	18,995,592 11	14,905,788 66	10 per cent. on capital stock, paid quarterly by lessee		Pennsylvania Railroad Co.
Vincentown Branch Railroad	2.80	25,000 00	15,000 00		43,258 61	1,486 75	404 85	371 56	2,263 16	5,524 33			Pennsylvania Railroad Co
Vineland Railroad	46.82	600,000 00			*141,636 34							*$10,000 at foreclosure sale, $131,636.34 since added; receipts and expenses included in report of New Jersey Southern Ry. Co.	Central Railroad Company of N. J.
Warren Railroad	18.80	1,800,000 00	1,350,000 00	39,236 08	3,189,236 08						$126,000 directly to st'kholders by lessee	Operations included in report of Morris and Essex R. R. Co.	Del., Lack. and Western Railroad Co.
Watchung Railroad	4.16	47,000 00			102,617 00								N. Y., L. E. and Western R. R. Co.
Weehawken Branch Railroad	2.88											Operations included in those of lessee	N. Y., L. E. and Western R. R. Co.
West End Railroad	1.55	43,700 00		1,645 11	45,345 11							Receipts and expenses included in report of New Jersey Southern Ry. Co.	Central Railroad Company of N. J.
West Jersey Railroad	186.73	2,204,600 00	3,240,000 00	200,000 00	4,810,045 79	846,405 97	486,970 21	133,683 62	1,467,059 80	1,050,197 48	One of 3½ p. ct. scrip; one of 3½ p. ct. cash on the common stock; two of 3 p. ct. each on special guaranteed stock, in cash		Pennsylvania Railroad Co.
West Jersey and Atlantic Railroad	32.50	935,850 00	236,000 00		1,151,270 05	144,744 43	31,183 96	15,102 56	191,030 95	166,789 61	None		West Jersey Railroad Co.
West Shore Railroad	425.	10,000,000 00	50,000,000 00		60,000,000 00								N. Y. C. and Hudson River R. R. Co.

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