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1888.

State of New Jersey.

Railroad and Canal Reports.

1888.

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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 Co.,

FOR THE YEAR 1888.

TRENTON, N. J.:
THE JOHN L. MURPHY PUBLISHING CO., STATE PRINTERS.
1889.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 1st, 1889.

To the Senate and General Assembly:

I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1888, and such reports of Railroad and Canal Companies for that year as have been received at this office.

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

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

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

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

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

Very respectfully,

E. J. ANDERSON,
Comptroller.

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

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 1888. As in former 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.

With my predecessor, I can only give my unqualified approval of the wise and careful management of this business, in which the State has so large an interest. And the very high rank which this security steadily maintains is proof that the praise is fully justified, and I am pleased to add that the interests of the State and all concerned are secure while in the hands of gentlemen as wise, practical and conservative as those at present in charge.

Respectfully,

CHARLES BURROWS,
State Director.

RUTHERFORD, N. J., February 1st, 1889.

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STATEMENTS.

United Railroads of New Jersey Division, embracing the following lines:

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

	Miles.	Miles.
Hudson River Ferries	1.00	
New Jersey Railroad	33.64	
Trenton Branch, U. N. J. R. R. & C. Co	23.02	
Trenton Bridge	0.19	
Philadelphia and Trenton Railroad	23.66	
Connecting Railway	6.75	
		88.26

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

Harsimus Branch	1.55	
National Docks Railway	1.92	
Centre Street, Newark, Branch	1.36	
Bonhampton Branch	1.89	
Princeton Branch	3.13	
Kensington and Tacony Railroad	1.53	
Kensington Branch	2.84	
River Front Railroad, including Canal Street Bridge	3.86	
		18.08

MAIN LINE—AMBOY DIVISION—CAMDEN TO SOUTH AMBOY.

Camden and Amboy Railroad	61.15

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

Monmouth Junction to Jamesburg	5.59	
Bordentown Branch	6.10	
Florence Branch	2.14	
		13.83

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	Miles.	Miles.
Perth Amboy and Woodbridge Railroad		6.40
Millstone and New Brunswick Railroad		6.65
Rocky Hill Railroad and Transportation Company	2.38	
Monmouth Junction to Kingston	4.16	
		6.54
Belvidere Delaware Railroad	67.49	
Millham Cut-off, Trenton	1.11	
Enterprise Railroad	1.26	
Martin's Creek Railway, of New Jersey	0.14	
Martin's Creek Railway, of Pennsylvania	0.15	
Flemington Branch, Belvidere Delaware Railroad	11.67	
		81.82
Frankford and Holmesburg Railroad		4.16
Philadelphia, Germantown and Chestnut Hill Railroad		6.75
Freehold and Jamesburg Agricultural Railroad		27.54
Pemberton and Hightstown Railroad		24.47
Columbus, Kinkora and Springfield Railroad		14.16
Philadelphia and Long Branch Railroad		47.28
Camden and Burlington County Railroad (including Burlington and Mount Holly Railroad)		29.61
Vincentown Branch		2.84
Mount Holly. Lumberton and Medford		5.95
Long Beach Railroad		20.50
United Railroads of New Jersey Division		465.99
Delaware and Raritan Canal	44.00	
Feeder	22.00	
		66.00

Earnings and Expenses of the United New Jersey Railroad and Canal Company, for the year ending December 31st, 1888.

RAILROADS.

From Passengers	$6,968,551 27	
Freights	8,847,088 22	
Express matter	378,483 58	
Mails	204,824 73	
Miscellaneous	176,154 80	
Total earnings		$16,575,102 60
Working expenses		12,640,805 66
Net earnings		$3,934,296 94

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DELAWARE AND RARITAN CANAL.

From Tolls on boats	$2,258 93	
Tolls on lading	242,982 47	
Steam towing	242,095 68	
Barges and schooners	32,730 38	
Miscellaneous	5,681 46	
Total earnings	$525,748 92	
Working expenses	430,680 31	
Net earnings		$95,068 61
Total		$4,029,365 55

Statement of Amounts Received during 1888 by the Treasurer of the Pennsylvania Railroad Company, from Investments of the United New Jersey Railroad and Canal Company.

DIVIDENDS ON STOCKS.

Dividend—Belvidere Delaware Railroad Company, March		$60,504 00
Freehold and Jamesburg Agricultural Railroad Company, March	$6,396 00	
Freehold and Jamesburg Agricultural Railroad Company, October	4,797 00	
		11,193 00
West Jersey Railroad Company, March	$21,714 00	
West Jersey Railroad Company, September	25,333 00	
		47,047 00
Camden and Philadelphia Steamboat Ferry Company, January	$8,765 00	
Camden and Philadelphia Steamboat Ferry Company, July	7,012 00	
		15,777 00
Paterson and Ramapo Railroad Company, January	$300 00	
Paterson and Ramapo Railroad Company, July	300 00	
		600 00
Newark Plank Road Company, January	$3,956 25	
Newark Plank Road Company, July	3,956 25	
		7,912 50

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Dividend—Newark and New York Railroad Company, January		$1,638 00
Trenton Delaware Bridge Company, May		5,934 00
Associates of the Jersey Company, December		275,300 00
Camden and Burlington County Railroad Company, January	$5,709 00	
Camden and Burlington County Railroad Company, July	5,709 00	
		11,418 00

INTEREST ON BONDS.

Interest—Freehold and Jamesburg Agricultural Railroad Company, January	$2,568 00	
Freehold and Jamesburg Agricultural Railroad Company, July	2,568 00	
		5,136 00
Rents		257,437 32
Total		$699,896 82

Statement of Amounts Paid and Received during 1888, by the Treasurer of the Pennsylvania Railroad Company, on Account of Dividends, Interest, Rents, &c., United New Jersey Railroad and Canal Company.

PAYMENTS.

Dividend, United New Jersey Railroad and Canal Company	$2,124,040 00	
Dividend, Philadelphia and Trenton Railroad Company	49,410 00	
		$2,173,450 00
Interest on New Jersey Loans		1,152,337 20
Organizations, Salaries, &c.		10,800 00
Dividends on Stocks and Interest on Bonds of Branch Roads		57,276 50
Tax to State of Pennsylvania on account Philadelphia and Trenton Railroad	$4,765 50	
Tax to State of Pennsylvania on account Frankford and Holmesburg Railroad	6 00	
		4,771 50
Interest on Mortgages and Ground Rents		59,491 50
Rentals, Leased Roads (including Interest on Equipment Belvidere Delaware Railroad, $37,024.55; Freehold and Jamesburg Agricultural Railroad, $11,614.70; and Philadelphia, Germantown and Chestnut Hill Railroad, $16,605)		768,068 57

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Rents	$363,611 77
Transit Duty	298,128 98
Commission, J. S. Morgan & Co., London, paying coupons	1,827 18
	$4,889,763 20

RECEIPTS.

Deduct amount received from Investments United New Jersey Railroad and Canal Company	699,896 82
	$4,189,866 38

Statements of Amounts paid by Treasurer of the Pennsylvania Railroad Company on account of Dividends, Interest, &c., for the United New Jersey Railroad and Canal Company during the year 1888.

Dividend, United New Jersey Railroad and Canal Company	$2,124,040 00	
Dividend, Philadelphia and Trenton Railroad Company	49,410 00	
		$2,173,450 00
Organization, United New Jersey Railroad and Canal Company		10,000 00
Interest, Joint Companies' loan, 1889, $5,000,000, May and November	$300,000 00	
Interest, Joint Companies' loan, 1889, $866,000, June and December	51,960 00	
Interest, United Companies' loan, 1888, $154,000, February	4,620 00	
Interest, United Companies' gold loan, 1894, £729,200, March and September	212,197 20	
Interest, United Companies' registered loan, 1894, $2,000,000, April and October	120,000 00	
Interest, United Companies gold loan, 1901, $5,669,000, March and September	340,140 00	
Interest, United Companies' registered loan, 1908, $841,000, March and September	50,460 00	
Interest, United Companies' registered loan, 1923, $1,824,000, February and August	72,960 00	
		1,152,337 20
Dividend, Camden and Burlington County Railroad stock, January and July	$22,915 50	
Interest, Camden and Burlington County Railroad bonds, February and August	21,000 00	
Organization, Camden and Burlington County Railroad Company, July	500 00	
		44,415 50

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Dividend, Vincentown Railroad stock, January and July	$900 00	
		$900 00
Interest, Frankford and Holmesburg Railroad bonds, July	$350 00	
		350 00
Dividend, Mount Holly, Lumberton and Medford Railroad stock, April and October	$5,739 00	
Interest, Mount Holly, Lumberton and Medford Railroad bonds, April and October	5,250 00	
Organization, Mount Holly, Lumberton and Medford Railroad Company, April and October	200 00	
		11,189 00
Dividend, Rocky Hill and Kingston Railroad stock, June and December	$1,122 00	
Organization, Rocky Hill and Kingston Railroad Company, June and December	100 00	
		1,222 00
Commission, J. S. Morgan & Co., London, paying coupons		1,827 18
Tax paid State of Pennsylvania on account of Philadelphia and Trenton Railroad	$4,765 50	
Tax paid State of Pennsylvania on account of Frankford and Holmesburg Railroad	6 00	
		4,771 50
Transit duty, United Railroads of New Jersey, including Delaware and Raritan Canal		298,128 98

INTEREST ON MORTGAGES AND GROUND RENTS.

New York Division	$58,911 90	
Amboy Division	579 60	
		59,491 50

RENTALS—LEASED ROADS.

River Front Railroad	$23,000 00	
Connecting Railway	139,992 90	
Trenton Delaware Bridge	28,000 00	
Columbus, Kinkora and Springfield Railroad	4,863 51	
Belvidere Delaware Railroad	434,735 58	
Freehold and Jamesburg Agricultural Railroad	42,922 93	
Philadelphia, Germantown and Chestnut Hill Railroad	52,818 53	
Perth Amboy and Woodbridge Railroad	41,675 12	
Kensington and Tacony Railroad	60 00	
		768,068 57
Rents		363,611 77
		$4,889,763 20

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RECAPITULATION.

Dr.

Amount paid on account of dividends, interest, &c.....	$4,889,763 20

Cr.

Amount received from investments.....	699,896 82
	$4,189,866 38

Statement of Amounts Charged and Credited to "Construction," "Real Estate" and "Harsimus Cove," on Account of Permanent Improvements on the United Railroads of New Jersey, from January 1st, 1872, to December 31st, 1888, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1887.....	$7,869,768 63	
Amount expended in 1888.....	398,900 45	
		$8,268,669 08

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1887.....	$5,932,120 96	
Proceeds from sales in 1888.....	72,540 00	
		6,004,660 96
Debit balance January 1st, 1889.....		$2,264,008 12

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1887.....	$1,835,367 04	
Amount expended in 1888.....	111,381 44	
		$1,946,748 48

Cr.

By Proceeds from sale of real estate, materials, &c., to December 31st, 1887.....	$401,987 71	
Proceeds from sales in 1888.....	20,009 00	
		421,996 71
Debit balance January 1st, 1889.....		$1,524,751 77

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HARSIMUS COVE—CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1887	$2,394,549 04	
Amount expended in 1888	68,384 18	
		$2,462,933 22

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, 1887	1,368 49	
Proceeds from sales in 1888	None	
		2,260,077 04
Debit balance January 1st, 1889		$202,856 18

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1887	$948,951 58	
Amount expended in 1888	35,327 83	
		$984,279 41

Cr.

By United New Jersey Railroad and Canal Company's stock	$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1887	300 00	
Proceeds from sales in 1888	None	
		741,591 45
Debit balance January 1st, 1889		$242,687 96

SUMMARY.

Dr.

To Cost of construction	$8,268,669 08	
Real Estate	1,946,748 48	
Harsimus Cove—construction	2,462,933 22	
Harsimus Cove—right of way and real estate	984,279 41	
		$13,662,630 19

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property	$6,428,326 16	
United New Jersey Railroad and Canal Company's stock	3,000,000 00	
		9,428,326 16
Debit balance January 1st, 1889		$4,234,304 03

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COST OF CONSTRUCTION FOR THE YEAR 1888.

Additional tracks	$100,694 67	
Interlocking apparatus	41,719 34	
New lines	56,072 98	
Stations and warehouses	29,424 56	
Wharves and landings	60,953 31	
Car and machine shops	68,001 58	
Right of way	37,935 70	
Overhead bridges	4,098 31	
		$398,900 45

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REPORT OF RAILROAD AND CANAL COMPANIES.

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, 1888:

Capital stock paid in	$1,150,000 00
Bonded debt	3,570,000 00
Cost of road and equipments	$4,601,288 55

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, and the annual rental is the "surplus of net earnings."

It is equipped mainly by themselves and operated by the Pennsylvania Railroad Company as 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.

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Sworn and subscribed before me this twenty-ninth day of January, A. D. 1889.

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

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$219,858 29
Income from freight	1,043,911 50
Income from other sources	34,805 80
Total	$1,298,575 59

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies 863,176 06

Dividends paid during the year 1888, and how paid—
6 per cent. cash, out of the earnings of 1887.

ACCIDENTS.

January 10th.—John W. Bird, brakeman, while coupling cars at Coal Port Yard, fell and was fatally injured. Conductor, Edward Hartley; engineman, S. Johnson.

April 2d.—Abraham Fraley, farmer, while crossing track at Holland, carrying a heavy pole, received fatal injuries by train striking end of pole. Conductor, W. H. Eichman; engineman, W. C. Massey.

April 14th.—William Hoffman, brakeman, while jumping from train to open switch at Prallsville, fell and sprained his right knee. Conductor, B. Hicks; engineman, L. T. Brant.

April 18th.—Edwin Force, a boy, while jumping on freight train 539, above Frenchtown, to steal a ride, fell and had right leg and toes of left foot crushed. Conductor, J. H. Reaser; engineman, John Tennichff.

April 20th.—R. R. Walton, engineman, and John Cosgrove, laborer, were slightly bruised by collision at Martin's Creek. Conductor, D. McAuliff; engineman, R. R. Walton.

June 18th.—James Draffin, S. D. foreman, had leg broken, and N. Deemer, school teacher, of Bridgeton, Pa., was slightly bruised,

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while attempting to lift hand-car on siding at Holland, to clear extra 3026. Conductor, Barkley Hicks; engineman, J. S. Niece.

July 3d.—Harry Perry, brakeman, had left hand bruised while coupling cars at Coal Port. Conductor, T. Wallington; engineman, Seth W. Slater.

July 6th.—Samuel Trauger, brakeman, had left hand crushed while coupling cars at Coal Port. Conductor, T. M. Miller; engineman, E. H. Fenton.

July 17th.—Samuel L. Heller, laborer, slightly bruised by board falling from engine of train 575, above Riegelsville. Conductor A. H. Horton; engineman, George Niece.

July 20th.—Henry F. Naigle, stealing a ride on freight train 524, fell between bumpers, at Kingwood, and had right foot crushed. Conductor, O. B. Goddard; engineman, Nathan Strouse.

August 3d.—Joseph Cole, walking along track in Coal Port Yard, intoxicated, fell or was struck by passing train and slightly cut on head. Conductor, G. H. Smith; engineman, H. Marjarum.

August 11th.—Luther Breece, brakeman, had left hand injured while coupling cars at Coal Port. Conductor, Edward Hartley; engineman, S. W. Slater.

August 11th.—Patrick B. Foley, brakeman, was injured by striking against brake-wheel while drilling in Coal Port Yard. Conductor, S. M. Preston; engineman, John Morgan.

August 25th.—H. S. Vanderbelt was found lying alongside platform at Riegelsville, about midnight, with injuries which proved fatal on August 27th. He was supposed to have been struck by engine 1019, at 11:45 P. M. Conductor, M. Salters; engineman, Nathan Strouse.

September 17th.—Miss J. E. Heuber, of Chestnut Hill, Pa., was slightly cut on head by broken glass, in train 577, above Phillipsburg. Conductor, H. Van Horn; engineman, W. C. Massey.

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September 29th.—August Schopp, while attempting to steal a ride on freight train 523, at Flemington Junction, fell and had right foot crushed. Conductor, O. B. Goddard; engineman, Nathan Strouse.

October 3d.—John Flacherty, boy, while attempting to steal a ride on moving cars, in Coal Port Yard, fell and had right leg crushed. Conductor, Theo. Doyle; engineman, W. H. Miller.

October 5th.—Wm. Compton, brakeman, while connecting cars in Coal Port Yard, had right hand crushed. Conductor, A. Schanck; engineman, E. Leahy.

October 19th.—Frank Scarborough, while attempting to steal a ride on freight train 537, below Lambertville, fell, was dragged a short distance, and severely bruised. Conductor, Benjamin Raub; engineman, L. Lewis.

November 14th.—John Fisher, brakeman, while connecting cars at Prallsville, was severely cut on forehead by coupling-pin breaking and flying up. Conductor, B. Hicks; engineman, L. T. Brant.

November 20th.—Alfred Wilson, brakeman, was fatally injured while connecting cars in Coal Port Yard. Conductor, Chas. S. Toy; engineman, W. Gulick.

November 28th.—Robert Fulper, brakeman, had left hand injured while coupling cars at Martin's Creek. Conductor, A. S. Hoffman; engineman, Phineas Randolph.

December 11th.—Edward Hartley, conductor, was slightly injured while connecting cars in Coal Port Yard. Conductor, Edward Hartley; engineman, Seth W. Slater.

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THE 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 Company, presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$200,000 00
Bonded debt	2,000,000 00
Cost of road	$607,972 14

The road extends from Rutherford to Ridgwood, 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 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.*—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.

Sworn and subscribed before me, this seventeenth day of January, A. D. 1889.

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

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ACCIDENTS.

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, 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, 1888, is a correct and true statement, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me, this twenty-third day of February, A. D. 1889.

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

February 12th.—David Webling, age 24, and Henry Webling, age 26, while walking on track, seeing a freight train approach, at 6:40 P. M., at Garfield, stepped over on east-bound track right in front of wild train; W. L. Baxter, conductor; engine 101; Geo. Conklin, engineer. They were struck and instantly killed.

July 21st.—Ernest Robbins, age 21, while attempting to jump on train, extra; P. L. Hull, conductor; engine 514; J. O. Van Dyne, engineer; at 4:45 A. M., at Garfield, was thrown and had his head badly cut.

September 26th.—Edward Millott, brakeman, age 22, while making a coupling in extra train; James Burns, conductor; engine 248; R. Compton, engineer; at 1:30 P. M., at Spring Tank, had second and third fingers of left hand caught between bumpers, mashing them so that amputation was necessary.

November 20th.—Thomas Rider, brakeman, age 23, while pulling a pin in train 95; Thomas Cashman, conductor; engine 496; Henry Lewis, engineer; at 7:30 A. M., at Dundee, fell down, was run over and instantly killed.

December 4th.—Seymour Gardner, fireman, age 28, stepped out from tank-house, at Spring Tank, at 9:15 A. M., directly in front of

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train 47; J. E. Sullivan, conductor; engine 170; Wm. Early, engineer. He was struck and instantly killed.

December 18th.—Alexander Pitkelly, brakeman, age 22, in attempting to get on train, extra; M. Hanners, conductor; engine 645; R. Lang, engineer; after the train started. He lost his balance and fell, one wheel passing over left hand, mashing it badly. Accident happened at Spring Tank, at 10:15 A. M.

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THE 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, 1888:

Capital stock paid in	$6,000 00
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, a distance of two and three-quarters miles, including a loop line.

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.

Sworn and subscribed before me this thirtieth day of January, A. D. 1889.

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

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ACCIDENTS.

Included in the report of the Bergen County Railroad Company. No accidents are reported on the Bergen and Dundee road.

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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, 1888:

Capital stock paid in	$1,257,500 00
Bonded debt	1,487,000 00
Cost of road and equipments	$2,524,622 72

Dividends paid during the year 1888, and how paid—
Two and one-half per cent., cash.

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

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$490,936 91
Income from freight	136,663 37
Income from other sources	68,527 62
Total	$696,127 90
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$564,635 47

State of Pennsylvania, Philadelphia City and County, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is Vice President of the Camden and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888 are correct and true to the best of his knowledge and belief.

W. J. SEWELL,
Vice President.

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Sworn and subscribed before me this sixth day of February, A. D. 1889.

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

ACCIDENTS.

January 21st.—A. M. Bramley was slightly injured by falling between ferryboat "Atlantic" and bridge, at Cooper's Point, Vine street slip.

January 31st.—Brakeman R. Stitt fell from train 298, at Ashland, while reaching up to turn the markers, injuring his head.

February 21st.—Fireman James Hoyle, train 237, had his head badly injured while engine was taking water at Hammonton tank.

March 12th.—During an unusually heavy snow storm, engines 516 and 507 ran into the rear of train 232, at Ashland, slightly injuring Mr. J. B. Boulton and a Mr. Hurff.

March 15th.—Mark Bankson, an old colored man, was struck and instantly killed by train 262, at city line.

March 22d.—Brakeman M. Foley, train 299, in uncoupling cars at Atco, had one finger crushed so badly that it had to be amputated.

April 23d.—Mrs. McLaughlin was struck and killed by train 209, at Pine street crossing, Camden.

June 12th.—Flagman G. Slover, train 297, had the second finger of his left hand crushed, at Hammonton.

June 16th.—Harry Carroll had his skull fractured, wrist injured and was injured internally by train 255 striking the rear of a wagon in which he was riding.

June 21st.—Joseph K. Sheer, aged 9 years, jumped from excursion train while in motion, at Lakeside Park, and was killed.

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June 30th.—David Ellis was struck and killed by train 202, near Spruce street crossing, Camden.

July 14th.—Michael Pitts and Philip Johnson, laborers, were thrown from hand-car between seven and eight-mile posts. The former was badly hurt about the head, and the latter had his left arm injured.

July 30th.—An unknown man was found dead on the track at Elwood Station. It is supposed he was a passenger on special excursion train from South Pemberton to Atlantic City.

August 5th.—George Leightheusel was struck and killed by train 272, at Chesilhurst.

September 2d.—A Mr. Truitt was slightly injured on one shoulder by being struck with a piece of brick which was thrown through a window of Woodruff parlor car, on train 276, near City Hall, Camden.

September 4th.—Antonia Brunell, laborer on Subdivision 13, Atlantic City, stepped in front of train 259, and was struck and injured so seriously that he died 10 hours afterwards.

September 18th.—C. Browning, age 8 years, jumped or fell from train 262, at Haddonfield, and was killed.

October 4th.—While train 298 was shifting at Berlin, a lad named Roy Iredell attempted to get on the cars and was slightly injured about the head.

October 8th.—James Brooks, colored, was struck and killed by train 208, at Sycamore street, Camden.

November 10th.—Charles Kendall, brakeman on shifting engine at Cooper's Point Yard, was struck and instantly killed by engine 507.

November 30th.—Fred. Herrold was slightly injured in attempting to drive a wagon across the track, at Kaighn's avenue, Camden, in front of train 437.

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August 24th.—An unknown man, age about 60 years, jumped overboard from the ferryboat "Cooper's Point" and was drowned.

September 28th.—An unknown man jumped overboard from the ferryboat "Cooper's Point," as it was nearing Vine street, Camden, and was drowned.

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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, 1888:

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

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

It is leased to the Pennsylvania Railroad Company at an annual rental of 6 per cent. per annum on stock and 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, Burlington County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is the 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.

JNO. S. IRICK.

Sworn and subscribed before me this seventeenth day of January, A. D. 1889.

SAML. V. ROSS,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$177,237 26
Income from freight	43,379 12
Income from other sources	16,767 07
Total	$237,383 45

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $194,805 82

Dividends paid during the year 1888, and how paid—
Two of 3 per cent. each, cash.

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THE CAMDEN, GLOUCESTER AND MOUNT EPHRAIM RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden, Gloucester and Mount Ephraim Railway Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$64,300 00
Bonded debt	65,000 00
Floating debt	17,453 07
Cost of road and equipments	$146,753 07

The road extends from Camden, N. J., to Mount Ephraim, N. J., a distance of four and nine-tenths miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$28,407 40
Income from freight	10,655 64
Income from other sources	1,137 93
Total	$40,200 97
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$38,186 86

State of Pennsylvania, Philadelphia County, *ss.*—A. A. McLeod, being duly sworn, on his oath says that he is Vice President of the Camden, Gloucester and Mount Ephraim Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888 are correct and true to the best of his knowledge and belief.

A. A. McLEOD,
Vice President.

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Sworn and subscribed before me this ninth day of February, A. D. 1889.

JOHN G. LAMB,
A Commissioner for the State of New Jersey.

ACCIDENTS.

July 21st.—Cornelius Sullivan, instantly killed, jumped from moving train at Gloucester. Conductor, John L. Reland; engineer, Morris Chaney.

October 13th.—John Fisher, fatally injured, struck by train while walking on track at Newton Creek bridge. Conductor, W. J. Lynch; engineer, Harry Deener.

October 14th.—Hugh Flynn, instantly killed, struck by train while standing on track at Ferry road. Conductor, S. L. Hastings; engineer, A. F. Arthur.

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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 presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$39,000 00
Bonded debt	29,000 00
Floating debt	1,500 00
Cost of road and equipments	$41,228 67

Dividends paid during the year 1888, and how paid—None.

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

REMARKS.

The railroad was leased for the year 1888 to J. Henry Edmunds for $900. All expenses were to be paid by the lessee, including repairs, maintenance of way, motive power, &c.

State of New Jersey, Camden County, *ss.*—Floranc F. Hogate, being duly sworn, on his oath says that he is President of the Cape May and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

FLORANC F. HOGATE.

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Sworn and subscribed before me this fourteenth day of January, A. D. 1889.

B. G. PECK,
Master in Chancery.

ACCIDENTS.

None.

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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, 1888:

Capital stock paid in	$18,563,200 00
Bonded debt	43,631,322 11
Cost of road and appendages	20,265,010 54
Value of equipment, under New Jersey apportionment	4,447,564 00

Dividends paid during the year 1888, and how paid—None.

The road extends from Jersey City to Phillipsburg, a distance of seventy-two and forty-two hundredths miles, with branches to Newark, six and eighteen-hundredths miles; to Brills, five and twenty-nine hundredths miles; to Elizabeth, three miles; to Perth Amboy, eleven and ninety-eight hundredths miles; to Bay Way, eighty-two hundredths miles. Total, ninety-nine and sixty-nine hundredths miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$1,748,223 92
Income from freight	5,092,100 38
Income from other sources	212,052 80
Total	$7,052,377 10

Expenditures during the year for working road, including repairs, maintenance of way, motive power, taxes and contingencies	$3,933,248 69

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

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statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this twelfth day of March, A. D. 1889.

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

ACCIDENTS.

January 2d.—William Murphy, car inspector, hand cut off at Jersey City. Engineer, —— Miller; conductor, —— McCarty.

January 5th.—G. B. Van Arsdale, thumb crushed, coupling cars at Bound Brook. Engineer, J. Mulford; conductor, G. Williams.

January 6th.—John Housel, brakeman, fingers crushed by caboose door at Plainfield. Engineer, M. Moynahan; conductor, William Hellems.

January 6th.—John Sheridan, legs cut off in attempt to board moving train at Centreville. Engineer, —— Miller; conductor, —— Baker.

January 7th.—George Lyons, crossing track and struck by engine at Grant avenue, Plainfield. Engineer, —— Wetton; conductor, —— Smith.

January 11th.—Charles Wagner, slipped and fell under engine, hand cut off, Jersey City. Engineer, L. Stoddard; conductor, James Farley.

January 12th.—Thomas McGinley, finger injured, coupling cars at High Bridge. Engineer, —— Rhodes; conductor, —— Long.

January 18th.—Frank Henry, hand bruised, coupling cars at Elizabeth. Engineer, C. S. Husbands; conductor, J. J. Barry.

January 21st.—Patrick Donahue, fell from ladder at Pier 1, Port Johnston. Badly injured.

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January 28th.—D. E. Backer, hand caught and bruised by ferry-boat gate, at Pier 15, North river.

February 4th.—John Wyckoff, slightly injured by falling on platform at White House. Engineer, J. Goodwin; conductor, Geo. W. Shoeffler.

February 9th.—Isidore Kunkle, struck by engine at Cranford. Engineer, H. Foster; Conductor, Chas. E. Parker.

February 12th.—James Barrett, hand crushed at Jersey City. Engineer, E. Dwyer; conductor, Robt. Smith.

February 15th.—Charles Billestine, foot slightly injured in attempt to board moving engine at Elizabeth. Engineer, Isaac Collins; conductor, John McGuire.

February 15th.—Jos. Bragg, finger severed, coupling cars at German Valley. Engineer, James P. Staats; conductor, John W. Eggers.

February 16th.—William Mead, fell from cart in yards at Jersey City. Seriously injured.

February 16th.—John Opdyke, hips squeezed, coupling cars at Elizabeth. Engineer, Geo. B. Weller; conductor, Nathan Warman.

February 24th.—Edward Buseck, leg broken, Spring street, Elizabeth. Engineer, N. Waite; conductor, Jas. M. Stover.

February 24th.—Walter Donegan, struck by engine, right leg and head injured, at Pamrapo. Engineer, S. Powell; conductor, W. F. Clark.

February 29th.—Mrs. Gregan, killed, at Raritan. Engineer, Thos. Cody; conductor, John Schwab.

February 29th.—Wm. Geating, foot bruised, jumping on and off train at Phillipsburg. Engineer, R. H. Nixon; conductor, S. Fishbaugh.

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March 7th.—Frank McCue, fatally injured, struck by train west of Westfield. Engineer, George Hackett; conductor, J. J. Murray.

March 9th.—John Melick, fatally injured in attempt to board coal train at Somerville. Engineer, —— Cummings; conductor, —— McGuire.

March 12th.—August Jooss, rib broken, slipped while leaving train at Jackson avenue. Engineer, Henry Jines; conductor, George K. McVey.

March 12th.—Thomas A. Smith, severely injured by falling from top of train while releasing brakes at Jersey City. Engineer, Edward Dwyer; conductor, Robert Smith.

March 12th.—Charles Barber, leg broken, in collision at Jersey City. Engineer, A. Quafe; fireman, W. Cyphers.

March 14th.—John E. Eversole, fireman, injured by snow from drift bursting into cab. Engineer, C. M. Pittinger.

March 16th.—Samuel Beaumont, standing by track and struck by engine at Elizabeth avenue. Engineer, M. N. Clapp; conductor, A. P. Hetfield.

March 17th.—Abram C. Creveling, sprained ankle by falling from cars to ground at Dunellen. Engineer, C. W. Vanatta; conductor, J. Dougherty.

March 17th.—William Lyons, hand crushed, coupling cars at Jersey City. Engineer, Chas. Ross; conductor, John Currid.

March 18th.—Thomas Tobin, foot crushed, while assisting to turn engine at Communipaw.

March 19th.—Charles Hays, foot crushed, stepped on track in front of cars, at Roselle. Engineer, Joseph Regan; conductor, William E. Ming.

March 20th.—Patrick Burns, struck by train at Netherwood. Engineer, Jud. Janson; conductor, John A. Day.

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March 21st.—James McGonley, leg injured in attempt to board moving train, at Plainfield. Engineer, A. Kerkendall; conductor, A. Apgar.

March 23d.—Michael Connally, hand bruised, coupling cars, at Carteret. Engineer, M. Kennedy; conductor, W. Miller.

March 31st.—John Linden, slightly injured in attempt to board moving train, at Communipaw Junction. Engineer, Jud. Janson; conductor, Wm. E. Case.

March 31st.—Thomas Moore, hips bruised, coupling cars at Port Johnston. Engineer, J. Maloney; conductor, D. Howley.

April 2d.—Judson Burgess, leg cut off, jumping from train at Plainfield. Engineer, W. Depuy; conductor, W. E. Smith.

April 2d.—Nicholas and Adolph Mensil, slightly injured, walking on track and struck by engine, at Elizabeth. Engineer, Charles Shultz; conductor, Samuel H. Phipps.

April 5th.—George Snyder, foot cut off, in attempt to board moving train, at Bull's shop yard, Newark. Engineer, George Richards; conductor, R. Schneider.

April 6th.—Joseph Raticoo, slightly injured by falling from car, at Pamrapo. Engineer, Edward Space; conductor, George Decker.

April 9th.—James Farmer, fatally injured in attempt to cross track in front of engine, at Elizabeth. Engineer, Thomas Cody; conductor, John R. Day.

April 10th.—Albert Martin, fingers crushed, coupling cars, at Port Oram. Engineer, George A. Smith; conductor, John O'Hare.

April 12th.—John McKeown, foot crushed, in attempt to board moving train at Somerville. Engineer, J. Rodenbaugh; conductor, H. Warman.

April 12th.—William Currid, finger crushed, in handling switch at Elizabethport. Engineer, H. Wolfskiel; conductor, James Currid.

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April 12th.—John T. Lott, hand mangled, coupling cars, at Newark. Engineer, William Carey; conductor, M. Mahan.

April 14th.—Unknown man killed while walking on track, at Bloomsbury. Engineer, J. Goodwin; conductor, George Sheoffler.

April 15th.—John Swartz, finger crushed, coupling cars, at Communipaw. Engineer, Edward Space; conductor, —— ——.

April 19th.—William Wood, arm crushed, while coupling cars at Sewaren. Engineer, P. D. Mead; conductor, P. M. Ryan.

April 25th.—Thomas Reagan, thumbs cut off, by fall of pile-driver hammer, at Jersey City.

April 26th.—Edward J. Cuff, foot crushed, in attempt to board moving train at Evona. Engineer, Frank Naylor; conductor, A. C. Lindsley.

May 1st.—Lewis Condone, killed, in attempt to cross track in front of train. Engineer, Wm. Miller; conductor, William P. Hibler.

May 1st.—John Sullivan, badly bruised, slipped and fell from train at Glen Gardner. Engineer, A. B. Gray; conductor, J. D. German.

May —.—Albert Keyser, hip bruised, by lump of coal falling from train passing Claremont. Engineer, —— Durand; conductor, L. B. Hurt.

May 5th.—Henry Werkhiser, finger injured, coupling cars, near Centreville. Engineer, M. Monahan; conductor, D. Howley.

May 7th.—Jeremiah Hurley, severely injured, struck on head by crank at chute 4, on Cross Creek coal dock, Port Johnston.

May 9th.—Walter Thatcher, hip injured by falling from moving train, between Cranford and Roselle. Engineer, M. Kennedy; conductor, J. Hutchinson.

May 10th.—Wilson Rex, arm squeezed, coupling cars, at Bound Brook. Engineer, Charles Clapp; conductor, Wm. August.

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May 10th.—James Fitzgerald, severely bruised, caught between cars, at Elizabethport. Engineer, C. S. Moore; conductor, John Boyle.

May 10th.—Walton Woodard, fingers cut off while turning bay draw.

May 14th.—Edw. J. Dickerson, leg broken, coupling cars, at Dover. Engineer, Geo. A. Smith; conductor, J. O'Hare.

May 16th.—Joseph Castian, killed; supposed to have been struck by engine, near Brills. Engineer, John Hague; conductor, J. Anness.

May 17th.—George B. Scales, leg injured, while setting brakes, near Centreville. Engineer, Edward Space; conductor, George B. Decker.

May 17th.—John Conners, fatally injured; attempted to board moving train, at Elizabeth. Engineer, C. Pittenger; conductor, J. E. Hess.

May 18th.—Thomas Lutes, hand injured, while setting brakes, at Raritan. Engineer, Jos. Lutes; conductor, W. E. Deitz.

May 18th.—Wm. W. Young, thumb crushed, coupling cars, at Port Johnston. Engineer, M. Moyinhan; conductor, John Wannan.

May 22d.—W. E. Apgar, arm broken, while coupling cars, at Elizabethport. Engineer, George Denny; conductor, T. H. Lukens.

May 24th.—E. P. Smith, thumb injured, coupling cars, at White House. Engineer, Frank Miller; conductor, L. P. Titus.

May 26th.—Louis Lyman, knee fractured by jumping from engine, at Newark. Engineer, Henry Jones; conductor, George K. McVey.

May 26th.—Wm. C. Lindsley, horse and wagon struck by engine, at Union street, Elizabeth. Engineer, Jud. Janson; conductor, P. Backer.

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May 31st.—Kate Kennedy, injured, knocked from canal bridge, at Jackson avenue. Engineer, Ed. Huff; conductor, P. Van Arsdale.

May 31st.—Jesse Wood, leg broken, in attempt to board moving train, at Communipaw. Engineer, P. Harsell; conductor, C. M. Turner.

June 5th.—Amelia Van Winkle, hand and hip bruised by fall, at station at Jersey City. Engineer, F. Naylor; conductor, O. J. Freeman.

June 6th.—Wm. Wanburg, head and arm injured, supposed to have been struck by engine. Engineer, The. Fil; conductor, John Berry.

June —.—Samuel Carrolton, severely injured in attempt to board moving train, at Perth Amboy. Engineer, Lloyd Clark; conductor, Thomas Borne.

June 7th.—H. Schoed, fingers pinched in car door, at Bound Brook. Engineer, H. Beck; conductor, Chas. S. Powell.

June 12th.—David McCarthy, injured, struck by engine, at Sewaren. Engineer, Chas. Young; conductor, Richard Harlan.

June 14th.—Barney Hagen, arm cut, coupling cars, at Neshanic. Engineer, Jas. H. Wilson; conductor, O. D. Hayne.

June 14th.—Abraham Brown, face cut, jumped from train, at Plainfield. Engineer, George Hackett; conductor, W. A. Snyder.

June 15th.—Alfred Brown, head badly hurt by runaway team, at Newark.

June 16th.—Michael Hennessy, conductor, head slightly injured, while coupling cars, at Bergen Point. Engineer, William Burrows.

June 19th.—Jacob Breilly, kicked on thigh by horse, on steamer "Chancellor."

June 20th.—Wilson Rex, severely bruised by falling from engine. Engineer, Harry Craig; conductor, F. R. Van Arsdale.

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June 23d.—Martin Haley, fatally injured, struck by car, at Roselle. Engineer, F. Frech; conductor, J. J. Kennedy.

June 23d.—Unknown lady, injured by fall when leaving car, at Jersey City. Engineer, H. Jones; conductor, George K. McVey.

June 25th.—Jas. Griffin, back and hip injured, coupling cars, at Jersey City. Engineer, The. Fice; conductor, J. Berry.

June 25th.—Edward Loven, leg broken, while assisting in handling a switch at Bay Bridge.

June 26th.—Israel B. Higgins, killed while walking on track, at Flagtown. Engineer, —— Case; conductor, —— Johnston.

June 28th.—Ross Appleton, shoulder squeezed, coupling cars, at Jersey City. Engineer, J. Allen; conductor, Ross Appleton.

June 28th.—J. F. Jones, slightly injured by jumping from train, at High Bridge. Engineer, H. Foster; conductor, J. H. Berkheiser.

June 30th.—M. Davis, slightly injured by jumping from moving train, at Greenville. Engineer, H. Beck; conductor, H. D. Walcott.

June 30th.—Frank Ryan, bruised by falling from train, at Plainfield. Engineer, John Miller; conductor, H. H. Johnson.

July 2d.—James Douglas, colored, leg crushed, Dougherty's Crossing. Engineer, A. Kirkendall; conductor, J. Long.

July 2d.—John Gaffney, fatally injured, fell or jumped off moving train near Singer factory. Engineer, W. Wilson; conductor, J. L. Soden.

July 2d.—Charles Totten, fatally injured, starting car with pinch-bar and was struck from behind by another moving car, at Glen Gardner.

July 3d.—Ross Brown, toes crushed, stepping on engine at Leonard street, Newark. Engine watchman, —— Clark.

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July 4th.—George Woodhall, scalp wound, fell from platform of train between Port Oram and Dover. Engineer, C. Forrester; conductor, J. A. Cook.

July 4th.—Samuel Harris, hips bruised, fell from wagon at Jersey City slip.

July 5th—John A. Lutz, ankle sprained, car mounting, Elizabethport station. Engineer, J. Miller; conductor, W. E. Dilts.

July 6th.—John Kinney, arm cut and bruised, coupling, Hackensack Furnace. Engineer, John Rich; conductor, R. W. Harlan.

July 9th.—Patrick Hogan, instantly killed, jumping on train, Annandale. Engineer, C. W. Van Atta; conductor, J. Dougherty.

July 9th.—Thomas Finley, instantly killed on track, at Perth Amboy. Engineer, F. Bradshaw; conductor, W. F. Ford.

July 18th.—Harry Meininger, cut on forehead by freight falling on him, Passenger Yard, Jersey City. Engineer, Arthur Quaif; conductor, J. W. Kelly.

July 18th.—John Housel, hand bruised, coupling cars, at Bergen Point. Engineer, J. M. Miller; conductor, Edw. Dilts.

July 20th.—W. Smith, severely injured by jumping on train, at Elizabethport Yard. Engineer, J. Wetmore; conductor, John Nally.

July 21st.—Edward Rhineland, seriously injured by low bridge, at Springtown. Engineer, J. Wetmore; conductor, J. Tracy.

July 23d.—Charles A. Trimmer, arm crushed, coupling cars, at German Valley. Engineer, Robert Nixon; conductor, Theodore Shrope.

July 25th.—Jacob Seibert, two fingers taken off while handling rails at Elizabeth.

July 27th.—Unknown man, side injured by gang-plank of steamer "Central," at New York.

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July 28th.—Thomas Casey, shoulder bruised, Asbury, N. J. Engineer, H. Foster; conductor, A. Powell.

July 28th.—F. T. Naylor, fingers bruised, door shutting, Jersey City. Engineer, J. M. Ackinson; conductor, M. Knapp.

July 30th.—Jeremiah Collins, leg broken, run over by wagon, South Slip, Pier 15, New York.

July 30th.—Unknown Italian, stunned and eye cut, jumped from train, Bayonne. Engineer, W. Jackson; conductor, J. Anness.

July 31st.—Irwin Ely, head injured, fell through glass car door, at Jersey City. Engineer, George Clark; conductor, P. C. Jeffers.

July 31st.—Charles Woepple, arm crushed, coupling cars, at Jersey City Yards. Engineer, Thomas Conners; conductor, William Lyons.

August 2d.—Philip Gammel, fatally injured, coupling, Elizabethport. Engineer, Charles Husband; conductor, James Hastings.

August 2d.—Emily Bayard, leg bruised, berry crate fell from truck, New York.

August 2d.—Edward Donohue, slight injuries, standing on step of engine, caught by cars standing on Singer's spur. Conductor, James Corriell.

August 2d.—Jesse Conover, run over, jumping on train, Califon.

August 4th.—Mary Marin, struck by train, Pamrapo. Engineer, E. Mahony; conductor, William Cox.

August 4th.—Andrew Higgins, spine broken, leg bruised by being thrown against truck on ferryboat "Plainfield." Wheelman, John Fay; deckhand, M. Anderson.

August 6th.—Benjamin Perry, hand bruised, coupling, wood yard at Brills. Engineer, F. McPeak; conductor, Robert Snyder.

August 8th.—Contion Amcutonia, killed, struck by engine while walking on track, Lafayette. Conductor, P. Van Arsdale.

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August 8th.—Henry Stine, crushed fingers, coupling, Hampton. Engineer, T. Kean; conductor, A. Taylor.

August 9th.—L. Eden, head cut, stone thrown through window, west end of Bergen cut. Engineer, J. Mickinson; conductor, M. Knapp.

August 10th.—William Warner, badly bruised, driving wagon across track, Bloomburg. Engineer, J. Van Atta.

August 10th.—John Cunningham, leg broken, struck by coal falling from tender at Centreville. Engineer, W. Croft.

August 10th.—James Fitzgerald, fingers crushed, coupling, Phillipsburg. Engineer, Wesley Alpaugh; conductor, W. W. Barnes.

August 11th.—Frank Wilkinson, engineer, slightly injured, mounted rail, Elizabethport. Conductor, Thomas J. Conroy.

August 14th.—John Dallee, face cut, jumped from train, Bergen Point. Engineer, William Miller; conductor, John R. Day.

August 15th.—Benjamin Dockness, killed, stepped on track, Newark. Engineer, A. Mattis.

August 16th.—George Woods and Thomas Lucas, slightly injured, crossing track at Market street, Perth Amboy.

August 17th.—Unknown man, slightly injured, crossing track, Elizabethport. Engineer, J. Errickson; conductor, James McBirth.

August 18th.—John Linvills, shoulder injured, fell in front of engine at Plainfield. Engineer, Adam Miller; conductor, C. McHugh.

August 20th.—Morris Gorman, toes taken off, crushed between bumpers, stealing ride, Bergen Point. Engineer, Geo. Neuber; conductor, Geo. Hess.

August 21st.—Chas. Levers, severely injured, arm caught, coupling cars at Elizabethport Junction. Engineer, Chas. S. Moore; conductor, John J. Barry.

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August 21st.—Peter Hager, mashed hand, thrown from cars while drilling at Phillipsburg. Engineer, Wm. Slout; conductor, Chas. McCarty.

August 22d.—Unknown man, fatally injured, attempting to cross track, Spring street, Elizabeth. Engineer, J. Young; conductor, R. Prawl.

August 22d.—Mrs. Sarah Bellis, head cut, foot caught in skirt on car platform, Bound Brook. Engineer, S. T. Winner; conductor, Geo. Fanill.

August 24th.—Michael Fouls, arm broken, Astina Gorgans and Tuggoli Archangel, slightly hurt, hand-car jumped track at Elizabeth.

August 24th.—Cass Morlandi, killed, crossing track, struck by engine near Cranford. Engineer, S. Jones; conductor, Frank Grube.

August 24th.—Unknown tramp, seriously injured, stealing ride on coal cars at Port Johnston.

August 27th.—David Hayden, fingers injured, riding on coal cars at Port Johnston. Engineer, Geo. Cameron; conductor, Patrick Costrell.

August 28th.—John Connolly, fingers crushed, coupling cars at Flemington. Engineer, S. Wilson; conductor, E. S. Kline.

August 31st.—Unknown, hand injured in attempt to board moving train at Greenville. Engineer, J. Champlain; conductor, W. E. Cast.

September 1st.—Patrick McGann, severely injured, struck by car step while walking on track near Bound Brook Junction. Engineer, —— Hogan; conductor, —— Snyder.

September 3d.—Mark Kelty, scalp wound, on track at Elizabethport station. Engineer, P. Doyle; conductor, Wm. Haynes.

September 3d.—Unknown, toe injured, hand truck run against foot on steamer "St. John," Pier 8, New York. Captain, E. F. Curtis; engineer, Jas. Perry.

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September 4th.—Jeremiah Lynch, leg injured, jumped from moving train at Bergen Point. Engineer, John Hunt; conductor, J. W. Gray.

September 4th.—Anna Dowd, killed, passing under moving car, Plank Road. Engineer, Jos. Tate; conductor, P. Currid.

September 4th.—Unknown, slightly injured, knocked down by moving train, freight yard at Jersey City. Engineer, J. Rhoads; conductor, J. Merlett.

September 6th.—John H. Doty, arm broken, knocked off wagon passing under bridge at Roselle.

September 6th.—Theo. Hoffmaster, finger crushed, coupling cars at Roselle. Engineer, J. T. Frech; conductor, J. J. Kennedy.

September 8th.—Anton Kerner, killed, struck by engine while standing on track at Maurers. Engineer, Lloyd Clark; conductor, James W. Van Houten.

September 9th.—Jas. D. Guman and Geo. B. Van Arsdale, scalded, crossing-plank doubled under pilot and engine turned over, at Elizabeth avenue. Engineer, P. D. Mead; conductor, J. D. Guman.

September 9th.—Cornelius Ten Eyck Hall, killed, crossing track at North Branch.

September 9th.—Chas. Felty, fingers mashed, coupling cars at Jersey City. Engineer, —— Space; conductor, —— McTague.

September 10th.—August Reeder, hip and side injured, driving across track at Spring street, Elizabeth. Engineer, F. Frech; conductor, Jas. Kennedy.

September 11th.—Gustave Franklin, killed, while crossing track at Centreville. Engineer, C. Houston; conductor, D. Horton.

September 12th.—Thomas Hogg, killed, getting on train at Elizabeth. Engineer, Geo. B. Coffee; conductor, C. Dodwell.

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September 12th.—John Housel and Frank Apgar, injured, coupling cars at Bergen Point Yard. Engineer, J. Walters; conductor, S. Skillman.

September 13th.—Ed. Nolan, killed, and John Patrick, leg dislocated, cars striking together at Jersey avenue, on Lehigh Valley track. Engineer, U. Horn; conductor, Joe Sutliff.

September 14th.—Bartley Barrett, head injured, and Thomas Rafferty, leg broken, fell from ladder at new depot, Jersey City.

September 15th.—Unknown, slightly injured, walking on track. Engineer, J. Dunham; conductor, W. J. Magee.

September 16th.—Alex. Wischnafsky, foot injured, carrying timber, Claremont.

September 19th.—Bertha Berline, cut on head, running on track at Elizabethport. Engineer, C. J. Young; conductor, Samuel Johnson.

September 20th.—Unknown, forehead cut, fell from train at El Mora. Engineer, E. Champlin; conductor, W. E. Case.

September 20th.—Unknown, killed, stepped on track in front of engine, between Cranford and Westfield. Engineer, A. Foster; conductor, A. Powell.

September 20th.—Michael O'Brien, hips injured, caught between cars, Boody Trestle, Bergen Point. Engineer, M. Hughes; conductor, M. Hennessy.

September 22d.—Michael Hight, slightly injured, walking on track at Communipaw. Engineer, J. Garison; conductor, Phil. Backer.

September 27th.—John Long, leg injured, jumping on engine pilot at Westfield. Engineer, M. Kennedy; conductor, John Long.

September 28th.—Jacob Walters, hand mashed, coupling at Eatontown. Engineer, C. Rice; conductor, D. C. Wells.

September 29th.—Franklyn Ehley, ribs fractured, fell from caboose at Plainfield. Engineer, J. Lutz; conductor, J. Dougherty.

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September 29th.—Susan Haverty, killed, run over while picking coal at Port Johnston.

October 1st.—Charles Zimmerman, foot crushed, caught between bumpers at Hampton. Engineer, J. Lutz; conductor, J. Dougherty.

October 3d.—Thomas Higgins, foot injured, crossing cars and train started, Spring street, Elizabeth. Engineer, —— Wildoner; conductor, —— Myers.

October 3d.—Frank Smith, leg crushed, getting on train at Green Brook. Engineer, G. Neuber; conductor, H. R. Banta.

October 3d.—Mrs. Smith, slightly bruised, alighting from train heel caught on step, causing fall, Elizabeth. Engineer, Frank Wyncoop; conductor, —— Backer.

October 4th.—Louise Farrelly, killed, crossing track, Elizabethport. Engineer, David Mattis; conductor, R. S. Maher.

October 5th.—James Socarry, leg broken, climbing over badly-piled cases of canned goods, Pier 8, N. R., New York.

October 10th.—Michael Coyle, hand crushed, alighting from moving train at Centreville. Engineer, J. Jansen; conductor, Philip Backer.

October 12th.—John Belly, hip crushed and foot cut off, stepped in front of engine at Bound Brook. Engineer, —— Mulford; conductor, —— Williamson.

October 13th.—Wm. Dougherty, legs injured, walking on track at East Ferry street. Engineer, —— Allen; conductor, —— Jacobus.

October 16th.—Jos. Sullivan, killed, stepped or fell in front of engine at Jersey City Yards. Engineer, J. De Groff; conductor, J. Sullivan.

October 16th.—James Sweeny, fingers injured, turning switch at Bergen Point. Engineer, S. Campbell; conductor, M. Huff.

October 17th.—Frank Banghart, arm cut off, fell in front of engine, Bergen Point. Engineer, J. Mowry; conductor, W. Opdyke.

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October 18th.—T. Barker, leg bruised, jumped from moving train at Jackson avenue. Engineer, S. Watson; conductor, M. A. Knapp.

October 19th.—John B. Hosier, killed jumping on train at Elizabethport. Engineer, Peter Young; conductor, J. E. Hummell.

October 23d.—John Kenah, hips squeezed, coupling cars at Port Johnston. Engineer, J. C. Powellson.

October 25th.—Aaron Gairs, scalp wound, jumping from train at Phillipsburg. Engineer, —— Foster; conductor, H. D. Statts.

October 26th.—Wm. King, foot injured, attempting to get on train at Elizabethport. Engineer, G. B. Coffee; conductor, C. Dodwell.

October 29th.—John Sutton, foot cut off, jumping on train between Raritan and Somerville. Engineer, I. Collins; conductor, J. McGinn.

October 31st.—John Glenmyer, slightly injured, fell through bridge, Bloomsbury. Engineer, M. Dubbs; conductor, Robert Griggs.

October 31st.—Patrick Naylor, foot crushed, loading timber at Valley, N. J.

November 1st.—David Carling, leg sprained, moving cars on coal dump at Phillipsburg.

November 3d.—James Quinn, killed, fell from train at Grant avenue. Engineer, J. Butler; conductor, E. Lynn.

November 5th.—James Hickey, killed, coupling cars at Hampton Yard. Engineer, J. Walters; conductor, R. M. Boroughs.

November 5th.—Jas. O'Conners and James Kenna, killed, working on track, tamping ties, Wall street, Elizabeth. Engineer, Chas. Houston; conductor, W. A. Snyder.

November 6th.—James Haverty, hand injured, stepped from moving train at Elizabethport. Engineer, J. Jansen; conductor, P. Backer.

November 6th.—Leonard Davidson, leg injured, walking along track at Jersey City Yard. Engineer, J. Allen; conductor, T. Finley.

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November 7th.—Wm. Purcell, foot cut off, foot slipped while mounting engine, Phillipsburg. Engineer, J. Fleet; conductor, M. Lestner.

November 13th.—Nelson Case, slightly bruised, cars mounted frog and ran off track near West Bergen. Engineer, Frank Riddle; conductor, W. G. Brown.

November 13th.—James Burke, arm sprained, fell off engine tank at Somerville. Engineer, J. Campbell; conductor, J. Kirkendall.

November 17th.—Frank Koser, fingers injured, handling rails at Communipaw.

November 22d.—John Nash, broken leg, slipped and fell, Woodbridge draw.

November 24th.—Harry Stinson, fatally injured, crossing track at Bayonne. Engineer, O. Durand; conductor, F. W. Shinafield.

November 24th.—John McCormack, finger bruised, coupling, Elizabethport. Engineer, C. S. Husbands; conductor, Jas. Hastings.

November 26th.—James Wall, side hurt, turning switches, Jersey City. Engineer, John Jones; conductor, J. W. Hoffman.

November 26th.—James Dunn, finger crushed, coupling, Jersey City. Engineer, Geo. Lewis; conductor, Aug. B. Weaver.

November 26th.— —— Doyle, foot injured by bridge and ferryboat "Elizabeth," at Jersey City.

November 28th.—Chas. Dailey, face bruised and arms scratched, fell through dock, Pier No. 2, Port Johnston. Engineer, J. C. Powelson; conductor, J. Kenny.

December 1st.—Richard Barry, hand crushed, coupling at Elizabethport. Engineer, W. B. Mann; conductor, J. Murphy.

December 1st.—Jerry Sullivan, hand crushed, brake-iron slipped at Junction. Engineer, P. V. Stroble; conductor, A. Caster.

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December 2d.—Jos. Wales, hip injured, walking on track at Westfield. Engineer, A. F. Shedd; conductor, E. Barber.

December 2d.—Mary Heiland, head and side injured, alighting from moving train at Jackson avenue. Engineer, Ed. Hoff; conductor, P. Van Arsdale.

December 4th.—William Carey, hand bruised, coupling at Newark. Engineer, W. Carey; conductor, M. Mahon.

December 5th.—John G. Fetter, fingers bruised, coupling at Bethlehem. Engineer, Peter Steyers; conductor, Harry Bray.

December 5th.—Elston Bonnell, hand crushed, coupling at Dover. Engineer, R. Woolverton; conductor, Jas. M. Apgar.

December 5th.—August Brook, face scratched and bruised, walking too close to track at Grant avenue. Engineer, J. Rhoades; conductor, J. Merlett.

December 5th.—Geo. Tonking, hand squeezed, coupling at Port Oram. Engineer, G. A. Smith; conductor, Thos. Allen.

December 5th.—Jos. Baily, cut over eye, jumping off moving train at East Ferry street. Conductor, J. J. Kennedy.

December 6th.—Patrick Curley, killed, struck by train near Roselle station.

December 7th.—Wm. S. Hazard, arm hurt, low bridge east of Annandale. Engineer, Fred. Fisher; conductor, J. Harzell.

December 8th.—Geo. B. Staples, seriously injured, fell off car, Jersey City. Engineer, H. Howe.

December 10th.—John Driscoll, body squeezed, coupling at Constable's Hook. Engineer, F. C. Paulman; conductor, W. McDaniels.

December 10th.— —— Murr, slightly injured, boarding train at Mulberry crossing. Engineer, E. Huff.

December 11th.—Jos. B. Frey, killed, walking on track at west end of Bay draw. Engineer, R. M. Cloud; conductor, J. W. Sanborn.

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December 12th.—John Holdren, killed, caught between cars, Elizabethport docks. Engineer, A. Woody; conductor, L. Liemio.

December 13th.—James Bulger, fingers injured, coupling at Elizabethport Yard. Engineer, J. Gordon; conductor, J. C. Hutchinson.

December 13th.—Unknown, head injured, boarding moving train at Centreville. Conductor, J. T. Dolber.

December 14th.—John Johnston, foot sprained, engine ran into caboose east of Phillipsburg. Engineer, N. Sheridan; conductor, D. J. Moynahan.

December 15th.—Anton Prehm, killed, supposed to have committed suicide, at Bound Brook. Engineer, H. Beek.

December 15th.—Thos. Carroll, hand injured, coupling at Jersey City. Engineer, —— Mattis; conductor, W. Lyons.

December 15th.—Whitefield Barber, badly injured, applying brake on top of box-car at High Bridge. Engineer, J. Wildowner; conductor, the man injured.

December 16th.—Andrew Hisco, killed, suicide, Raritan. Engineer, A. F. Shedd; conductor, E. Barber.

December 16th.—Wm. Reed, leg broken, thrown from wagon at overhead bridge east of Annandale.

December 17th.—Unknown, hands injured, too close to track at Sewaren. Engineer, Geo. Clickner; conductor, Ed. Luke.

December 17th.—Wm. Morrow, fingers crushed, coupling at Elizabethport Yard. Engineer, Luke Stoddard; conductor, John Boyle.

December 17th.—John Lynch, killed, stepped on track at Broadway crossing, at Elizabethport. Engineer, J. Johnson; conductor, O. H. Day.

December 20th.—Martin Brennan, scalp wound, ran across track at Jersey City Yards. Engineer, Frank Wilkinson; conductor, —— Colton.

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December 21st.—R. J. Titus, hand cut, foot slipped on zinc of stove, between Claremont and Communipaw. Engineer, Wm. Miller; conductor, J. S. Soden.

December 24th.—Robt. Elliott, finger crushed, coupling at Elizabethport. Engineer, —— Webster; conductor, —— Boyle.

December 26th.—Saml. Crane, back injured, walking on track, Jefferson street bridge, Newark. Engineer, W. R. Bennett; conductor, J. H. Dodwell.

December 26th.—Michael Gillick, fingers cut off, coupling at Passaic draw. Engineer, J. C. Cline.

December 26th.—Nichola Hunt, foot hurt, handling rails at Annandale.

December 28th.—Fred. Hunt, killed, attempted to board moving train at Washington street, Perth Amboy.

December 31st.—Henry Berwick, Lawrence Gerans, Dan McKenzie and Frank Rowley, injured by falling derrick at East Ferry street, Newark.

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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, 1888:

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-tenths miles.

It is leased to the Morris and Essex Railroad Company, at an annual rental of 7 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 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 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 fourth day of February, A. D. 1889.

LUDWIG R. MILLER,
Commissioner for New Jersey in New York.

Dividends paid during the year 1888, 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, 1888:

Capital stock paid in	$67,000 00
Bonded debt, first mortgage bonds, $125,000; second mortgage bonds, $60,000	185,000 00
Floating debt (most of it covered by second mortgage bonds as collateral)	25,000 00
Cost of road	$194,648 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 30 per cent. of gross receipts.

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.*—Dr. R. H. Page, being duly sworn, on his oath says that he is the Treasurer of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

Sworn and subscribed before me this fifth day of February, A. D. 1889.

R. H. AARONSON,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$8,453 19
Income from freight	5,081 58
Income from other sources	2,676 92
Total	$16,211 69

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$21,065 10

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CONSTABLE'S HOOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Constable's Hook Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$81,400 00
Cost of road and equipments	$96,471 21

The road extends from Centreville to Constable's Hook, a distance of two miles.

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, and is annexed hereto.

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 Constable's Hook 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 twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the Central Railroad Company of New Jersey, by which company it has been purchased, and no separate accounting of the same is made.

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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, 1888.

Capital stock paid in	$250,000 00
Bonded debt	5,000 00
Cost of road and equipments	$267,828 33

Dividends paid during the year 1888, and how paid—None.

The road extends from Bridgeton to Maurice River, a distance of twenty and fifty-hundredths miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$14,474 25
Income from freight	19,828 69
Income from other sources	1,641 30
Total	$35,944 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$44,911 02

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 1888, 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 twelfth day of March, A. D. 1889.

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

ACCIDENTS.

June 7th.—Edward Trellis, brakeman, arm crushed, Fairton, N. J.; while attempting to couple cars, caught his arm between draw-heads. Engineer, J. Stremme; conductor, Chas. Leach.

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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, 1888:

Cost of road and equipments	$14,988 90

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

It is operated by the Cumberland and Maurice 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 City and County, *ss.*—J. W. Watson, being duly sworn, on his oath says that he is Treasurer 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. W. WATSON.

Sworn and subscribed before me, this twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the Cumberland and Maurice River Railroad Company, and no separate account of same is made.

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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, 1888:

Capital stock paid in	$4,025 00

The road extends from Hamilton street to Bulson street, Camden, N. J., a distance of about two miles.

State of New Jersey, Gloucester County, *ss.*—Samuel Garwood, being duly sworn, on his oath says that he is Superintendent of the Delaware Railroad Company of New Jersey, and that the foregoing statement is true and correct to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me this twenty-first day of February, A. D. 1889.

W. H. BODINE,
Justice of the Peace.

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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, 1888:

Capital stock paid in	$30,000 00
Bonded debt	28,000 00
Floating debt	1,000 00
Cost of road and equipments	$49,952 26

Dividends paid during the year 1888, and how paid—None.

The road extends from Cape May city to steamboat landing, a distance of four miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$8,448 73
Income from freight	121 00
Total	$8,569 73
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$4,859 05

State of Pennsylvania, Philadelphia City and County, *ss.*—Emil Thielens, being duly sworn, on his oath says that he is President 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 1888, are correct and true to the best of his knowledge and belief.

E. THIELENS.

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Sworn and subscribed before me this nineteenth day of February, A. D. 1889.

JAMES H. WOLFE,
Notary Public, Philadelphia, Pa.

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THE 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, 1888:

Capital stock paid in	$1,777,000 00
Bonded debt	1,777,000 00
	$3,554,000 00
Cost of road, equipments and appurtenances	$3,522,200 00

Dividends paid during the year 1888, and how paid—
Four quarterly dividends of 2 per cent. each, paid in the months of February, May, August and November.

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.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$211,266 81
Income from freight	462,842 47
Income from other sources	54,641 24
Total	$728,750 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$412,084 17

REMARKS.

This road is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and eighty-three years, from May

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1st, 1883, at an annual rental of the sum of "interest on its bonded debt, four quarterly dividends of two per cent. each on its capital stock, and $6,000 maintenance of organization." It is equipped and operated by the lessee, from whom any further information required should be obtained.

State of New Jersey, Mercer County, *ss.*—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

J. H. STEVENSON.

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1889.

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

ACCIDENTS.

April 6th.—John F. Samble, leg crushed, fell from cars while shifting at Trenton Junction. Conductor, J. P. Scott; engineer, P. Casey.

June 22d.—Elijah South, instantly killed, struck by train while working on track at Skillman. Conductor, W. A. Snyder; engineer, J. Hogan.

August 4th.—Frank H. Green, leg crushed, caught in wreck caused by breaking of an axle at Pennington. Conductor, J. Hannigan; engineer, J. Finn.

August 31st.—Carroll Demm, leg crushed, jumped from moving train at Weston. Conductor, J. P. Scott; engineer, P. Casey.

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THE 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, 1888:

Capital stock paid in	$141,400 00
Bonded debt	65,000 00
Floating debt	53,083 60
Cost of road and equipments	$239,931 47

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

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$25,521 69
Income from freight	16,561 45
Income from other sources	8,148 66
Total	$50,231 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$49,169 79
	$1,062 01

State of New Jersey, Gloucester County, *ss.*—W. 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 1888, are correct and true to the best of his knowledge and belief.

W. S. CONNER.

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Sworn and subscribed before me this ninth day of February, A. D. 1889.

H. S. TALMAN,
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, 1888:

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

The road extends from Port Oram to Rockaway, a distance of four and sixty-four hundredths miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of 6 per cent. on its capital.

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, and is annexed hereto.

State of New Jersey, Morris County, *ss.*—Geo. 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 eighteenth day of March, A. D. 1889.

MAHLON PITNEY,
Master in Chancery of New Jersey.

Receipts and expenses for 1888 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

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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, 1888:

Capital stock paid in	$6,000,000 00
Bonded debt	6,000,000 00
Floating debt	325,649 99
Cost of road and equipments	$10,764,549 34

The road extends from Phillipsburg to Perth Amboy, 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 the cost of maintenance, taxes and interest on its securities.

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

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

JNO. R. FANSHAWE.

Sworn and subscribed before me this sixteenth day of March, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passenger transportation	$97,138 55
Income from freight transportation	464,638 69
Income from coal transportation	1,682,853 74
Income from other sources (mail)	7,646 52
Total	$2,252,277 50
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$1,514,206 16

Dividends paid during the year 1888—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, 1888:

Capital stock paid in	$48,781 65
Cost of road	$48,781 65

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 two and fifty-six hundredths miles.

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

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

J. H. STEVENSON.

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1889.

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

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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, 1888:

Capital stock paid in	$20,000 00
Floating debt	25,158 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, a distance of about 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 seventh day of February, A. D. 1889.

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

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

Dividends paid during the year 1888, 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, 1888:

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

Dividends paid during the year 1888, and how paid—
Two dividends of 5 per cent. in cash.

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

RECEIPTS AND EXPENSES FOR 1888.

Income from freight	$13,154 12
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$6,191 81
	$6,962 31

State of New Jersey, Morris County, *ss.*—Augustus C. Canfield, being duly sworn, on his oath says that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief

AUGUSTUS C. CANFIELD.

Sworn and subscribed before me this fifth day of February, A. D. 1889.

JOSIAH MEEKER,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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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, 1888:

Capital stock paid in	$273,600 00
Bonded debt	498,600 00
Cost of road and equipments	$782,338 20

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

It is leased to the Pennsylvania Railroad Company, at an annual rental of net receipts in excess of 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 twenty-eighth day of January, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$98,306 20
Income from freight	37,710 74
Income from other sources	7,703 94
Total	$143,720 88
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$100,797 95

Dividends paid during the year 1888, and how paid—
One of 4 per cent. and one of 3 per cent., cash.

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FREEHOLD AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and New York Railway Company presents the following report for the year ending September 24th, 1888:

Capital stock paid in	$200,000 00
Bonded debt	350,253 88
Floating debt	40,321 21
Cost of road and equipments	$419,185 68

Dividends paid during the year 1888, and how paid—None.

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

RECEIPTS AND EXPENSES TO SEPTEMBER 24TH, 1888.

Income from passengers	$17,650 14
Income from freight	14,047 35
Income from other sources	845 18
Total	$32,542 67
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$38,546 55

State of New York, New York County, *ss.*—John S. Schultze, being duly sworn, on his oath says that on the 24th day of September, 1888, he was President of the Freehold and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

JNO. S. SCHULTZE.

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Sworn and subscribed before me this 28th day of February, A. D. 1889.

In witness whereof, I have hereunto set my hand and affixed my official seal, the day and year last aforesaid.

GEO. H. COREY,
Commissioner for the State of New Jersey.
Office 60 Wall Street, New York.

ACCIDENTS.

April 28th.—Train No. 12 struck and killed Obadiah Stillwell, at Mount Pleasant station. Mr. Stillwell was ninety-one years of age, and had crossed the track safely, when he stumbled and fell backward in way of train. An inquest resulted in acquitting the railroad company of blame. M. C. Mooney, engineer; M. L. Farrington, conductor.

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FREEHOLD AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and New York Railway Company presents the following report from September 25th to December 31st, 1888:

Cost of road and equipments, at foreclosure sale, September 25th, 1888	$70,000 00

Dividends paid during the year 1888, and how paid—None.

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

RECEIPTS AND EXPENSES FROM SEPTEMBER 25TH TO DECEMBER 31ST, 1888.

Income from passengers	$7,880 17
Income from freight	4,780 55
Income from other sources	236 74
Total	$12,897 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$10,460 96

REMARKS.

In process of re-organization.

State of New York, New York City and County, *ss.*—Edward D. Adams, being duly sworn, on his oath says that he is President of the Freehold and New York Railway Company, and that the foregoing

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statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

EDWARD D. ADAMS.

Sworn and subscribed before me, this first day of March, A. D. 1889.

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

ACCIDENTS.

None.

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GLASSBORO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Glassboro Railroad Company presents the following report for the year ending December 31st, 1888.

Capital stock paid in	$1,000 00
Bonded debt	5,000 00
Cost of road and equipments	$6,000 00

The road extends from South Glassboro to Glassboro, a distance of fifty-one hundredths miles.

The road is equipped and operated, and the receipts and expenses for 1888 are included in the operations of the Williamstown and Delaware River Railroad Company, and no separate accounting is made.

State of New Jersey, Gloucester County, *ss.*—Samuel Garwood, being duly sworn, on his oath says that he is President of the Glassboro Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me this twenty-first day of February, A. D. 1889.

W. H. BODINE,
Justice of the Peace.

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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, 1888:

Capital stock paid in		$200,000 00
Cost of road and equipments		$198,182 72
Dividends paid during the year 1888, and how paid—		
January 10th, 1888.—Ten per cent. in cash	$20,000 00	
July 10th, 1888.—Five per cent. in cash	10,000 00	
		$30,000 00

The road extends from Hibernia to Delaware, Lackawanna and Western and Central Railroad of New Jersey Junction at Rockaway, a distance of five and one-fourth miles, beside about one mile of sidings.

RECEIPTS AND EXPENSES FOR 1888.

Income from freight	$28,287 84
Total	$28,287 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$12,626 12

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS.

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Sworn and subscribed before me this seventh day of January, A. D. 1889.

MAHLON PITNEY,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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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, 1888:

Capital stock paid in	$100,000 00
Cost of road and equipments	$100,000 00

Dividends paid during the year 1888—None.

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

RECEIPTS AND EXPENSES FOR 1888.

Income from freight	$6,813 62
Total	$6,813 62
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$30,521 10

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 1888, are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS.

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Sworn and subscribed before me this tenth day of January, A. D. 1889.

MAHLON PITNEY,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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HIGH BRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the High Bridge Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$850,000 00
Cost of road and equipments	$1,039,371 98

The road extends from High Bridge to German Valley, a distance of twenty-two and seventy-seven hundredths miles.

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, and is annexed hereto.

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

J. R. MAXWELL.

Sworn and subscribed before me this twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the Central Railroad Company of New Jersey, by which company it has been purchased, and no separate accounting of the same is made.

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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, 1888:

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

Dividends paid during the year 1888, and how paid—None.

The road, as projected, is to extend 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 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 eighteenth day of January, A. D. 1889.

ASHBEL GREEN,
Master in Chancery of New Jersey.

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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, 1888:

Capital stock authorized	$1,000,000 00
Capital stock paid in	600,000 00
Bonded debt	258,000 00
Cost of road and equipments	$948,532 94
Dividends paid during the year 1888, and how paid—	
Two semi-annual dividends, paid in cash	$60,000 00
Interest on bonded debt	18,060 00

The road extends from Jersey City to Bergen Point, with branches, a distance of twenty-eight miles, single track.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$470,106 71
Income from other sources	894 15
Total	$471,000 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power, taxes and contingencies	$356,722 71

State of New Jersey, Hudson County, *ss.*—Chas. 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 1888, 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 twenty-fifth day of January, A. D. 1889.

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

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THE KAIGHN'S POINT TERMINAL 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 Kaighn's Point Terminal Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$4,000 00
Floating debt	139,543 25
Cost of road and equipments	$143,543 25

The road extends from Camden to Camden, a distance of seven thousand five hundred feet.

RECEIPTS AND EXPENSES FOR 1888.

Income from other sources	$5,867 50
Total	$5,867 50

State of Pennsylvania, Philadelphia County, *ss.*—Albert Foster, being duly sworn, on his oath says that he is President of the Kaighn's Point Terminal Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

ALBERT FOSTER.

Sworn and subscribed before me this 9th day of February, A. D. 1889.

JOHN G. LAMB,
Commissioner for the State of New Jersey.

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LAKE HOPATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lake Hopatcong Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$177,300 00
Cost of road and equipments	$181,228 68

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

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, and is annexed hereto.

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 Lake Hopatcong 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 twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the Central Railroad Company of New Jersey, by which company it has been purchased, and no separate account of same is made.

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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, 1888:

Captal stock paid in	$1,100,000 00
Bonded debt	1,132,000 00
Floating debt	176,000 00
Cost of road and equipments	$2,408,000 00

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

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$9,975 44
Income from freight	119,316 15
Income from other sources	16,248 83
Total	$145,540 42
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$104,842 05

REMARKS.

"Receipts and Expenses" show the proportions in the State of New Jersey only.

The road proper extends from Greycourt, N. Y., to Belvidere, N. J., a distance of sixty-three miles, forty-six and eighty-four hundredths miles, as above, being in New Jersey.

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State of New York, Orange County, *ss.*—Jno. Sayer, being duly sworn, on his oath says that he is Treasurer of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

JNO. SAYER.

Sworn and subscribed before me this fifteenth day of February, A. D. 1889.

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

ACCIDENTS.

None.

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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, 1888:

Capital stock issued	$60,000 00
Cost of road and equipments	$60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of one and three-quarters 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 seventh day of January, A. D. 1889.

RICHARD C. SHIMEALL,
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.*—Stephen V. White, the Vice 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 Company during the year ending December 31st, 1888, is correct and true to the best of his knowledge, information and belief.

S. V. WHITE.

Subscribed and sworn before me this seventh day of January, A. D. 1889.

RICHARD C. SHIMEALL,
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, 1888:

Capital stock paid in	$253,000 00

The road extends from Manahawken to Barnegat city, and from Beach Haven to end of beach, Burlington county, a distance of twenty-three miles.

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

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

State of Pennsylvania, Philadelphia City and County, *ss.*—W. 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 thirtieth day of January, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$6,541 19
Income from freight	1,998 17
Income from other sources	1,051 41
Total	$9,590 77

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$23,417 42

Dividends paid during the year 1888—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, 1888:

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

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

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $480,000, including also all other property of this company. The accounts of its operations are not kept distinct from those of the lessee company.

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

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

F. B. JENNINGS.

Sworn and subscribed before me this seventeenth day of January, A. D. 1889.

EDWARD R. GREENE,
Notary Public, Kings County, Certificate filed in New York County.

Dividends paid during the year 1888, 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, 1888, on the Long Dock Railroad, is correct and true to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this twenty-second day of January, 1889.

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

Accidents are included in the report of the Weehawken Branch Railroad.

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LONGWOOD VALLEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Longwood Valley Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$300,000 00
Cost of road and equipments	$444,935 47

The road extends from German Valley to Port Oram, a distance of ten and ninety-three hundredths miles.

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, and is annexed hereto.

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

J. W. WATSON.

Sworn and subscribed before me this twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the Central Railroad Company of New Jersey, by which company it has been purchased, and no separate account of same is made.

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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, 1888:

Capital stock paid in	$60,000 00
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 Company, near Charlotteburgh, New Jersey, a distance of one and one-half miles.

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 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.

JOHN R. BARTLETT.

Sworn and subscribed before me this seventh day of January, A. D. 1889.

RICHARD C. SHIMEALL,
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, New York County, *ss.*—John P. Rafferty, the Treasurer of the New York, Susquehanna and Western Railroad Company, 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, 1888, is correct and true to the best of his knowledge, information and belief.

J. P. RAFFERTY.

Sworn and subscribed before me, this seventh day of January, A. D. 1889.

RICHARD C. SHIMEALL,
Commissioner of Deeds for the State of New Jersey,
Residing in the State of New York.

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MANUFACTURERS' RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers' Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$79,600 00
Cost of road and equipments	$82,394 88

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

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, and is annexed hereto.

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' 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 twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the Central Railroad Company of New Jersey, by which company it has been operated, and no separate accounting of the same is made.

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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, 1888:

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, lessees.

I. N. DU BARRY,
President.

State of Pennsylvania, Philadelphia City and County, *ss.*—I. N. Du Barry, 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.

I. N. DU BARRY.

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

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

Dividends paid during the year 1888, and how paid—None.

ACCIDENTS.

None.

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MAY'S 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 May's Landing and Egg Harbor City Railroad Company presents the following report for the year ending December 31st, 1888:

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

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

It is leased to the Camden and Atlantic Railroad Company at an annual rental of $5,000, 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 May's 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 sixteenth day of January, A. D. 1889.

CHAS. T. ABBOTT,
Master in Chancery.

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RECEIPTS AND EXPENSES FOR 1888.

Rental by suit	$4,035 19
Total	$4,035 19

Dividends paid during the year 1888, and how paid—

Paid in cash, on application, after paying interest on bonded indebtedness	$1,555 20

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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, 1888:

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

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

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 twenty-ninth day of January, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$4,459 60
Income from freight	3,074 55
Income from other sources	477 26
Total	$8,011 41

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$14,492 91

Dividends paid during the year 1888, and how paid—None.

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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, 1888:

Capital stock paid in, or due to contractor	$300,000 00
Bonded debt	300,000 00
Floating debt (estimated)	10,000 00

Dividends paid during the year 1888, and how paid—None.

The road extends from Port Oram to Charlotteburgh, a distance of fifteen miles.

RECEIPTS AND EXPENSES FOR 1888.

Total, estimated, for year	$8,000 00

REMARKS.

The above bonds and stock were issued for construction, and for the consolidation of the above railroad with the Charlotteburgh and Green Lake Railroad—four and one-half miles. The road is operated at a continual loss. It is really in an unfinished state, and not yet capable of making any net earnings. It pays neither interest on bonds nor dividends on stock.

State of New Jersey, Passaic County, *ss.*—Garret A. Hobart, being duly sworn, on his oath says that he is President of the Morris County Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

GARRET A. HOBART.

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Sworn and subscribed before me this nineteenth day of February, A. D. 1889.

ALBERT A. WILCOX,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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THE 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, 1888:

Capital stock paid in		$15,000,000 00
Bonded debt		24,373,000 00
Cost of road and equipments		$38,533,793 97
Road last year	$25,095,852 09	
Additional this year	138,102 95	
		$25,233,955 04
Equipments, &c.		$13,299,838 93

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 7 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.

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Sworn and subscribed before me this fourth day of February, A. D. 1889.

LUDWIG R. MILLER,
Commissioner for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$1,562,699 49
Income from freight	3,618,900 26
Income from other sources	378,382 81
Total	$5,559,982 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$3,701,609 63
Dividends paid during the year 1888, and how paid—	
Directly to stockholders by lessee	1,050,000 00

ACCIDENTS.

January 1st.—Geo. Van Riper, tramp, asleep along tracks in round-house. Hand crushed.

January 2d.—Thomas McCleary, crossing track. Leg crushed.

January 4th.—Carl Fritz, laborer, coupling cars. Arm crushed.

January 4th.—Frank Toomey, laborer, coupling cars. Arm bruised.

January 7th.—Michael McCormack, drillmaster, fell over a plank. Thumb broken.

January 11th.—Robert Burns, walking on track. Killed.

January 16th.—William Combs, brakeman, coupling cars. Hand crushed.

January 22d.—John Ward, brakeman, coupling cars. Fingers crushed.

January 23d.—Samuel Lay, brakeman, coupling cars. Thumb broken.

January 24th.—Daniel Lyons, laborer, supposed to have fallen from dock. Found dead.

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January 27th.—Daniel Sullivan, laborer, caught between cars, Killed.

January 28th.—Henry Surburg, struck by car. Foot crushed.

January 28th.—William Thuman, brakeman, caught between cars. Collar bone broken.

January 30th.—George Rhearer, brakeman, coupling cars. Hand crushed.

February 2d.—Patrick Crannon, brakeman, coupling cars. Hand crushed.

February 4th.—W. H. Sterritt, brakeman, fell from box-car and run over. Killed.

February 6th.—William Edwards, brakeman, coupling cars. Arm bruised.

February 8th.—Henry C. Woodruff, brakeman, fell from top of car and run over. Killed.

February 20th.—James Corcoran, laborer, caught between cars. Leg crushed.

February 27th.—William Brown, brakeman, coupling cars. Fingers crushed.

March 2d.—A. P. Stackhouse, brakeman, coupling cars. Fingers crushed.

March 13th.—Charles Baker, engineer, engine turned over snow drift. Killed.

March 13th.—A. C. Yard, engine turned over snow drift. Scalded.

March 13th.—J. McGinnis, engine turned over snow drift. Scalded.

March 13th.—M. La Touche, engine turned over snow drift. Scalded.

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March 13th.—L. Parks, engine turned over snow drift. Scalded.

March 18th.—George W. Weber, brakeman, fell from box-car. Bruised.

March 20th.—James Corcoran, climbing on train. Leg crushed.

March 22d.—T. B. Dickerson, machinist, caught in planer. Fingers crushed.

March 26th.—H. H. Segraves, drillmaster, freight shifting in car. Leg broken.

April 3d.—John Feeley, switchman, run over. Fatal.

April 5th.—Robert Johnson, brakeman, coupling cars. Fingers hurt.

April 13th.—Joseph Drake, brakeman, coupling cars. Hand crushed.

April 14th.—Johanna Sneider, walking on track. Killed.

April 16th.—Thomas P. Squires, walking on track. Killed.

April 19th.—George B. Snyder, brakeman, fell from train. Shoulder dislocated.

April 20th.—Andrew A. Danley, brakeman, struck by derrick crank. Arm broken.

April 25th.—Unknown child, lying close to track. Head cut.

April 27th.—Calvin Pittinger, climbing on train. Fatal.

April 28th.—William Hamilton, operator, walking on track. Leg broken.

April 30th.—Dennis Long, laborer, stopping car. Foot crushed.

April 30th.—Barney Timmons, brakeman, coupling cars. Hand crushed.

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April 30th.—John Burke, brakeman, coupling cars. Arm crushed.

May 2d.—James Delgety, climbing on train. Foot crushed.

May 7th.—E. Van Duyne, brakeman, coupling cars. Fingers crushed.

May 25th.—John J. Morrisey, brakeman, coupling cars. Fingers crushed.

June 4th.—W. H. Hetzel, watchman, walking on track. Head cut.

June 8th.—William Jones, walking on track. Foot crushed.

June 11th.—John P. King, brakeman, coupling cars. Fingers crushed.

June 19th.—A. Shueman, brakeman, coupling cars. Fingers crushed.

June 23d.—George Kane, brakeman, coupling cars. Arm crushed.

June 25th.—William Townley, painter, climbing on train. Leg crushed.

June 30th.—John Gainey, climbing on train. Killed.

July 2d.—H. Sharpfetzer, jumped from train. Arm crushed.

July 15th.—Miles Maloney, brakeman, fell from top of car. Bruised.

July 16th.—John Crossey, brakeman, fell between cars. Leg bruised.

July 19th.—Unknown, walking on track. Killed.

July 21st.—Catharine Hynes, stepped from train in front of another. Killed.

July 22d.—Cochrain Purdy, lying on track. Killed.

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July 26th.—James Phelps, climbing on train. Killed.

July 31st.—S. Farrel, laborer, coupling cars. Arm bruised.

July 31st.—Robert Gobel, brakeman, fell from train. Bruised.

August 1st.—M. Fisher, laborer, working on track. Killed.

August 6th.—F. J. Davis, brakeman, caught between cars. Foot crushed.

August 7th.—James Shaffer, brakeman, coupling. Hand crushed.

August 7th.—William E. More, brakeman, fell from top of car. Leg bruised.

August 8th.—Barney McNulty, brakeman, fell from train. Killed.

August 13th.—Unknown, walking on track. Killed.

August 13th.—John Flannigan, walking on track. Killed.

August 14th.—Matthew Coogan, brakeman, coupling. Thumb crushed.

August 17th.—George Brant, car repairer, caught between cars. Hand crushed.

August 25th.—W. Johnson, walking on track. Hand crushed.

August 27th.—Patrick Owens, walking on track. Killed.

September 3d.—James Nolen, brakeman, coupling. Hand hurt.

September 6th.—Peter Gaffney, track walker, struck by train. Killed.

September 6th.—Jos. Westerfield, car repairer, stopping car. Ankle crushed.

September 7th.—V. Figaro, picking coal from track. Killed.

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September 11th.—Andrew Danley, brakeman, coupling. Arm crushed.

September 12th.—C. F. Kellog, brakeman, coupling. Finger crushed.

September 12th.—J. Rockey, brakeman, switching. Hand crushed.

September 14th.—A. Tamfano, laborer, climbing on train. Foot crushed.

September 21st.—John K. Smith, conductor, struck by cars on siding. Back injured.

October 2d.—G. M. Wheeler, brakeman, fell between engine and car. Killed.

October 5th.—C. Sprower, walking on track. Killed.

October 6th.—C. Perdol, engineer, climbing on train. Arm crushed.

October 6th.—John Reynolds, brakeman, climbing on train. Killed.

October 8th.—Patrick Farley, walking on track. Ankle fractured.

October 12th.—John Hahn, crawling under box-car. Feet crushed.

October 13th.—Mary Hamlin, walking on track. Leg crushed.

October 18th.—Henry Koutz, laborer, fell on track. Arm bruised.

October 22d.—G. Purcell, brakeman, coupling. Fingers crushed.

October 25th.—Robert Libby, brakeman, coupling. Foot hurt.

October 27th.—M. Toppin, struck by train, driving across track. Killed.

November 3d.—C. Reigline, brakeman, fell from train. Fatal.

November 8th.—C. Jackson, gateman, struck by train. Fatal.

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November 9th.—G. Tindall, brakeman, coupling cars. Arm bruised.

November 13th.—J. Herdman, brakeman, coupling cars. Fingers crushed.

November 21st.—J. Mulligan, jumped from train in front of another. Killed.

November 22d.—J. Bennock, laborer, coupling cars. Finger crushed.

November 22d.—B. C. Munn, brakeman, coupling cars. Arm hurt.

November 24th.—F. Stoudinger, struck by train, driving across track. Killed.

December 1st.—John. T. Cain, brakeman, caught between cars. Bruised.

December 14th.—J. Ballman, brakeman, train broke in two. Feet hurt.

December 21st.—James Bates, walking on track. Killed.

December 21st.—John Trenor, laborer, struck by train. Killed.

December 26th.—E. Murphy, brakeman, coupling cars. Finger crushed.

December 28th.—T. Flynn, child, climbing on train. Leg crushed.

December 31st.—G. R. Sherer, brakeman, caught between brake beam and crossing plank. Foot bruised.

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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, 1888:

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, N. J., a distance of six and two-tenths miles.

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

H. I. BUDD,
President.

Sworn and subscribed before me this fourth day of February, A. D. 1889.

MARTIN L. HAINES,
M. C. C.

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$5,650 56
Income from freight	1,995 53
Income from other sources	578 08
Total	$8,224 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$15,968 21
Dividends paid during the year 1888, and how paid— In two semi-annual payments of $5,739 each (3 per cent. on $95,650)	$11,478 00

ACCIDENTS.

All accidents are reported by the operating company, viz., the Pennsylvania Railroad Company.

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MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

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, 1888.

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 debts, either funded or floating.	
Cost of road, including right of way	$138,449 96
Cost of equipment	30,828 81
Total	$169,278 77
The entire gross earnings for the year have been	$39,072 90
Expenses of repairs and operating have been	$14,888 54

JOHN I. BLAIR,
President.

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

Sworn and subscribed before me this seventeenth day of January, 1889.

WM. 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, 1888:

Capital stock paid in	$1,200,000 00
Floating debt	5,368 08
Cost of road and equipments	$1,206,671 03
Dividends paid during the year 1888, and how paid—	
December 31st, 1888, cost	105,000 00
(To cover arrears from March 31st, 1886 to December 31st, 1887, 7 quarterly dividends of 1¼ per cent. each = 8¾ per cent.)	

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

RECEIPTS AND EXPENSES FOR 1888.

Income from freight	$95,603 08
Income from other sources	21,362 94
Total	$116,966 02
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$12,433 76

State of New York, New York County, *ss.*—Jas. 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 1888, 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 twenty-sixth day of February, A. D. 1889.

ABM. VAN SANTVOORD,
Notary Public in New York, New York County.

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, 1888:

Capital stock paid in	$103,850 00
Floating debt	156,720 87
Cost of road and equipments	$260,570 87

The road extends from Roseville 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 6 per cent. on its stock, and report of its operations is included in report of said company.

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

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

FRED. H. GIBBENS.

Sworn and subscribed before me this fourth day of February, A. D. 1889.

LUDWIG R. MILLER,
Commissioner for New Jersey in New York.

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Dividends paid during the year 1888, and how paid—

$6,231 directly to stockholders by Delaware, Lackawanna and Western Railroad Company, lessee of Morris and Essex Railroad Company.

ACCIDENTS.

April 16th.—George Bowden, conductor, slipped off step of engine and fell under the wheels. Foot amputated.

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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, 1888:

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

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

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

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

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

CORTLANDT PARKER.

Sworn and subscribed before me this twenty-first day of February, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$33,223 30
Income from freight	31,724 53
Income from other sources	3,571 93
Total	$73,519 76
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$50,819 83

Dividends paid during the year 1888, and how paid—None.

ACCIDENTS.

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, and also the accompanying statement of accidents occurring during the year 1888 on that road, are true, according to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Subscribed and sworn before me this twenty-first day of February, 1889.

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

January 16th.—John Hart, brakeman, age 45, while attempting to make a coupling in switch train, engine 400, at 11:50 P. M., at Newark, had left arm caught between bumpers and badly bruised.

April 30th.—Archibald Todd, age 40, in attempting to catch on train 127, J. H. Junius, conductor, engine 166, J. Wilkin, engineer, at 10:35 P. M., at Newark, as the train was leaving the station, fell under the cars, was run over and received injuries from which he died at 11:30 same night.

May 11th.—Frederick Fitzmorris, age 51, left hand bruised and shoulder dislocated; Mrs. S. J. Francisco, age 30, right thigh and knee bruised; Louis Huxtavle, age 28, head bruised and scalp

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injured; C. Edmund Brower, age 22, right foot badly bruised; Frank G. Hobarth, age 32, right ankle sprained; Geo. H. Hobarth, age 28, right hand badly bruised; Jno. F. Clark, age 32, two ribs on left side broken; Alexander Bishop, age 38, bruised about body; Jno. C. Sharer, age 40, cut on right leg; H. C. Dunham, age 37, cut and bruised about body; Joseph Hochstraiser, age 19, right leg badly bruised; Wilson G. Kierstead, age 30, muscles of neck and back sprained; John Mains, age 50, bruised about body; C. V. Hall, age 25, right leg bruised; John J. Stevenson, age 40, right ankle sprained; Wm. H. Thayer, age 50, bruised about back; James E. Wendel, age 45, bruised and badly injured about head; E. O. Burling, age 50, legs bruised and back injured; E. M. Baldwin, age 50, injured about back; E. A. Ball, age 45, chest bruised and ribs broken. The above-named persons were all passengers on train 104, John Brown, conductor, engine 249, C. Romaine, engineer. This train was standing at Bergen Junction, at 8:22 A. M., waiting for clear signal to go through tunnel, when they were run into by New York and Greenwood Lake train 12, J. H. Conklin, conductor, engine 283, Wm. Wood, engineer. The accident, which happened on a curve, was caused by train 104 having no flag out, and the New York and Greenwood Lake train approaching the junction at a too high rate of speed.

May 24th.—Joseph Reynolds, age 75, while walking on track near Delaware, Lackawanna and Western bridge at Bergen, at 9:40 A. M., was struck by New York and Greenwood Lake train 28, B. T. Griffith, conductor, engine 168, Geo. M. Kineen, engineer. His right leg was broken and right heel cut off. Whistle was sounded and bell rung; train could not be stopped in time to prevent the accident.

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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, 1888:

Capital stock paid in	$100,000 00
Bonded debt	1,650,000 00
Floating debt, bonds and mortgages on real estate	51,900 00
Cost of road and equipments	$1,700,531 73

The road extends from Weehawken, N. J., to Jersey City, N. J., a distance of four and three hundred and fifty-four thousandths 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 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 eighteenth day of January, A. D. 1889.

ASHBEL GREEN,
Master in Chancery of New Jersey.

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State of New York, New York County, *ss.*—Edward V. W. Rossiter, Treasurer 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, 1888, is correct and true to the best of his information, knowledge and belief.

E. V. W. ROSSITER.

Sworn and subscribed before me this eighteenth day of January, A. D. 1889.

ASHBEL GREEN,
Master in Chancery of New Jersey.

ACCIDENTS.

January 22d.—Charles Schmidtmeyer, picking coal on track, struck by engine, side injured and slight scalp wound. W. V. Hannon, conductor; E. Thornton, engineer.

June 6th.—Robert Hodge, engineer, leaning out of cab window, struck by semaphore signal, cut over left eye.

July 14th.—James W. Allen, conductor, leaning out of cab window struck by semaphore signal, right arm broken.

August 25th.—Peter Lewis, intoxicated, struck by engine, skull fractured. E. Wilson, conductor; M. F. Moylan, engineer.

December 22d.—John Armstrong, laborer, jumped from moving train, right leg broken. D. Murphy, conductor; M. F. Moylan, engineer.

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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, 1888.

Capital stock paid in	$31,000 00
Floating debt	1,824 44

Dividends paid during the year 1888, 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 eighteenth day of January, A. D. 1889.

ASHBEL GREEN,
Master in Chancery of New Jersey.

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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, 1888:

Capital stock, preferred	$1,590,600 00
Capital stock, common	1,000,000 00
Bonded debt	1,590,000 00
Cost of road and equipments, at foreclosure value	752,000 00

The road extends from Port Monmouth to Atco (Main Line), a distance of seventy-two and ninety-two hundredths miles, with branches from Eatontown to East Long Branch, four and ninety-six hundredths miles, East Long Branch to Sandy Hook (Long Branch and Sea Shore Railroad), eleven and thirty-three hundredths miles; total, eighty-nine and twenty-one hundredths miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$311,606 44
Income from freight	241,635 44
Income from other sources	31,125 85
Total	$584,367 73
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$539,747 05

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 1888, 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 twelfth day of March, A. D. 1889.

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

ACCIDENTS.

January 13th.—John H. Wooley, arm injured, coupling cars at Atsion. Engineer, —— Stout; conductor, —— Oliver.

January 25th.—Frederick Cline, fingers cut off; coupling cars at Winslow Junction. Engineer, C. Rice; conductor, J. Predmore.

April 7th.—William I. Johnson, killed, fell between cars at Long Branch. Engineer, Jacob Truex; conductor, Joseph V. Johnson.

May 25th.—James Gilhooley, leg injured in attempt to board moving train at North Long Branch. Engineer, Jacob Truex; conductor, Joseph Johnson.

June 2d.—Frank McDermitt, fatally injured, struck by engine between Low Moor and Galilee. Engineer, Wm. Miles; conductor, W. A. Hudnut.

July 2d.—Andrew Anderson, leg broken by schooner boom on steamer "St. Johns," at Sandy Hook. Captain, Geo. C. Warren; pilot, Fred. Byefield.

July 18th.—Geo. Stratton, injured by jumping off moving train near North Long Branch. Engineer, William Nivison; conductor, Charles Wyatt.

July 18th.—Mrs. Perrine, slightly injured, and Jos. Conover, severely injured, driving across track at second crossing south of Branchport. Engineer, Joseph Truex; conductor, Henry Attison.

July 18th.—Frank Brooner, slightly injured by coal falling from tender "Normandie." Engineer, J. Truex; conductor, H. Attison.

August 29th.—Charles Karrigan, killed, trying to board train at Sandy Hook. Engineer, W. Nivison; conductor, W. C. Oliver.

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September 1st.—Dr. Jos. Moore, fatally injured, driving across track in front of train, Shiloh crossing, one mile south of Bridgeton. Eugineer, J. Truex; conductor, S. W. Maloney.

September 18th.—John Gaston, skull fractured, stumbled toward track and was struck by engine at Coma. Engineer, M. W. Clark; conductor, Aug. P. Hetfield.

October 8th.—Warren Ott, foot injured, attempting to mount engine at Lakewood. Engineer, Wm. Miles; conductor, John Truex.

September 11th.—Harmon L. Bennett, slightly injured, thrown from wagon by team being struck by engine at crossing north of Oceanport. Engineer, Jos. Errickson; conductor, Jas. Predmore.

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NEW YORK AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$20,000 00
Bonded debt	20,000 00
Cost of road and equipments	$46,901 46

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

It is leased to the New Jersey Southern Railroad at an annual rental of $1,200.

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, and is annexed hereto.

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

JOHN S. APPLEGATE.

Sworn and subscribed before me this thirteenth day of March, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$1,188 56
Income from freight	1,224 86
Income from other sources	192 26
Total	$2,605 68

Foregoing receipts are also reported as a part of the earnings of the New Jersey Southern Railroad.

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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, 1888:

Capital stock paid in	$1,000,000 00
Bonded debt	2,700,000 00
Cost of road and equipments, estimated	$2,866,968 36

Dividends paid during the year 1888, and how paid—None paid.

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

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$167,845 35
Income from freight	112,962 09
Income from other sources	8,367 41
Total	$289,174 85
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$325,717 21

REMARKS.

Net loss, $36,542.36.

State of New York, New York City and County, *ss.*—Samuel M. Felton, Jr., being duly sworn, on his oath says that he is Vice President of the New York and Greenwood Lake Railway Company, and

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that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

SAMUEL M. FELTON, JR.

Sworn and subscribed before me this twenty-first day of February, A. D. 1889.

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

ACCIDENTS.

January 11th.—James Eddy, age 53, while walking on track, was struck and instantly killed by train "D," D. O'Day, conductor, engine 8, John Good, engineer, at 5:06 P. M., near Greenwood avenue. Whistle was sounded, bell rung and everything possible done to prevent striking him.

February 4th.—Chas. Siddons, age 23, and Jean Hirsch, age 27, in attempting to catch train 24, east bound, ran directly in front of train 19, S. J. Snyder, conductor, engine 168, John Good, engineer, at Arlington, at 6:55 P. M. Siddons received injuries from which he died shortly afterward, and Hirsch had right arm broken.

March 16th.—Mrs. Martha Crofert, age 50, while walking on track near Washington street, Orange, at 8:10 A. M., was struck by back step of tender of engine 156, on train C, A. P. Pennell, conductor, engine 156, Wm. Wood, engineer, and instantly killed. Whistle was blown, bell rung and every effort made to avoid the accident.

April 26th.—Scott Boyd, engineer, age 30, running train 7, S. J. Snyder, conductor, engine 245, when approaching the Delaware, Lackawanna and Western Railroad's crossing at Mountain View, with signal set against them, the engineer, however, attempted to run across, but collided with a Delaware, Lackawanna and Western train; Engineer Scott was thrown under the engine and badly scalded. Time, 10:20 A. M.

June 8th.—Annie Murphy, age 2 years, while sitting on track just west of Kearny street crossing, East Orange, at 5:16 P. M., was struck

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by train 23, C. M. Ferrell, conductor, engine 7, A. Whitman, engineer. She received injuries from which she died shortly afterwards. The accident happened on a curve, and the engineer did not see the child until too late to avoid the accident.

August 15th.—Henry Bahr, brakeman, age 22, while riding on top of a car in train 75, Frank Gannon, conductor, engine 4, Wm. Osborn, engineer, at 2 o'clock P. M., at Great Notch, was struck by an overhead bridge and instantly killed.

September 7th.—John Hefferman, brakeman, age 21, while making a coupling in train 79, S. Pellington, conductor, engine 283, T. C. Dagion, engineer, at 1:05 P. M., at North Newark, had second finger of right hand caught, cutting it off at second joint.

October 3d.—James Hendershot, brakeman, age 24, while standing on track at North Newark, at 11:20 P. M., was struck by train 11, P. J. Allen, conductor, engine 5, W. E. Howard, engineer, his left elbow broken and badly bruised about body. An engine standing near by prevented him from seeing train 11 approach.

October 17th.—C. Gwynne, age 55, was badly injured about the right knee and had one tooth knocked out, caused by being thrown against a seat in coach in train 19, S. Pellington, conductor, engine 280, W. H. Osborn, engineer, at 4:16 P. M., at Woodside Park. A flying switch was made with the coach in which Mr. Gwynne was, and the car struck engine 280; the shock threw him against the seat with the above result.

October 17th.—Geo. Messler, brakeman, age 21, while making a coupling in train 30, S. Smith, conductor, engine 96, G. Merritt, engineer, at 3:27 P. M., at Forest Hill, had right hand caught and badly bruised.

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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, 1888:

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 jointly.

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 twelfth day of March, A. D. 1889.

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

ACCIDENTS.

January 27th.—Charles Patterson, arm pinched, coupling cars at Red Bank. Engineer, —— Errickson; conductor, —— Crammer.

March 31st.—Chas. Howard, arm broken, struck by engine near Cliffwood, N. J. Engineer, Geo. Clickman; conductor, Edw. Leek.

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May 18th.—Thomas Gibbens, legs broken, wagon struck near Middletown. Engineer, B. Munn; conductor, Jas. M. Stover.

May 17th.—Mrs. Wm. Post, tripped and fell from car steps, hurting her back, at South Amboy. Engineer, M. L. Clapp; conductor, A. P. Hetfield.

July 21st.—Moses Brown, killed while trying to cross track north of Matawan station. Engineer, Geo. Jackson; conductor, A. B. Prawl.

July 14th.—Geo. Calvin, face cut, jumped from moving train between F. & N. Y. R. crossing and Matawan. Engineer, B. Houston; conductor, J. T. Dolber.

July 16th.—Mrs. Ann Coffee, killed, walking on track one mile north of Middletown. Engineer, M. M. Clapp; conductor, L. W. Romers.

August 18th.—John Nortong, side injured, attempted to cross track while drilling train at Point Pleasant. Engineer, P. Doyle; conductor, W. E. Hughes.

August 28th.—Luther Hendershot, killed, struck by overhead bridge at Key East. Engineer, Frank Riddle; conductor, Geo. B. Decker.

September 7th.—Edward Callahan, fingers crushed, cutting behind car at Deal Beach. Engineer, P. D. Mead; conductor, Peter M. Bryan.

October 1st.—John Hodges, body bruised, struck by engine at South Amboy. Engineer, W. H. Smith.

November 1st.—Edward German, hand crushed, coupling at Point Pleasant. Engineer, Frank Riddle; conductor, J. D. German.

November 21st.—Geo. Schemsky, face cut, jumped from train at South Amboy. Engineer, John Rich; conductor, R. W. Hanlan.

November 21st.—Unknown, seriously injured, walking on track, South Amboy. Engineer, Jno. Provost; conductor, L. W. Romeis.

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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, 1888:

Capital stock issued	$21,000,000 00
Bonded debt	8,136,000 00
Floating debt	443,278 14
Cost of road and equipments	$28,070,862 88

Dividends paid during the year 1888, and how paid—None.

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 1888.

Income from passengers	$261,579 93
Income from freight	1,109,752 41
Income from other sources	74,568 11
Total	$1,445,900 45
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$821,990 37

State of New York, New York County, *ss.*—Charles M. Heald, being duly sworn, on his oath says that he is President of the New

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York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

CHAS. M. HEALD.

Sworn and subscribed before me this seventh day of February, A. D. 1889.

RICHARD C. SHIMEALL,
Commissioner of Deeds for the State of New Jersey.
Residing in the State of New York.

ACCIDENTS.

March 9th.—Train No. 8 struck a man named Peter Grant, while walking on track east of Little Ferry, breaking his arm. Duffield, conductor; Schooner, engineer. Both still in employ of company.

March 23d.—Brakeman Elmer Beatty was killed in yard at Two Bridges by drill engine, while drilling cars at that place. Tidabach, engineer. Still in employ of company.

April 4th.—Train No. 9 struck and killed an unknown man while walking on track west of Granton. Vroman, conductor; Haycock, engineer. Both still in employ of company.

May 31st.—Train No. 14 struck a man named John Schell on Cole street crossing, Jersey City, breaking his right arm and injuring in back of head. Daly, engineer; Van Duzer, conductor. Conductor in employ of company.

July 2d.—Train No. 23, while drilling at Broadway Yard, Paterson, killed Brakeman William Ulrich. Ulrich was caught between two cars and crushed to death. Eagan, engineer; Perine, conductor. Both still in company's employ.

July 16th.—Passenger named William St. Vincent left car on train No. 30 from wrong side of platform, while in Jersey City depot, and stepped on coach being drilled by Pennsylvania Railroad, and was caught between coach and post and had his collar bone broken.

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July 28th.—Train No. 12, on arriving at Jersey City depot, found woman named Mary Reilly on pilot of engine. She had been struck by train on Warren street crossing and carried on pilot to the station. She sustained slight injuries on back of neck. Wright, conductor; Bartow, engineer. Both still in company's employ.

July 31st.—Train No. 23 ran over a man named Samuel Baker, near Wortendyke, cutting off his right leg below the knee. He was taken to Paterson hospital, where he died the next day. Wright, conductor; Bartow, engineer. Both still in employ of the company.

August 20th.—Train No. 29 struck a man named W. E. Mitchell while walking on track between Cherry lane and St. Paul's avenue, Jersey City, slightly injuring him. Drake, conductor; Leslie, engineer. Both still in company's employ.

September 21st.—Train No. 11 struck Brakeman John Williams, at Lundy's lane, Jersey City, breaking his right ankle and injuring his shoulder. Corwin, conductor; Shea, engineer. Both still in company's employ.

October 1st.—Train No. 37 struck a wagon driven by Thomas Considine, on the Newark avenue crossing, Jersey City, slightly injuring driver. Van Duzer, conductor; Nixon, engineer. Both still in company's employ.

December 1st.—Gilbert Johnson, a carpenter employed by company, was found dead just east of Park avenue crossing, Paterson. It is supposed that he was trying to get on a coal train that was passing, and fell under the wheels and was killed.

December 1st.—Francis W. Fairbanks boarded train No. 26, at Hackensack, in mistake for Paterson train. After train started he jumped from train at trestle just east of Hackensack, and had his leg broken. Vroman, conductor; Haycock, engineer. Both still in employ of company.

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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, 1888:

Captal stock paid in	$1,000,000 00
Bonded debt	542,300 00
Floating debt	178,370 71
Cost of road and equipments (valuation)	$788,176 53
Dividends paid during the year 1888, and how paid—	
In cash	$35,000 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 1888.

Income from passengers	$262,218 41
Income from freight	59,653 58
Income from other sources	15,868 59
Total	$337,740 58
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$297,303 77

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 (65) 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. Roorbach, being duly sworn, on his oath says that he is Secretary and Treasurer 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 1888 are correct and true to the best of his knowledge and belief.

O. A. ROORBACH.

Sworn and subscribed before me this thirty-first day of January, A. D. 1889.

JNO. J. DUFF.

The report of accidents is furnished by the New York, Lake Erie and Western Railroad Company.

ACCIDENTS.

April 29th.—John Byrnes, brakeman, age 23, while standing on top of a car in work train, engine 222, Ed. Conklin, engineer, at 5:30 P. M., at Highwood, the car on which Byrnes stood struck other cars. Byrnes fell to the ground, breaking his collar bone and bruising right arm badly.

May 6th.—John Dwyer, age 20, while attempting to catch on train 203, John Maguire, conductor, engine 100, H. Helmke, engineer, at 7:28 A. M., at Homestead, missed his hold and fell under car and had left foot run over and crushed, necessitating amputation.

August 29th.—Gertie Ostander, age 7, together with two other children, was playing on track near Tyler Park, at 10:10 A. M., when train 209, R. D. Haring, conductor, engine 169, W. S. Requa, engineer, came along. The engineer blew whistle and rang the bell to warn them, and reversed engine. Two of them got off track, but the third, Gertie Ostander, was struck by step of one of the coaches and had her neck broken. She died shortly afterwards.

September 14th.—Wm. Rawlings, fireman, age 25, fell from engine 90, train 213, J. W. Graham, conductor, at 1:47 P. M., at Grand View, breaking collar bone and bruising his face badly.

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December 8th.—Con Reardon, brakeman, age 21, while making a coupling in train 247, A. Bell, conductor, engine 395, A. Dougherty, engineer, at 5:42 A. M., at Englewood, had his left hand caught between bumpers and three fingers cut off.

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, 1888, is correct and true according to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me this twenty-second day of January, A. D. 1889.

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

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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, 1888:

Capital stock paid in	$450,000 00

The road extends from Ogden Mine to Nolan's Point, a distance of nine and ninety-seven hundredths miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of 5 per cent. on its capital.

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

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

GEORGE RICHARDS.

Sworn and subscribed before me this eighteenth day of March, A. D. 1889.

MAHLON PITNEY,
Master in Chancery of New Jersey.

Receipts and expenses for 1888 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

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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, 1888:

Capital stock paid in	$111,050 00
Floating debt	12,516 33
Cost of road and equipments	$123,566 33

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

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of 5 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.*—Fredk. 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 fourth day of February, A. D. 1889.

LUDWIG R. MILLER,
Commissioner for New Jersey in New York.

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Dividends paid during the year 1888, and how paid—
$5,552.50 directly to stockholders by lessee.

ACCIDENTS.

September 18th.—Henry Husk, brakeman, getting off a moving engine, slipped and fell under wheels, foot crushed, amputated.

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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, 1888:

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, near Rochelle Park, New Jersey, 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 seventh day of January, A. D. 1889.

RICHD. C. SHIMEALL,
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.*—Stephen V. White, the Vice 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, 1888, is correct and true to the best of his knowledge, information and belief.

S. V. WHITE.

Sworn and subscribed before me this seventh day of January, A. D. 1889.

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

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PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of 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, 1888:

The capital stock of this company is		$630,000 00
The cost of said road, including lands, depot buildings and appurtenances, is		630,000 00
No funded or other debts.		
Income—the rent of the road is		$53,400 00
Dividends, paid in cash—		
January 4th, 1888, 4 per cent	$25,200 00	
July 3d, 1888, 4 per cent	25,200 00	
		$50,400 00

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

J. S. ROGERS,
President.

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

J. S. ROGERS.

Sworn and subscribed, January 5th, 1889, before me.

JOHN HOPPER,
Master in Chancery of New Jersey.

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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, 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 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, the lessee, and that the accompanying statements of accidents occurring on the line of said Paterson and Hudson River Railroad during the year ending December 31st, 1888, are correct and true to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me this twenty-second day of January, A. D. 1889.

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

ACCIDENTS OF 1888.

January 4th.—Harry De Groot, switchman, age 30, while making a coupling in switch train, engine 24, A. Auryance, engineer, at 3 A. M., in Jersey City yard, had left hand caught, crushing the first joint of the thumb.

January 5th—Lawrence Garraty, brakeman, age 23, while attempting to pull a pin between two cars in switch train, engine 549, Isaac Cole, engineer, at 8 o'clock P. M., at Pen Horn, had top of first finger of right hand caught between pin and deadwood, badly crushing it.

January 9th.—Wm. Nolan, conductor, age 34, while making a coupling in switch train, engine 528, at 4:20 A. M., in Jersey City yard, had middle finger of left hand caught between bumpers and badly bruised.

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January 10th—Chas. Tompkins, switchman, age 25, while making a coupling in switch train, engine 24, at 9:30 A. M., in Jersey City yard, had left hand caught and badly bruised.

January 12th.—Wm. Payne, engineer, age 50, train 19, W. K. Still, conductor, engine 144, while leaning out of cab window was struck on head and instantly killed, at 5:15 A. M., by second west-bound stop signal (semaphore) at Pen Horn.

January 16th.—John Lundregon, switchman, age 23, while making a coupling in switch train, engine 542, at 9:20 A. M., in Jersey City yard, had his left hand caught between pin and deadwood, breaking first three fingers.

January 21st.—Jeremiah O'Connell, night watchman, age 66, in attempting to cross No. 5 float track at Jersey City, at 12:10 A. M., was struck by some cars that were being backed by engine 22, J. Herring, engineer; he fell down, was run over and instantly killed.

January 22d—Wm. Fitzpatrick, brakeman, age 22, while standing on top of a car in wild train, S. A. Smith, conductor, engine 634, H. Lyons, engineer, at 8:30 A. M., at Bergen, fell from the car to the ground, spraining his ankle and bruising his hip.

February 3d.—Antony Dickerson, brakeman, age 23, in making a coupling in switch train, engine 525, Wm. Robinson, engineer, at 4:30 A. M., at Pen Horn, was caught between the cars and squeezed through chest and shoulder.

February 7th.—Jno. M. Brown, brakeman, age 31, while making a coupling in train 85, S. A. Smith, conductor, engine 559, Henry Lyons, engineer, at 10 o'clock A. M., at Bergen, had left forearm caught between bumpers and badly bruised.

February 13th.—Frank McCloud, brakeman, age 27, in attempting to pull a pin between two cars in switch train, engine 626, engineer, Davis, at 5:50 A. M., at Pen Horn, caught his foot in guard rail, was thrown down and had both legs run over above the knee; died from his injuries at 2 P. M. same day.

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February 15th.—James J. Connally, brakeman, age 22, in making a coupling in switch train, engine 528, Chas. Banta, engineer, at 11:55 A. M., at Pen Horn, had his right hand caught between bumpers, bruising it badly.

February 21st.—John Batt, brakeman, age 22, while making a coupling in switch train, engine 44, C. A. Evans, engineer, at 4:50 A. M., in Jersey City yard, slipped and fell, and had right leg run over and badly bruised; no bones broken.

February 24th.—George H. Miller, brakeman, age 23, while making a coupling in switch train, engine 626, L. Waterbury, engineer, at 5 A. M., at Pen Horn, had second and third fingers of right hand caught and badly bruised.

March 2d.—John Dickerson, brakeman, age 21, while making a coupling in switch train, engine 44, J. H. Stansbury, engineer, at 3:15 P. M., at Bergen, had right hand caught between bumpers, badly crushing it, but breaking no bones.

March 5th.—John Shannahan, brakeman, age 23, while making a coupling in switch train, engine 626, L. Waterbury, engineer, at 11:25 A. M., at Pen Horn, had the first three fingers of left hand caught between bumpers, bruising them so badly that amputation was necessary.

March 6th.—Tim. C. Bergen, brakeman, age 23, in making a coupling in extra train, F. Woodhull, conductor, engine 550, H. Drake, engineer, at 1:45 P. M., at Pen Horn, had his right hand caught between bumpers, bruising first three fingers badly.

March 10th.—Patrick J. Higgins, switchman, age 30, in climbing up on a ladder on side of a car in switch train, engine 4, Wm. Bunnelly, engineer, at 5:30 A. M., at Bergen, when the car was passing other cars which stood on side track; he was caught between the two cars and badly squeezed, also injured internally.

March 17th.—John Craig, switchman, age 22, while making a coupling in switch train, engine No. 1, M. Rounde, engineer, in Jersey City yard, at 8:15 P. M., had left hand caught between draw-heads, bruising fingers badly.

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March 19th.—Mrs. Mary Cronin, age 70, in trying to cross the tracks at Cole street, Jersey City, at 4:20 P. M., was struck by New Jersey and New York train 11, John Riker, conducter, engine 1, Geo. Michalson, engineer; she received injuries from which she died March 24th. The crossing flagman tried to prevent her from crossing, but she paid no attention; whistle was sounded and bell rung; the engine was reversed but could not be stopped in time to avoid the accident.

March 21st.—Archie D. Craft, brakeman, age 23, while making a coupling in train extra 395, T. Bamper, conductor, engine 395, Jos. Coats, engineer, at 1:50 A. M., at Passaic, had middle finger of right hand caught between drawhead and pin, mashing the flesh from the finger.

April 3d.—Michael Kennedy, brakeman, age 23, in attempting to jump on a car in switch train, engine 25, James Wild, engineer, at 10:30 P. M., at Bergen, slipped and fell, wheels passed over toes on left foot, crushing them badly.

April 4th.—John Londregon, switchman, age 23, while making a coupling in switch train, engine 24, A. Auryance, engineer, at 2:45 P. M., in Jersey City yard, had right hand caught between bumpers, crushing the thumb and first and second fingers.

April 10th.—Unknown man, age about 27, while walking on the track at 11 P. M., about eight hundred feet west of the station at Rutherford, was struck and instantly killed by train 41, T. G. Mabie, conductor, engine 101, Geo. Conklin, engineer; whistle was sounded and bell rung.

May 8th.—Unknown man, age about 50, while attempting to walk through Bergen tunnel, was struck and killed by some unknown train; his body was found by Lampman M. Carrick, at 5 P. M.

May 16th.—Timothy L. Stindevint, carpenter, age 57, while picking up spikes near west end of Hackensack bridge, was struck and instantly killed by train 47, T. F. Clay, conductor, engine 83, S. A. Ronks, engineer, at 9:15 A. M.; the whistle was blown and bell rung, but he did not get far enough out of the way.

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May 17th.—James F. Feeney, laborer, age 40, while walking on track in Jersey City yard at 9:06 A. M., was struck and instantly killed by New York and G. L. train 20, C. M. Ferrell, conductor, engine 179, Jas. Coats, engineer; the whistle was sounded, bell rung and everything possible done to prevent striking the man.

May 24th.—Thomas Shefflein, switchman, age 21, while making a coupling in switch train, engine 432, Wm. Smalley, engineer, at 10:20 P. M., in Jersey City yard, had first two fingers on right hand caught, bruising them badly.

May 26th.—Martin R. Westbrook, brakeman, age 38, standing on west-bound track at Bergen at 12:20 P. M., while his train was being made up, was struck and instantly killed by New Jersey and New York train 14, J. C. Blauvelt, conductor, engine 9, A. Doremus, engineer. He did not notice the approaching train; the whistle was sounded and bell rung.

May 26th.—Michael Smith, age 28, in attempting to walk between wall of elevator building at Jersey City and cars that were being switched by engine 4, H. Vreeland, engineer, there not being room enough, he was caught and rolled, breaking left arm in two places. Time, 11:45 A. M.

May 29th.—John Dugan, age 55, while attempting to cross the tracks at Cole street, Jersey City, at 2:50 P. M., stepped right in front of engine 84, R. F. Compton, engineer, which was backing down; he received injuries from which he died ten minutes later. He had been warned by flagman not to cross.

May 31st.—Hugh Barr, laborer, age 56, while waiting at Bergen at 6:30 A. M., to catch a train to Jersey City, accidentally stepped to near the east-bound track as train 62, J. M. Garrison, conductor, engine 97, Wm. Dooley, engineer, was passing; he was struck and badly cut about head and face, breaking nose and bruising right leg.

June 6th.—John Finnan, laborer, age 23, attempted to cross the tracks at Brunswick street, Jersey City, at 7:52 A. M., ahead of train 44, W. L. Baxter, conductor, engine 161, G. Springsteen, engineer; he was struck and received injuries from which he died two hours afterwards.

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June 15th.—Patrick Higgins, crossing flagman, age 32, was struck and instantly killed by light engine 608, A. F. Werner, engineer, at 8:30 P. M., Jersey City yard; the engine was backing across the main freight tracks at the time of the accident; whistle was blown and bell ringing.

June 21st.—Wm. H. Thomas, brakeman, age 21, as train 81, John Masher, conductor, engines 586 and 553, Jas. Price and J. Van Dine engineers, was entering Bergen tunnel at 11:45 P. M., Thomas fell from top of train, was run over and instantly killed.

June 22d.—John Coneys, age 23, attempted to cross the tracks at Grove street, Jersey City, at 9:25 P. M., ahead of N. Y. and G. L. train 46, J. L. Gurye, conductor, engine 274, Henry Lewis, engineer; he was struck and had left leg broken near the hip.

July 1st.—Henry Hagan, brakeman, age 21, in pulling a pin in extra train, C. Felter, conductor, engine 44, S. Campbell, engineer, at 1:25 P. M., at Bergen, had right arm caught and slightly squeezed.

July 5th.—William Shultz, age 23, laborer, while assisting to raise the track in Pen Horn yard, at 6 P. M., had his left foot caught between two ties and badly bruised.

July 12th.—Peter L. Cooney, brakeman, age 20, while making a coupling in extra train, J. Burns, conductor, engine 542, D. Briginshaw, engineer, at 11:45 A. M., at Pen Horn, had his left hand caught and badly bruised, necessitating amputation of thumb and index finger.

July 12th.—James Weidy, age 14, attempted to climb through between two cars in switch train, engine 4, John Rouge, engineer, at 3:50 P. M., in Jersey City yard, had his right foot caught between drawheads and badly bruised.

July 13th.—Unknown man, age about 38, was struck and instantly killed by train 1, M. Murphy, conductor, engine 35, C. Scribner, engineer, while walking on track at Pen Horn. Whistle was sounded repeatedly and bell rung, but he paid no attention; the train could not be stopped in time to avoid the accident.

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July 15th.—Antonio Cardell, laborer, age 25, while attempting to jump on train "R," C. A. Ward, conductor, engine 113, C. Blizzard, engineer, at 6:19 A. M., at Bergen, he fell and had right foot run over and badly crushed.

July 16th.—Daniel Cotter, switchman, age 39, was struck and instantly killed by switch train, engine 24, A. Auryansen, engineer, at 11:15 P. M., in Jersey City yard. He stepped on track right in front of the cars that were being backed down the track.

July 27th.—Andrew Newkirk, conductor, age 66, was struck by train 47, R. H. Barnes, conductor, engine 170, Wm. Early, engineer, at 9 A. M., at Pen Horn. Newkirk was walking on track and carried an umbrella, which prevented him from seeing the approaching train; he was struck and received injuries from which he died two hours afterwards; whistle was blown repeatedly and bell rung.

August 2d.—Frederick Marco, switchman, age 25, while making up a train at Jersey City, at 8:25 P. M., engine 92, E. Hicks, engineer, in stooping down to couple the air-pipes, had his head caught between end sills, crushing it so that he died shortly afterwards.

August 5th.—Michael Burke, age 45, was struck by train "A E," west bound, Theo. Camper, conductor, engine 177, M. Bates, engineer, at 8:20 P. M., at Henderson street, Jersey City; he received bad bruises about the head. The gates were down, but Burke went around the gates and stepped on the track right in front of the train.

August 7th.—Thomas F. Dailey, brakeman, age 25, while making a coupling in switch train, engine 25, J. Reeder, engineer, at 12:10 A. M., at Bergen, had thumb of right hand caught between drawheads and crushed.

August 13th.—Saml. M. Cook, age 55, in attempting to drive across the tracks at 5:30 P. M., at Jefferson street crossing, Passaic, his wagon was struck by train 21, J. H. Ostrander, conductor, engine 83, S. Ronk, engineer; the wagon was demolished and Mr. Cook thrown out and badly cut and bruised about the head and body. The crossing flagman could not lower the gates on account of high winds, but waved his flag and shouted to Mr. Cook, who paid no attention.

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August 17th.—Thos. McNally, age 40, attempted to run across the tracks in front of depot at Passaic, at 11:18 A. M., ahead of train 11, E. O. Harding, conductor, engine 144, engineer, E. H. Cox; he was struck by the engine and thrown over on the platform; he struck on his head, causing concussion of the brain.

August 20th.—Wm Nolan, conductor, age 37, while making a coupling in switch train, engine 44, D. Winfield, engineer, at 11 P. M., at Bergen, had thumb of right hand caught between pin and deadwood, badly bruising it, necessitating amputation.

August 25th.—Mrs. Mary Gardner, age 35, threw herself between the forward and rear trucks of tender of engine 164, W. A. Johnson, engineer, at Henderson street crossing, Jersey City, at 6:10 P. M.; the rear trucks passed over her, causing instant death.

August 26th.—James Hanrahan, crossing flagman, age 67, while on duty at Jersey avenue crossing at 8:50 P. M., at Jersey City, was struck by extra train, Snook, conductor, engine 556, Cook, engineer; he received injuries from which he died shortly afterwards.

September 13th.—James Powless, engineer, age 50, instantly killed. James Wilson, age 64, injured about the chest and seventh rib fractured. Engine 81, engineer, Powless, backed up east-bound main track, at 3:25 P. M., in Jersey City yard, when from some cause unknown ran through cross-over and over on west-bound track into New York and G. L. train 17; Engineer Powless reversed his engine, jumped out and was struck by the New York and G. L. engine and instantly killed. As engine 81 was reversed, it tore loose from the wreck and went up east-bound track, where it collided with train 6; James Wilson, a passenger, was thrown against a seat and injured as above stated.

September 24th.—Barney Smith, switchman, age 37, while making a coupling in switch train, engine 7, Dexter, engineer, at 9:45 P. M., in Jersey City yard, had right arm caught between bumpers, bruising it badly.

September 28th.—Herbert Brown, age 15, while walking on track, near Grand street bridge, Paterson, at 7:23 P. M., was struck and

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instantly killed by train 25, Baxter, conductor, engine 161, Coats, engineer; whistle was sounded, bell rung and everything possible done to avoid the accident.

October 7th.—John Connolly, age 45, was run over and killed by some train unknown, in Jersey City yard; his mangled remains were found near the track at 5:10 A. M.

October 11th.—Wilmouth Shorter, age 13, in attempting to catch on train extra, Tyrrell, conductor, engine 609, Fitzsimmons, engineer, at 7:30 A. M., at Rutherford, lost his hold and fell, wheels passing over left foot, crushing toes.

October 12th.—Mrs. Honora Slavin, age 46, was struck and had her left leg run over and cut off by train 79, Westfall, conductor, engine 8, Banta, engineer, at 9:15 A. M., at Jersey avenue crossing, Jersey City; the gates were down at the time, but Mrs. Slavin went around and attempted to cross the tracks ahead of the train.

October 15th.—Cyrus Mattison, carpenter, age 21, in jumping from train 226, A. Craft, conductor, engine 177, A. Phillips, engineer, at 5:20 A. M., at Jersey City passenger shed, fell and broke his right leg.

October 26th.—George Davis, age 20, while standing between the tracks at Clifton, at 7:14 P. M., as near as can be ascertained, waiting for train 91 to pull up; while standing there N. Y., O. and W. train, running as second section 30, J. Troy, pilot, engine 70, J. Puffenburgner, engineer, pulled by, and it is supposed, struck him; none of the trainmen saw the accident; after the train had passed, Davis was found alongside the track with right arm broken and badly cut about head and face.

October 26th.—John O'Neil, brakeman, age 21, while making a coupling in extra train, engine 634, R. Lang, engineer, at 10:10 A. M. at Bergen, had first finger of left hand caught between bumpers, badly bruising it.

November 1st.—Larry Farrell, switchman, age 46, in attempting to make a coupling in switch train, engine 7, Wm. Connell, engineer,

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at 11:20 A. M., in Jersey City yard, had left hand caught between bumpers, bruising it so badly that amputation was necessary of three fingers.

November 22d.—Thos. Flynn, brakeman, age 28, in making a coupling in train "Extra," engine 629, F. H. Brereton, engineer, at 10 P. M., at Bergen, had first finger of right hand caught, badly bruising it.

December 4th.—Peter J. Allen, conductor, age 37, waited to let a west-bound train pass at east end of tunnel at 11:52 A. M.; when the train had passed he stepped over on east-bound track, where he was struck by train 4, D. Doremus, conductor, engine 37, J. Sally, engineer; he received injuries from which he died at St. Francis Hospital, December 15th.

December 18.—Richard Paulison, age 8, attempted to run across the tracks in front of train 37, J. Van Duzer, conductor, C. Romaine, engineer, at 4:35 P. M., just east of Carlton Hill station; he was struck and received injuries from which he died shortly afterwards.

December 20th.—John Doran, fireman, age 22, went off his engine, 602, at 7:14 P. M., at Bergen, and crossed the east-bound main track to speak with some person standing near by; as he went back to his engine he was struck by train 30, C. I. Crane, conductor, engine 37, C. Sampson, engineer; he was instantly killed.

December 22d.—Michael Eisenbergher, brakeman, age 36, in entering coach in train 27, D. King, conductor, engine 31, J. Earle, engineer, at 3:15 P. M., at Jersey City passenger shed, to light the gas, an explosion followed, burning him badly about face, neck and hands.

December 22d.—Mrs. Jane Quigley, age 32, with a lady companion, attempted to run across the tracks at Harrison street, Passaic, at 10:07 A. M., in front of train 28, D. King, conductor, engine 31, J. Earle, engineer; she was struck by the train and received injuries from which she died shortly afterwards.

December 24th.—George Seeley, age 7, attempted to catch on switch train, engine 20, B. Bogert, engineer, at 1:45 P. M., at Pavonia

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avenue crossing, Jersey City; he fell and had his right hand run over and so badly mashed that amputation of the first three fingers was necessary.

December 24th.—John Roddy, age unknown, jumped from some train unknown, at Rutherford, and received injuries from which he died at St. Francis Hospital on December 29th.

December 25th.—Aurelions Broche, age 18, in jumping from train 25, W. L. Baxter, conductor, engine 161, Springsteen, engineer, at 7:02 P. M., at Carlton Hill, had right shoulder dislocated and right hand so badly injured that amputation of three fingers was necessary.

December 26th.—Otto Copenhagen, brakeman, age 20, while making a coupling in extra train, engine 399, G. E. Truex, engineer, at 12:40 P. M., at Bergen, had index finger of left hand caught between drawheads, badly bruising it.

December 27th.—Wm. Mahoney, switchman, age 26, while walking over the top of the train (a switch train), engine 5, C. Vreeland, engineer, at 9:15 P. M., in Jersey City yard, fell between two cars, was run over and received injuries from which he died shortly afterwards.

December 28th.—Charles Lonsbury, switchman, age 30, in riding some cars that were being switched by engine 23, M. Rounds, in Jersey City yard at 4 A. M., lost his balance and fell to the ground, was run over and received injuries from which he died shortly afterwards.

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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, 1888:

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

CORTLANDT PARKER.

Sworn and subscribed before me this twenty-first day of February, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$74,963 98
Income from freight	62,485 54
Income from other sources	4,406 53
Total	$141,856 03

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$86,118 59

Dividends paid during the year 1888, and how paid—None.

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, the 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 ending December 31st, 1888, upon the last-named road, are correct and true according to the best of his information and belief.

AUGUSTUS R. MACDONOUGH.

Subscribed and sworn before me the twenty-third day of February, 1889.

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

ACCIDENTS.

April 14th.—Mrs. Viola Rossner, age 35, accompanied by Wm. Rossner, attempted to drive across the tracks in a wagon, right in front of train 26, A. W. Benrose, conductor, engine 176, Wm. Lewis, engineer, at 7:47 A. M., near Allendale station. The engine struck the horse and wagon, throwing Mrs. Rossner out. She was badly bruised about the body.

November 24th.—Wilson Haines, age 10, got on some cars in switch train, engine 681, Geo. Cooper, engineer, at 10:40 A. M., at South Paterson. His right foot was caught between bumpers, and so badly crushed that amputation was necessary.

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PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the 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, 1888:

Capital stock actually paid in		$298,000 00
No funded or other debts. No equipments.		
Cost of said road, including lands and all expenditures		350,000 00
Income—		
Rent of road, including rent of Union Railroad, assigned to this company		$30,000 00
Dividends paid in cash—		
January 4th, 1888, 4 per cent	$11,920 00	
July 3d, 1888, 4 per cent	11,920 00	
		$23,840 00
Expenses for contingencies, taxes, &c.		3,514 88

The said road being under lease to another company, sanctioned by the Legislature of this State, and being maintained and operated by the New York, Lake Erie and Western Railroad Company, successor and assignee of the lessee, this company has no knowledge of the other matters required.

J. S. ROGERS,
President.

January 1st, 1889.

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

J. S. ROGERS.

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Sworn and subscribed January 5th, 1889, before me.

JOHN HOPPER,
Master in Chancery of New Jersey.

The road extends from Paterson, New Jersey, to the State line between Bergen county and the State of New York, a distance of five 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, 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 accounts of the operations and expenditures of the Paterson and Ramapo Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, its lessee, and that the accompanying statement of accidents occurring on the Paterson and Ramapo road during the year ending December 31st, 1888, is correct and true according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this twenty-second day of January, 1889.

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

ACCIDENTS.

January 9th.—Lawrence Stafford, age 56, while walking on track, at 5:56 A. M., near signal ball, at Paterson, was struck by train 19, C. B. Wood, conductor, engine 149, A. D. Rocket, engineer. He received injuries from which he died shortly afterwards. None of the trainmen knew of the accident.

February 5th.—Frederick Boyland, age 8, while walking along the track near Straight street, Paterson, at 5:48 P. M., one of his companions threw his hat over on west-bound track. Boyland stepped

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on track right in front of train 5, R. M. Seymour, conductor, engine 37, E. Hicks, engineer. He was struck and instantly killed.

February 8th.—George Lewis, brakeman, age 34, while pulling a pin between two cars in wild train, C. I. Crane, conductor, engine 654, —— Bates, engineer, at 1:30 P. M., at Ridgewood, had right arm caught between bumpers, bruising flesh and breaking both bones between wrist and elbow.

February 21st.—Wm. Fallon, brakeman, age 21, in making a coupling in wild train, Isaac Cary, conductor, engine 538, Frank Hoar, engineer, had his first finger of left hand caught between bumpers, crushing it so badly that amputation was necessary.

April 27th.—Henry Ronalder, fireman, age 37, on extra train, Thos. Lemon, conductor, engine 554, Ed. Paddock, engineer, while putting coal in fire-box a big lump of coal rolled down on his right foot, bruising the toes badly. The accident happened at Ridgewood Junction, at 8:40 A. M.

May 7th.—Unknown man, age about 50, while sitting on end of ties, at 11:45 A. M., near Lafayette street, Paterson, was struck by train 17, Guy Price, conductor, engine 147, John B. Hay, engineer. He received injuries from which he died May 10th, at Ladies' Hospital, Paterson. Whistle was sounded repeatedly and bell rung, but the man paid no attention.

May 7th.—Martin James O'Melia, age 18 months, while playing on track near crossing, at 3:15 P. M., at Ridgewood, was struck by train "extra," P. L. Hull, conductor, engine 685, J. E. Beemer, engineer. The bell was rung and whistle blown, but the child did not get off the track, and the engineer could not stop in time to prevent the accident. He received injuries from which he died May 13th.

July 7th.—Joseph Bright, age 19, while attempting to jump on extra train, W. W. Adams, conductor, engine 557, W. Forman, engineer, at 5:40 P. M., at Ridgewood Junction, fell and had right foot run over and crushed, necessitating amputation.

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July 31st.—Pasquale Euria, laborer, age 60, attempted to cross bridge 4, just west of Paterson, at 3:05 P. M., ahead of train 6, A. McNeal, conductor, engine 36, C. Caskey, engineer. He was struck and received injuries from which he died shortly afterwards. Everything possible was done to prevent striking the man.

August 23d.—John Sealey, brakeman, age 20, while making a coupling in switch train, engine 681, at 3 o'clock A. M., at Hawthorne gravel pit, had his right arm caught between bumpers, fracturing it between hand and elbow.

September 5th.—Unknown man, train 37, J. Van Duzer, conductor, engine 107, J. Coots, engineer, struck and fatally injured an unknown man, at 4:57 P. M., just east of Undercliffe station. The man was standing on track looking at an east-bound freight train. The whistle was blown, bell rung, but he paid no attention.

September 13th.—Alexandrina Stephens, age 24, a passenger on train extra, remained on the train until it went down in the yard at Paterson, at 6:42 P. M. In alighting, stepped over on west-bound track and was struck and instantly killed by train 23, A. W. Penrose, conductor, engine 176, S. W. Evans, engineer.

October 15th.—Louis A. Courtade, 24 years of age, in jumping from train 10, F. Dolson, conductor, engine 46, Wm. Lewis, engineer, at 4:22 P. M., at Paterson, after the train had started, fell, bruising his head quite badly.

October 31st.—Peter Julius, brakeman, age 21, in making a coupling in switch train, engine 681, G. Gillson, engineer, at 12:35 A. M., at Paterson, was caught between bumpers on car and drawhead casting on engine, and so badly squeezed that he died shortly afterwards.

November 1st.—Miss Ellen McGeraghty, age 25, was struck and instantly killed by train 15, W. L. Davenport, conductor, engine 36, C. Caskey, engineer, at 5:10 P. M., at Straight street crossing, Paterson. The gates were down at the time, but she crawled under and attempted to run across the tracks ahead of the train.

November 20th.—Edw. Leitmayar, age 11, in attempting to drive across Cedar street crossing, Paterson, at 4:11 P. M., was struck by

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train 27, D. King, conductor, engine 39, Chas. Sampson, engineer. The boy was thrown out and considerably cut and bruised about the head. The gateman was just lowering the gates at the time, but the boy drove under with the above result.

November 26th.—Wm. Truex, engineer, age 48, was struck and instantly killed by extra 542, —— Palmer, engineer, E. Wilcox, conductor, at 4:15 A. M., at Ridgewood Junction. None of the train men saw the accident, and it is supposed that Truex got off his engine, 542, and was struck, with the above result.

December 4th.—Peter Mabie Yard, conductor, age 30, in making a coupling in switch train, engine 171, Geo. Morgan, engineer, at 7:45 P. M., at Paterson, had thumb of right hand caught, tearing nail and flesh off first joint.

December 8th.—John J. Ruff, age 30, Reuben E. Ruff, age 22, and Blake E. Ruff, age 19, attempted to cross the tracks at Van Houten street, Paterson, ahead of train 50, J. H. Ostrander, conductor, engine 170, Wm. Early, engineer, at 5:28 A. M. The wagon was struck and two of the occupants, John and Blake, were instantly killed. The third, Reuben, was thrown out and received a bad scalp wound, and had right shoulder and leg bruised. Proper signals were given for the crossing.

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PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$342,150 00
Bonded debt	160,000 00

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

It is leased to the Union Transportation Company, at an annual rental of $500, until July 31st, 1889.

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

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

W. J. SEWELL.

Sworn and subscribed before me this thirtieth day of January, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888, JANUARY TO APRIL (BOTH INCLUSIVE).

Income from passengers	$3,372 87
Income from freight	2,996 09
Income from other sources	1,007 01
Total	$7,375 97

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$12,328 88

Dividends paid during the year 1888, and how paid—None.

UNION TRANSPORTATION COMPANY, LESSEE OF PEMBERTON AND HIGHTSTOWN 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 Union Transportation Company, lessees of the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1888:

State of New Jersey, Ocean County, *ss.*—Franklin S. Gaskill, being duly sworn, on his oath saith that he is President of the Union Transportation Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me this fifteenth day of March, A. D. 1889.

JOHN S. MALLARY,
Notary Public.

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RECEIPTS AND EXPENSES FROM AUGUST 1ST TO JANUARY 1ST, 1888.

Income from passengers	$7,235 82
Income from freight	5,509 45
Income from other sources	1,079 35
Total	$13,824 62

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$15,200 07

Dividends paid during the year 1888, and how paid—Nothing.

ACCIDENTS.

No accidents.

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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, 1888:

Capital stock paid in (issued to purchaser at judicial sale of the Pennsylvania, Slatington and New England railroad, as stated in note hereto attached)	$1,750,000 00
Bonded debt	1,500,000 00

Floating debt—Nothing.

Cost of road and equipments—In process of construction.

Dividends paid during the year 1888, and how paid—None.

The road extends from—Not yet constructed.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers—Nothing.
Income from freight—Nothing.
Income from other sources—Nothing.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—Not yet operated.

NOTE.

The Pennsylvania, Poughkeepsie and Boston Railroad Company is a corporation organized under the laws of the States of Pennsylvania and New Jersey, regulating the re-organization of railroads sold under foreclosure proceedings, where such railroads are situate partly in Pennsylvania and partly in another State. This railroad was form-

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erly the Pennsylvania, Slatington and New England Railroad, whose line was situate partly in Pennsylvania and partly in new Jersey, and extending from Slatington, in the county of Lehigh, Pennsylvania, in a northeasterly direction to and through the county of Northampton, in said State, crossing the Delaware river near the Water Gap; thence through the counties of Warren and Sussex, in the State of New Jersey, to its terminus at or near Pine Island, in the State of New York; which railroad, with all its property and franchises of every description, was sold to William W. Gibbs, at a master's sale in the town of Newton, Sussex county, New Jersey, on the twentieth day of April, 1887, under decrees of foreclosure in the Circuit Court of the United States for the Eastern District of Pennsylvania, and the District of New Jersey, at the suit of the Metropolitan Trust Company, of the city of New York, against the Pennsylvania, Slatington and New England Railroad Company and others.

At a meeting of said purchasers, duly held on the fifth day of September, 1887, in accordance with the laws of said States of Pennsylvania and New Jersey, returns whereof have been duly filed in the offices of the Secretaries of both of said States, the said railroad was re-organized under the name of the Pennsylvania, Poughkeepsie and Boston Railroad Company, with an authorized capital stock of $1,750,000.

State of New York, New York City and County, *ss.*—James W. Husted, being duly sworn, on his oath says that he is President 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 1888, are correct and true to the best of his knowledge and belief.

JAMES W. HUSTED.

Sworn and subscribed before me this twenty-sixth day of January, A. D. 1889.

In witness whereof, I have hereunto set my hand and affixed my official seal this twenty-sixth day of January, A. D. 1889.

CHARLES EDGAR MILLS,
Commissioner for New Jersey in New York,
115 and 117 Broadway, New York City.

ACCIDENTS.

None.

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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, 1888:

Capital stock paid in	$194,020 00
Bonded debt	100,000 00
Floating debt—None.	
Cost of road and equipments	$294,020 00

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of six and forty-hundredths miles.

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

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

A. L. DENNIS.

Sworn and subscribed before me this eighth day of February, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$45,419 71
Income from freight	46,095 85
Income from other sources	759 01
Total	$92,274 57

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $50,599 45

Dividends paid during the year 1888, and how paid—None.

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PHILADELPHIA AND ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Atlantic City Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$1,200,000 00
Bonded debt	1,200,000 00
Floating debt	499,106 19
Cost of road and equipments	$2,889,106 19

The road extends from Camden, N. J., to Atlantic City, N. J., a distance of fifty-four and five-tenths miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$204,868 03
Income from freight	137,474 03
Income from other sources	17,148 38
Total	$359,490 44
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$352,854 20

State of Pennsylvania, Philadelphia County, *ss.*—A. A. McLeod, being duly sworn, on his oath says that he is Vice President of the Philadelphia and Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

A. A. McLEOD,
Vice President.

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Sworn and subscribed before me this ninth day of February, A. D. 1889.

JOHN G. LAMB,
A Commissioner for the State of New Jersey.

ACCIDENTS.

June 20th.—Mike Majiro, arm cut off; jumped from moving train between Blue Anchor and Winslow Junction. Conductor, Wm. J. Lynch; engineer, Thos. Thompson.

July 25th.—Daniel Ingersoll, age 88 years, instantly killed; attempted to cross track with one-horse team at Pleasantville. Conductor, Robert Brady; engineer, Chas. Goodfellow.

August 25th.—Joseph Martin instantly killed; fell from train at Pleasantville. Conductor, J. L. Reland; engineer, Frank Eck.

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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, 1888:

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

The road extends from Pemberton Junction to head of Barnegat bay, and from Island Heights Junction to Island Heights, a distance of forty-seven and twenty-seven 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 twenty-eighth day of January, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$53,309 77
Income from freight	18,122 89
Income from other sources	4,266 89
Total	$75,699 55

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$100,322 48

Dividends paid during the year 1888, 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, 1888:

Capital stock paid in	$102,450 00
Bonded debt	76,000 00

The road extends from Haddonfield to Medford, a distance of eleven and two-tenths miles.

It is operated by 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.*—W. Taylor, being duly sworn, on his oath says that he is Treasurer of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. TAYLOR.

Sworn and subscribed before me this ninth day of February, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$18,748 51
Income from freight	4,081 47
Income from other sources	32 66
Total	$22,862 64

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$17,654 02

Dividends paid during the year 1888, and how paid—None.

ACCIDENTS.

August 22d.—Brakeman Theabold, train 428, had one finger crushed while uncoupling cars at Abbott's siding.

December 4th.—Brakeman Charles Wilber, train 433, had two fingers of his right hand crushed while uncoupling cars.

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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, 1888:

Capital stock paid in	$200,000 00
Cost of road and equipments	$200,000 00

Dividends paid during the year 1888, and how paid—
Road still under construction. No business done previous to January 1st, 1889.

The road extends from South Amboy to Washington, a distance of six and five-tenths miles, constructed; under construction, Washington to Bound Brook, thirteen and five-tenths miles.

REMARKS.

This road is under construction between South Amboy and Bound Brook. Track was completed January 1st, 1889, between South Amboy and Washington, six and five-tenths miles, but no business had been done before that date. Under his contract the contractor is allowed to use the track for such business as is important to do at once, at his expense, and to receive any payment he may be able to obtain for same.

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 1888, are correct and true to the best of his knowledge and belief.

EDWARD H. RIPLEY.

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Sworn and subscribed before me this fifth day of June, A. D. 1889.

JAS. P. NORTHROP,
Master in Chancery of New Jersey.

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, 1888:

Capital stock paid in	$45,600 00

The road extends from Rocky Hill to Monmouth Junction, a distance of about six and one-half miles.

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

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

State of New Jersey, Somerset County, *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 twelfth day of January, A. D. 1889.

H. W. FREEMAN,
Justice of the Peace.

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$1,972 42
Income from freight	1,603 29
Income from other sources	288 53
Total	$3,864 24

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $10,214 92

Dividends paid during the year 1888, and how paid—
Two of 3 per cent. each, cash.

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ROSELLE AND SOUTH PLAINFIELD 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 Roselle and South Plainfield Railway Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$30,000 00
Floating debt	428,724 48
Cost of road and equipments	$459,008 03

No dividends paid during the year 1888.

The road extends from South Plainfield to a point near Roselle, N. J., a distance of nine and seven-tenths miles.

No business done during the year.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary of the Roselle and South Plainfield Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

D. G. BAIRD,
Secretary.

Sworn and subscribed before me this fifteenth day of March, A. D. 1889.

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

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SOUTH BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the South Branch Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$438,300 00
Cost of road and equipments	$441,855 19

The road extends from Somerville to Flemington, a distance of fifteen and eighty-six hundredths miles.

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

It is equipped and operated by the Central Railroad Company of New Jersey, 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.*—George S. Jones, being duly sworn, on his oath says that he is President of the South Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEO. S. JONES.

Sworn and subscribed before me this twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

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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, 1888.

Capital stock paid in	$1,638,600 00
Bonded debt	236,500 00
Floating debt	4,226 25
Cost of road and equipments	$1,911,429 34

Dividends paid during the year 1888, and how paid—None.

The road extends from Waterloo to Branchville and Franklin, a distance of thirty and eighty-seven hundredths miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$26,635 64
Income from freight	89,157 70
Income from other sources	17,603 54
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$78,454 55

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 1888, are correct and true to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this fourth day of February, A. D. 1889.

LUDWIG R. MILLER,
Commissioner for New Jersey in New York.

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ACCIDENTS.

January 25th.—Augustus Staley, brakeman, foot caught in yard rail; partly amputated.

June 8th.—Edward Maines, brakeman, caught between cars; foot badly 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, 1888:

Capital stock paid in		$240,000 00
Cost of road and equipments—		
At foreclosure sale	$15,000 00	
Since added	1,334 71	
		$16,334 71

The road extends from Manchester to Toms River, a distance of seven and fifty-seven hundredths miles.

It is operated by the Central Railroad Company of New Jersey, 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.*—J. Rogers 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 twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

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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, 1888:

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-hundredths miles.

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

It is operated by the Central Railroad Company of New Jersey, 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 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 fourteenth day of March, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$8,270 54
Income from freight	2,065 94
Income from other sources	774 73
Total	$11,111 21

Above receipts are also included in amount reported as receipts of the 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, and no separate account of same is 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 presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$550,044 77
Bonded debt	99,882 50
Cost of road and equipments	$649,927 27

Dividends paid during the year 1888, and how paid—None.

The road extends from Whiting to Tuckerton, N. J., a distance of twenty-nine miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$21,542 32
Income from freight	19,910 34
Income from other sources	6,606 66
Total	$48,059 32
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$40,432 07

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Ashhurst, being duly sworn, on his oath says that he is President of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888, are correct and true to the best of his knowledge and belief.

SAMUEL ASHHURST,
President.

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Sworn and subscribed before me this twenty-eighth day of January, A. D. 1889. Witness my hand and official seal.

SAMUEL ASHHURST,
President.

THEO. D. RAND,
Commissioner of Deeds for the State of New Jersey,
in Philadelphia, Pennsylvania.

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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, 1888:

Capital stock paid in	$21,240,400 00
Bonded debt	20,000,000 00
Cost of road and equipments	$40,497,203 86

The road extends from Camden to Amboy and from Philadelphia to Jersey City, a distance of four hundred and sixty-five and ninety-nine hundredths miles; and the canal from Bordentown to New Brunswick, forty-four, and the feeder, twenty-two, 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, Hudson County, *ss.*—Alfred L. Dennis, 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.

A. L. DENNIS.

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Sworn and subscribed before me this eighth day of February, A. D. 1889.

C. B. THURSTON,
M. C. C., N. J.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$6,968,551 27
Income from freight	8,847,088 22
Income from other sources	1,985,108 85
Total	$17,800,748 34
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$13,071,485 97

Dividends paid during the year 1888, and how paid—
Ten per centum per annum on capital stock, paid quarterly by the Pennsylvania Railroad Company, lessee.

ACCIDENTS—NEW YORK DIVISION.

Persons struck by passing trains and killed while walking or standing on the tracks.

January 23d.—George Metro, at Trenton. T. C. Smith, engineman; J. F. Burrage, conductor.

February 2d.—Unknown man, near Waverly. G. Ginglen, engineman; J. K. Bready, conductor.

February 17th.—Julius A. Miller, at Trenton. G. H. Seward, engineman; S. C. Doland, conductor.

March 19th.—Unknown man, at Marion. F. Blakesley, engineman; E. L. Titus, conductor.

April 6th.—Unknown man, at Menlo Park. Thomas Hill, engineman; A. F. Waters, conductor.

May 14th.—Two unknown men, between Robinvale and Menlo Park. W. F. Conk, engineman; J. W. Bostwick, conductor.

May 16th.—Mrs. Annie Smith, at Mile Run yard, New Brunswick. G. Vanarsdale, engineman; William Ruoff, conductor.

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May 25th.—Unknown man, at Rahway. W. A. Woodruff, engineman; W. Seeburger, conductor.

May 25th.—Bryan King, at Marion. E. Carr, engineman; C. R. Evans, conductor.

May 28th.—Gottlieb Weisheart, at Marion. G. W. Bishop, engineman; C. S. Hogan, conductor.

July 23d.—Unknown man, at Harrison. J. P. Rood, engineman; J. K. Bready, conductor.

October 9th.—John Olsen, at Woodbridge. E. Carr, engineman; R. Tharp, conductor.

October 15th.—Unknown man, at New Jersey Junction, Jersey City. E. W. Killey, engineman; H. W. Feaster, conductor.

October 17th.—Rochi Fosano, at Metuchen. J. W. Hartman, engineman; W. W. Hawke, conductor.

November 2d.—Charles Cussell, at Waverly. J. Meaney, engineman; G. B. Morris, conductor.

December 10th.—Alfonso Maltia, at Harrison. G. H. Claflin, engineman; W. T. Bailey, conductor.

December 13th.—William J. Flanagan, at Woodbridge. E. Carr, engineman; R. Tharp, conductor.

Persons struck by passing trains and injured while walking on the track.

June 16th.—Unknown man, fatally injured, at North Elizabeth. Thomas Powell, engineman; E. L. Titus, conductor.

July 10th.—Hans F. Valker, severely injured, at "O X" telegraph office, Meadows. Thomas Hill, engineman; J. R. Cornell, conductor.

July 23d.—Albert Hess, slight concussion of the brain, at East Brunswick. Unknown, engineman; unknown, conductor.

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August 18th.—John P. Jackson (colored), slightly injured, at Jersey City. J. C. Currie, engineman; F. Minster, conductor.

October 3d.—Thomas Hennessey, both feet crushed, at County Line, west of Waverly. W. P. Garrabrant, engineman; E. H. Elmhirst, conductor.

November 5th.—Leon Hart, slight scalp wounds, at Jersey City. Thomas Smith, engineman; J. W. Meshrow, conductor.

November 14th.—Unknown man, at Long Branch Junction. Thomas Smith, engineman; J. W. Meshrow, conductor.

November 20th.—Christian Johnson, slight scalp wound, at Jersey City. A. Henicker, engineman; G. W. Brown, conductor.

Persons killed or injured in attempting to get on or off moving trains.

January 9th.—Albert Heiber, slightly injured, at Rahway. E. W. Killey, engineman; George A. Duke, conductor.

February 22d.—Mrs. McGovern, slightly injured, at Menlo Park. G. B. Taylor, engineman; A. V. Bergen, conductor.

March 2d.—Harry Williams, killed, at Rahway. W. A. Woodruff, engineman; William Seeburger, conductor.

March 24th.—Michael Unruh, slightly injured, at Rahway. O. Hall, engineman; W. Bradshaw, conductor.

March 30th.—M. Martin, slightly injured, at Newark. J. Huber, engineman; William Ruoff, conductor.

April 6th.—Miss Henrietta Quyoski, slightly injured, at Newark. D. Oxenford, engineman; D. Henshaw, conductor.

May 5th.—William Drake, slightly injured, at Newark. G. W. Bishop, engineman; C. S. Hogan, conductor.

May 6th.—Michael Kane, slightly injured, at Marion. B. Hurst, engineman; C. S. Hogan, conductor.

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May 24th.—Nicholas Taet, slightly injured, at Meadows. J. E. Pope, engineman; G. K. Deahe, conductor.

May 28th.—John Tregear, killed, at Newark. W. B. Gurney, engineman; H. F. Lander, conductor.

May 31st.—J. P. Bornie, slightly injured, at Elizabeth. J. McClain, engineman; C. R. Evans, conductor.

June 2d.—Unknown man, slightly injured, at Harrison. J. Heck, engineman; D. Henshaw, conductor.

June 2d.—J. Finan, slightly injured, at Meadows. W. Crelin, engineman; J. Hargrove, conductor.

June 5th.—W. P. Wilson, slightly injured, at Elizabeth. A. Vandegrift, engineman; William Ruoff, conductor.

June 15th.—William Barry, slightly injured, at Newark. Unknown, engineman; E. H. Elmhirst, conductor.

June 16th.—August Biroytski, slightly injured, at Newark. W. H. Berry, engineman; W. J. Carrick, conductor.

June 27th.—William Slater, severely injured, at Trenton. Charles Cole, engineman; Wesley Vance, conductor.

July 7th.—Andrew Smith (colored), severely injured, at Metuchen. Wilson Seal, engineman; Frank Rolling, conductor.

July 16th.—William St. Vincent, severely injured, at Jersey City. Thomas Daley, engineman; C. C. Van Duzer, conductor.

August 2d.—Benjamin Peterson (colored), slightly injured, at Perth Amboy Junction, Rahway. W. Baldwin, engineman; L. P. Booz, conductor.

August 20th.—William Higgins, slightly injured, at Elizabeth. P. Moffett, engineman; T. Stackhouse, conductor.

September 3d.—Frank B. Monroe (colored), severely injured, at Newark. T. B. Jones, engineman; H. B. Githens, conductor.

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September 4th.—John Clair, severely injured, at Perth Amboy Junction, Rahway. W. B. Gurney, engineman; L. P. Booz, conductor.

September 17th.—William Kelp, severely injured, at Harrison. J. P. Freeman, engineman; Thomas Gallagher, conductor; Thomas Smith, engineman; J. W. Meshrow, conductor.

September 27th.—Henry Sack (boy), fatally injured, at Jersey City. W. H. Gardner, engineman; S. Wright, conductor.

October 2d.—Two unknown men, west of Monmouth Junction. E. Johnson, engineman; F. D. Swain, conductor; E. Cubberly, engineman; H. W. Feaster, conductor.

October 3d.—Harry Margerum, slightly injured, at Lawrence. G. H. Seward, engineman; William Ruoff, conductor.

October 4th.—George A. Kimball, severely injured, at South Trenton. J. E. Seery, engineman; W. J. Maxwell, conductor.

October 10th.—Lewis W. Sparks, slightly injured, at Newark. W. G. Weaver, engineman; J. W. Meshrow, conductor.

December 18th.—William Hubbard, severely injured, at New Brunswick. A. Vandegrift, engineman; W. F. Jones, conductor.

Persons found killed or injured, lying alongside of the track, supposed to have been struck by passing trains or by attempting to jump on or off moving trains. Circumstances, what train and what conductor and engineman, unknown.

May 10th.—Peter Fee, found dead, at Perth Amboy.

June 13th.—Unknown man, found dead, west of Princeton Junction.

July 8th.—Unknown man, found dead, west of Waverly.

July 9th.—James Carvey, found dead, at New Brunswick.

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August 13th.—Unknown man, found dead, at Linden.

August 25th.—George Pfeiffer, severely injured.

August 25th.—C. Brown, slightly injured, at Meadows.

August 25th.—C. Seaton (colored), found dead, at Meadows.

August 30th.—E. Cohen, fatally injured, at Mile Run yard, New Brunswick.

August 30th.—L. Greenburg, severely injured, at Mile Run yard, New Brunswick.

September 4th.—Patrick H. Gartland, severely injured, at Newark.

September 14th.—Unknown man, found dead, at Stelton.

September 27th.—Unknown man, fatally injured, west of New Jersey Junction, Jersey City.

September 30th.—August Wilks or Gustave Boehlke, fatally injured, at Harrison.

October 1st.—William Eberly, fatally injured, at Harrison.

October 4th.—Unknown man, found dead, at East Brunswick.

October 31st.—John Murphy, severely injured, at Newark.

November 8th.—Joseph Wilson, found dead, at Perth Amboy Junction, Rahway.

November 26th.—Diana Robinson (colored), found dead, east of Lawrence.

November 27th.—Joseph Abbott, severely injured, at Trenton.

November 29th.—Unknown man, found dead, at Jersey City.

December 10th.—John Fogarty, fatally injured, at Waverly.

December 27th.—Cyrus Flattery, fatally injured, at Millham Junction.

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Persons killed or injured by moving trains while crossing the track.

January 12th.—Cyrus Harrison (colored), severely injured, at Newark. J. H. Mason, engineman; L. Carley, conductor.

January 18th.—John Perkins, killed, at Newark. G. H. Seward, enginemon; William Gee, conductor.

January 30th.—Kate Hollahan, killed, at New Brunswick. J. W. Maloney, engineman; W. F. Jones, conductor.

February 23d.—William E. West, slightly injured, at Newark. J. Huber, engineman; William Ruoff, conductor.

February 24th.—Robert L. Ross (colored), severely injured, at Jersey City. J. K. Niece, engineman; E. C. Cline, conductor.

April 4th.—William Patton (colored), severely injured, at Newark. D. W. Kerr, engineman; D. T. Wright, conductor.

April 22d.—William Bleicher, severely injured, at Jersey City. W. H. Gardner, engineman; J. Fitzgerald, conductor.

April 28th.—Jacob Kallenbach, severely injured, at Newark. J. Norton, engineman; J. F. Arnold, conductor.

May 3d.—Albert Taylor, fatally injured, at Houtenville. W. H. Lawall, engineman; H. B. Githens, conductor.

May 11th.—Thomas Dailey, slightly injured, at Newark. J. Vanarsdale, engineman; B. F. Wilson, conductor.

May 21st.—Frank Davey, killed, at Meadows. A. Chapman, engineman; R. McDonald, conductor.

June 1st.—William Fergus, killed, at Newark. George Headden, engineman; W. H. Merritt, conductor.

June 21st.—Augustus Bender, slightly injured, at Newark. I. Van Pelt, engineman; Thomas Gallagher, conductor.

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July 4th.—Christopher Anderson and Frederick Metzinger, killed, at Woodbridge. W. G. Weaver, engineman; J. W. Meshrow, conductor.

July 5th.—Patrick Hanlon, slightly injured, at Jersey City. C. W. Williams, engineman; F. Rosenbower, conductor.

July 9th.—Philip Duffy, fatally injured, at Newark. J. E. Seery, engineman; J. Beach, conductor.

July 12th.—Adam Pallidino, slightly injured, at Newark. T. Smith, engineman; J. W. Meshrow, conductor.

July 20th.—Fritz Volz, slightly injured, at Newark. W. H. Lawall, engineman; George Daniels, conductor.

July 26th.—Miss Mary Riley, severely injured, at Jersey City. —— Bartow, engineman; —— Wright, conductor.

July 27th.—Spencer Higgins, killed, at Deans. D. W. Kerr, engineman; W. W. Hawke, conductor.

August 9th.—Alfred Pettit, fatally injured, at Newark. F. Roberts, engineman; F. Amerman, conductor.

August 27th.—John Fallon, slightly injured, at Newark. D. Sheldon, engineman; J. K. Bready, conductor.

September 17th.—John Firth and Simon Firth, killed, at Rahway. Joseph Few, engineman; J. K. Bready, conductor.

October 18th.—Thomas McDonald, fatally injured, at Newark. W. G. Weaver, engineman; L. P. Booz, conductor.

October 18th.—Henry Knowles, fatally injured, at Jersey City. H. Cochran, engineman; P. Monahan, conductor.

October 20th.—Fred. Fifer (boy), slightly injured, at Newark. I. Van Pelt, engineman; O. A. Swenson, conductor.

October 23d.—John Boyle, severely injured, at Newark. D. Green, engineman; E. H. Ashmore, conductor.

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October 31st.—Mrs. Annie Biddle, killed, at Jersey City. B. Hurst, engineman; C. Campbell, conductor.

November 3d.—Frederick Rapp, severely injured, at Jersey City. Haines L. Roe, engineman; J. Fitzgerald, conductor.

November 3d.—M. Manter, slightly injured, at Newark. John Ryan, engineman; Charles P. More, conductor.

November 13th.—Mrs. Susan or Julia Maguire, killed, west of New Jersey Junction, Jersey City. J. Killey, engineman; B. F. Wilson, conductor.

November 16th.—William Peters, severely injured, at Newark. B. Rossell, engineman; J. F. Osmond, conductor.

November 27th.—William Mueller, fatally injured, at Newark. I. Van Pelt, engineman; J. R. Cornell, conductor.

December 6th.—Joseph Thompson, killed, at Elizabeth. J. Regan, engineman; E. C. Cline, conductor.

December 8th.—Eli James (colored), killed, at New Brunswick. D. C. Brown, engineman; W. White, conductor.

December 18th.—Emley R. Snook, fatally injured, at Princeton Junction. A. Henicker, engineman; H. W. Feaster, conductor.

Persons other than employes, killed or injured in other ways than above stated.

January 7th.—Joseph N. Richardson, slightly injured by collision of a train with a light engine at Jersey City. I. Van Pelt, engineman; Thomas Gallagher, conductor; W. B. Gurney, engineman.

January 9th.—August Yanicke (boy), fatally injured while stealing coal from a moving train at the Meadows. W. H. Holland, engineman; L. Carley, conductor.

January 14th.—William Martin, left foot severely injured by stealing a ride on a freight train at Elizabeth. Unknown, engineman; unknown, conductor.

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January 17th.—Mrs. M. W. Perrine, slightly injured by collision of a train with a light engine at Jersey City. F. Blakesley, engineman; B. F. Wilson, conductor.

February 6th.—Mrs. Edward Ridley, slightly injured by falling in a car near Menlo Park. F. Blakesley, engineman; E. L. Titus, conductor.

February 21st.—Mrs. Last, slightly injured by glass from broken car window, near Marion. William H. Peters, engineman; W. J. Carrick, conductor.

March 4th.—M. Heght, slightly injured by glass from a broken car window at Monmouth Junction. D. W. Kerr, engineman; F. Farber, conductor.

March 8th.—E. M. Grumley, slightly injured by glass from a broken car window, between Elizabeth and Linden. P. Moffett, engineman; J. F. Burrage, conductor.

March 9th.—John Cuddy, severely injured by stealing a ride on a train at New Brunswick. W. Furman, engineman; E. C. Cline, conductor.

March 9th.—Frederick Blanke, fingers injured by a car door closing on his hand at Linden. George H. Seward, engineman; A. V. Bergen, conductor.

March 13th.—Thomas F. Whelan, fatally injured by stealing a ride on an engine at Jersey City. W. H. Peabody, engineman.

March 21st.—J. P. Garrity, struck by the engine and slightly injured while attempting to get a lantern from in front of a moving train at Iselin. George Gillen, engineman; C. Richter, conductor.

April 2d.—Gottlieb Enghoffer, fatally injured by falling from a train in motion at Newark. William Cook, engineman; S. C. Doland, conductor.

April 9th.—William Claire, E. H. Van Ness and Joseph Hosmer, slightly injured by collision of trains at Jersey City. W. H. Gordon, engineman; George W. Brown, conductor; A. Purt, engineman; C. Sidders, conductor.

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April 9th.—Eliza Conlein, fatally injured while picking coal on the track at Jersey City. A. J. O'Neil, engineman; William Rose, conductor.

April 13th.—Mrs. M. W. Burke, slightly injured by slipping on a car step when alighting from a train at Perth Amboy. T. Smith, engineman; L. P. Booz, conductor.

April 22d.—Miss Cotsley, slightly injured by glass from a broken car window at Jersey City. J. W. Hartman, engineman; J. Beach, conductor.

April 23d.—Mrs. C. Pfieffer, slightly injured by glass from a broken car window at Rahway. P. Moffet, engineman; J. F. Burrage, conductor.

April 26th.—Robert Davis (boy), severely injured by stealing coal from a moving train at Harsimus Cove, Jersey City. L. Bates, engineman; S. Vanderhoef, conductor.

April 28th—James Russell, fatally injured by stealing a ride on a freight train at Jersey City. J. Sullivan, engineman; J. Gordon, conductor.

June 1st.—William Davis (colored), severely injured by stealing a ride on a freight train at Trenton. A. Rodgers, engineman; L. Phillips, conductor.

June 6th.—Mrs. F. T. Lerned and Mrs. C. Kirk, slightly injured by glass from a broken car window at Metuchen. F. Blakesley, engineman; E. L. Titus, conductor.

June 14th.—Herman Duiker, J. Terhune and Adam Links, slightly injured by glass from a broken car window at Jersey City. Thomas Towell, engineman; William Ruoff, conductor.

June 16th.—C. Longstreet, slightly injured by a piece of wood thrown through an open car window at Jersey City. W. H. Peters, engineman; T. J. Thomas, conductor.

June 17th.—John Smith, slightly injured by stealing a ride on freight train at Newark. Wilson Seal, engineman; W. Smith, conductor.

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June 19th.—Nicholas F. Lutz, severely injured by being caught between cars at Harsimus Cove, Jersey City. E. Arnold, engineman; M. McGovern, conductor.

June 29th;—Bernard Bode, fatally injured by falling from a train in motion at Harrison. W. Baldwin, engineman; L. P. Booz, conductor.

July 5th.—Hugh Garrigan (boy) and John White (boy), severely injured by an engine-house blowing down at Mile Run yard, New Brunswick.

July 21st.—Joseph Unger, severely injured by stealing a ride on a freight train at Meadows. A. Hill, engineman; W. D. Garrison, conductor.

July 26th.—John Long, severely injured by stealing a ride on an engine at Shanley's Cut, Jersey City. J. Meegan, engineman.

July 31st—Lawrence Norton, severely injured while lying on track at Harsimus Cove, Jersey City. J. W. Boice, engineman; J. Gerraghty, conductor.

August 1st.—H. S. Manning, slightly injured by glass from a broken car window at Meadows. George Ginglen, engineman; T. Stackhouse, conductor.

August 4th.—Edwin Hobden, killed by stealing a ride on a freight train at Trenton. E. L. Leahy, engineman; E. McAvoy, conductor.

August 8th.—Lewis Martin, severely injured by falling through a bridge while walking on the track at Metuchen.

August 9th.—Mr. Devlin, slightly injured by glass from a broken car window at Newark. W. B. Gurney, engineman; H. F. Lander, conductor.

August 9th.—Joseph McMullen (boy), severely injured by stealing a ride on a freight train at Harsimus Cove, Jersey City. George Gillen, engineman; D. Henderson, conductor.

August 28th.—William Sturrup, slightly injured by glass from a broken car window, near Rahway. W. H. Lawall, engineman; George A. Duke, conductor.

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September 3d.—Frederick Almy, slightly injured by glass from a broken car window at 45th mile post. G. Disbrow, engineman; L. Silance, conductor.

September 11th.—Michael McIntyre, killed by falling from a train in motion, between Franklin Park and Deans. E. W. Killey, engineman; A. N. Ritter, conductor.

September 24th.—W. Wagener, severely injured by falling against and breaking a car window at New Brunswick. J. Killey, engineman; F. Farber, conductor.

September 25th.—Mrs. M. Longyear, slightly injured by glass from a broken car window, west of Waverly. H. Higgins, engineman; E. E. Bossert, conductor.

October 1st.—Mrs. Elizabeth Eaton and Mrs. Bertha Sabosniski, slightly injured by collision of trains at Harrison. G. Skirm, engineman; J. H. Lanning, conductor; C. C. Murray, engineman; F. Cooper, conductor.

October 15th.—Frank Protomann (boy), severely injured by stealing coal from a moving train, west of Marion. J. Fahl, engineman; J. Ebner, conductor.

October 23d.—W. H. Walbaum, fatally injured by falling from a train in motion, between Menlo Park and Metuchen. J. K. Niece, engineman; H. J. Smith, conductor.

November 5th.—Cornelius Jervis, severely injured by falling from the bridge over the Raritan river while walking on the track at New Brunswick.

November 30th.—Mrs. J. Madison Drake, slightly injured by glass from a broken car window at Hackensack river bridge. H. Mahan, engineman; T. J. Denniston, conductor.

December 26th—Mary Sternberger (child), struck and killed by a train while picking coal on the track, west of Marion. William Cook, engineman; W. T. Bailey, conductor.

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December 27th.—Job Perkins, killed by stealing a ride on a freight train, between Menlo Park and Metuchen. E. Reynolds, engineman; E. H. Elmhirst, conductor.

Employes killed or injured while coupling or handling cars at stations.

January 3d.—A. C. Lidell, severe contusion of the hips, at Metuchen. W. A. Woodruff, engineman; A. Lynch, conductor.

January 3d.—Benjamin Schaaf, left foot severely bruised, at Trenton. H. Margerum, engineman; J. Hartshorn, conductor.

January 4th.—Deitrich Rich, right hand severely injured, at Meadows. E. Reynolds, engineman; William Kindred, conductor.

January 5th.—Charles P. More, right hand slightly injured, at Meadows. John Ryan, engineman; Charles P. More, conductor.

January 6th.—William Mahoney, right hand slightly bruised, at Meadows. S. P. Ross, engineman; William Mahoney, conductor.

January 10th.—Howard King, left hand severely bruised, at Rahway. E. E. Teel, engineman; T. C. Dinan, conductor.

January 14th.—Michael King, left hand slightly injured, at Meadows. J. J. Fagan, engineman; W. H. Sayres, conductor.

January 14th.—E. W. Carroll, right hand severely injured, at Jersey City. Unknown, engineman; J. Keenan, conductor.

January 19th.—William O'Brien, severe contusion of chest and abdomen, at Jersey City. J. Decker, engineman; J. Brock, conductor.

January 23d.—Joseph Castian, right hand slightly injured, at Meadows. Thomas Conners, engineman; H. Mackey, conductor.

January 23d.—Daniel F. Kollner, left hand slightly injured, at Jersey City. Unknown, engineman; J. Keenan, conductor.

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January 25th.—Michael Morgan, right hand slightly injured at Harsimus Cove, Jersey City. W. Rolfe, engineman; P. Burke, conductor.

January 28th.—Charles F. Leonard, fracture of left leg, at Newark. J. Norton, engineman; J. F. Osmond, conductor.

January 29th.—William Heddrick, right hand severely injured, at Marion. Thomas Conners, engineman; F. Kelley, conductor.

January 31st.—Robert Dingley, severe contusion of the back and hips, at Harsimus Cove, Jersey City. E. Johnson, engineman; William Kindred, conductor.

February 1st.—James J. Flanagan, severe strain of back at Rahway. F. Roberts, engineman; F. Amerman, conductor.

February 3d.—William F. Taylor, right arm severely bruised, at Elizabeth. E. S. Norton, engineman; C. H. Morris, conductor.

February 3d.—William R. Stout, severe contusion of hand at Jersey City. A. Chapman, engineman; A. Mitchell, conductor.

February 4th.—William B. Fitzer, right leg and thigh slightly injured at Jersey City. J. M. Slater, engineman; C. Wolmsdorf, conductor.

February 6th.—H. Brockman, left leg sprained at Jersey City. J. Decker, engineman; J. Brock, conductor.

February 12th.—Hugh Reynolds, fracture of the clavicle at Harsimus Cove, Jersey City. James Donnelly, engineman; William Conners, conductor.

February 14th. Joseph P. Wade, wrist sprained at Jersey City. A. Bennett, engineman; William Rose, conductor.

February 15th.—Peter Costello, slight contusion of the hips at Harsimus Cove, Jersey City. George Labarr, engineman; W. Conklin, conductor.

February 16th.—E. B. Keech, slight contusion of left hand at Jersey City. J. H. Farmer, engineman; William Rose, conductor.

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February 17th.—Conrad Meyer, severe contusion of left wrist at Harsimus Cove, Jersey City. J. Toms, engineman; J. P. Delaney, conductor.

February 18th.—Edward F. Lynch, right hand severely injured at Metuchen. L. D. Morrison, engineman; W. P. Lawrence, conductor.

February 18th.—E. L. Dean, severe contusion of right leg at Monmouth Junction. G. H. Quigley, engineman; J. Smith, conductor.

February 23d.—Denny Deeley, slightly squeezed at Meadows. W. Hyland, engineman; Elias Booth, conductor.

February 25th.—Peter Costello, killed at Harsimus Cove, Jersey City. F. Burke, engineman; W. Conklin, conductor.

February 28th.—Francis Lee, forehead severely injured at Jersey City. L. Bates, engineman; S. Vanderhoef, conductor.

February 29th.—William McKeon, severe contusion of left hand at Meadows. J. W. Monroe, engineman; H. Mackey, conductor.

February 29th.—W. R. Corson, right hand slightly injured at Millham Junction. G. Parks, engineman; H. Graham, conductor.

March 1st.—Benjamin Boyle, hand slightly injured at Jersey City. L. Bates, engineman; D. O'Connell, conductor.

March 4th.—A. E. Boucher, knee slightly injured at Jersey City. W. Hegel, engineman; J. Daly, conductor.

March 7th.—John Giesler, left thumb severely injured at Meadows. E. Johnson, engineman; William Kindred, conductor.

March 8th.—John F. Conway, right hand severely injured at Jersey City. L. Bates, engineman; S. Vanderhoef, conductor.

March 10th.—Frank Maxwell, slight contusion of abdomen, at Waverly. W. Roberts, engineman; F. Amerman, conductor.

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March 24th.—Frank Croughan, right hand slightly injured at Harsimus Cove, Jersey City. W. Wood, engineman; L. E. Fredericks, conductor.

March 25th—Joseph McLaughlin, slight contusion of left elbow, at Jersey City. G. H. West, engineman; J. Fitzgerald, conductor.

March 27th.—A. L. Van Riper, right hip slightly bruised, at Newark. B. Rossell, engineman; J. F. Osmond, conductor.

March 30th.—B. E. Reese, slightly injured at Jersey City. A. J. O'Neil, engineman; J. Keenan, conductor.

April 2d—E. F. Gill, sprain of left elbow at Jersey City. J. H. Mason, engineman; W. Marvin, conductor.

April 4th.—James Manion, left hand severely injured at Metuchen. G. L. Hetzel, engineman; James Sheen, conductor.

April 7th.—J. F. Smith, severe contusion of hip and back at Jersey City. J. Sullivan, engineman; J. Gordon, conductor.

April 19th.—Abraham Buckelew, right foot severely bruised at East Millstone. S. Barr, engineman; M. Van Nostrand, conductor.

April 25th.—William Brennan, severe contusion of left hand at Jersey City. A. J. O'Neil, engineman; William Rose, conductor.

April 26th.—Ira W. Frazee, right hand slightly bruised at Jersey City. F. Malsbury, engineman; James A. Broady, conductor.

April 26th.—Charles Huncke, slight contusion of right side, at Meadows. W. H. Vandewater, engineman; Charles Huncke, conductor.

April 27th.—T. S. Cassin, head and left knee slightly injured, at Meadows. G. Gillen, Jr., engineman; C. Richter, conductor.

April 28th.—Charles Munger, fatally injured, at Jersey City. J. Decker, engineman; unknown, conductor.

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April 30th.—Manus McBride, right hand severely injured, at Barracks, Trenton. T. J. Mendenhall, engineman; George Arnet, conductor.

May 1st.—William Rose, killed, at Jersey City. Unknown, engineman; unknown, conductor.

May 5th.—Morris E. Carter, severe contusion of right hand, at Millham Junction. Samuel Booz, engineman; C. Peterman, conductor.

May 10th.—H. H. Clayton, left foot sprained, at Jersey City. J. Decker, engineman; J. Leavey, conductor.

May 11th.—Henry Walton, leg slightly bruised, at Newark. B. Rossell, engineman; J. F. Osmond, conductor.

May 11th.—Joseph Hayden, right arm severely bruised at Jersey City. J. W. Fredericks, engineman; W. Evans, conductor.

May 15th.—John Hart, severe contusion of right hand at Meadows. F. Howard, engineman; H. Poland, conductor.

May 17th.—Daniel C. Evans, severe contusion of thumb at Newark. W. A. F. Smith, engineman; Samuel Vogan, conductor.

May 18th.—Frank Scudder, right arm severely bruised at Monmouth Junction. J. A. Van Nuys, engineman; W. B. Fenton, conductor.

May 19th.—James W. Durnan, severe contusion of right hand at Harsimus Cove, Jersey City. G. Morrison, engineman; J. D. Dayton, conductor.

May 24th.—Charles Robinson, slight contusion of left thumb at Harsimus Cove, Jersey City. W. Johnson, engineman; Charles Robinson, conductor.

June 13th.—Joseph Giesler, both legs crushed at Millham Junction. B. F. Keffer, engineman; E. Harrison, conductor.

June 20th.—Michael Powers, slight contusion of right hand at Jersey City. P. Metz, engineman; C. Slover, conductor.

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July 1st.—Conrad Meyer, slight contusion of left thumb at Harsimus Cove, Jersey City. J. W. Boice, engineman; Joseph Garraghty, conductor.

July 1st.—John Fitzgerald, severe contusion of the whole body at Meadows. W. H. Gardner, engineman; John Fitzgerald, conductor.

July 7th.—William Morris, severe contusion of right hand at Jersey City. C. Taylor, engineman; William White, conductor.

July 9th.—George Haley, slight contusion of face at Harsimus Cove, Jersey City. Joseph Toms, engineman; Lewis Noon, conductor.

July 11th.—Asa Cadmus, right hip and arm severely bruised at Lawrence. Thomas Cadell, engineman; C. L. Dougherty, conductor.

July 14th.—D. A. Conway, severe contusion of left hand at Waverly. G. Gillen, Jr., engineman; C. Richter, conductor.

July 18th.—J. Schofield, foot severely bruised at Harsimus Cove, Jersey City. W. Giess, engineman; J. D. Johnson, conductor.

July 20th.—Charles P. More, thumb nail torn off at Newark. John Ryan, engineman; J. W. Chandler, conductor.

July 23d.—John W. Marbacker, fatally injured at Harsimus Cove, Jersey City. F. Burke, engineman; Charles Plunkett, conductor.

July 24th.—Martin Harris, slight contusion of right hand at Jersey City, J. W. Fredericks, engineman; William Conklin, conductor.

July 25th.—J. J. Leahy, right hand slightly bruised at Jersey City. W. Hegel, engineman; J. H. Dibler, conductor.

July 27th.—John Giesler, contusion of left thumb at Meadows. W. Hyland, engineman; Elias Booth, conductor.

July 27th.—S. S. Worts, slight contusion of right hand at Jersey City. —— ——, engineman; E. G. Morris, conductor.

August 3d.—A. M. Palmatory, ankle sprained at South Elizabeth. C. Cozzens, engineman; J. W. Colwell, conductor.

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August 4th.—J. J. Leahy, hip sprained at Jersey City. —— ——, engineman; T. Reynolds, conductor.

August 6th.—Fred. W. Clarkson, right hand slightly injured at Knead's Cut, Jersey City. C. Traphagen, engineman; William White, conductor.

August 7th.—Robert W. Yarnall, right arm crushed at Trenton. H. E. Stubbs, engineman; H. Stewart, conductor.

August 8th.—H. H. Clayton, slight contusion of arm and chest at Jersey City. L. Bates, engineman; S. Vanderhoef, conductor.

August 19th.—J. J. Murray, left hand slightly bruised at Jersey City. J. Decker, engineman; J. Leavey, conductor.

August 24th.—F. Johnson, slight contusion of hand at Jersey City. L. Teel, engineman; G. S. Royer, conductor.

August 24th.—W. Townley, hand slightly bruised at Elizabeth. E. S. Norton, engineman; C. H. Morris, conductor.

August 26th.—Arthur J. Buchanan, left hand slightly injured at Harsimus Cove, Jersey City. E. Reynolds, engineman; Robert Willis, conductor.

September 6th.—John A. Hartman, slightly squeezed at Meadows. W. Williams, engineman; W. Kraatz, conductor.

September 8th.—John P. Byrnes, fracture of the clavicle at Harsimus Cove, Jersey City. Thomas O'Conner, engineman; William Conklin, conductor.

September 8th.—Henry Orner, finger nail pulled off at Waverly. S. Simpson, engineman; R. W. Atkinson, conductor.

September 10th.—Henry Suffern, body and left leg slightly bruised at Harsimus Cove, Jersey City. W. H. Holland, engineman; William Conners, conductor.

September 12th.—Lawrence J. Farrell, second finger of right hand crushed at Harsimus Cove, Jersey City. George Labarr, engineman; Thomas Kane, conductor.

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September 12th.—Anson D. Stonaker, middle finger of left hand crushed at Millham Junction. C. W. Plant, engineman; John Langan, conductor.

September 17th.—A. W. Vandegrift, slight contusion of shoulder at Newark. W. H. Peabody, Jr., engineman; James Lawney, conductor.

September 18th.—John Leamey, contusion of thumb at Harsimus Cove, Jersey City. Thomas Conner, engineman; John Leamey, conductor.

September 20th.—Clarence W. Mitchell, killed, Frank Lynch and H. W. Chichester, slightly injured at Harsimus Cove, Jersey City. Joseph Toms, engineman; M. C. Scanlan, conductor; J. W. Boice, engineman; Joseph Garraghty, conductor.

September 21st.—John Myers, contusion of right shoulder at Jersey City. J. Sullivan, engineman; J. F. Smith, conductor.

September 26th.—C. Cadmus, fracture of left arm at Jersey City. J. H. Mason, engineman; J. Brock, conductor.

September 28th.—Martin C. Scanlan, second finger of right hand crushed at Harsimus Cove, Jersey City. Joseph Toms, engineman; E. Reynolds, conductor.

September 29th.—Stephen Ferretti, contusion of right arm and side at Meadows. J. W. Monroe, engineman; Frank Kelly, conductor.

October 3d.—Christopher Niehaus, severe contusion of both feet and ankles at Harsimus Cove, Jersey City. Joseph Toms, engineman; M. C. Scanlan, conductor.

October 3d.—Henry H. Bean, severe contusion of hip and back at Jersey City. C. O. French, engineman; J. P. Brock, conductor.

October 6th.—Charles Robbins, killed at Newark. J. Norton, engineman; J. F. Arnold, conductor.

October 7th.—James Grammer, contusion of left hand at Meadows. Joseph Meegan, engineman; J. F. McManus, conductor.

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October 8th.—Frederick Graham, contusion of left arm at Harrison. J. Sweeney, engineman; J. Stramp, conductor.

October 8th.—J. F. Smith, fatally injured at Jersey City. J. Sullivan, engineman; J. Brennan, conductor.

October 13th.—Michael McGarvey, fracture of right leg at Waverly. John Carmody, engineman; J. D. Dyer, conductor.

October 13th.—D. Gerstnecker, slightly squeezed at Waverly. J. Van Nuys, engineman; W. B. Fenton, conductor.

October 14th.—John Peterson, right hand slightly injured at Harsimus Cove, Jersey City. B. C. Brown, engineman; John Peterson, conductor.

October 15th.—James Griffin, ankle sprained at Newark. George Gillen, engineman; Wm. Kindred, conductor.

October 16th.—William Miller, arm dislocated at Newark. John Ryan, engineman; J. Stevens, conductor.

October 18th.—Philip Stickle, contusion of head and face at Harsimus Cove, Jersey City. D. C. Brown, engineman; Jos. Garraghty, conductor.

October 24th.—Patrick Burke, slight contusion of head and shoulder at Harsimus Cove, Jersey City. W. Rolf, engineman; Patrick Burke, conductor.

October 26th.—D. Ryan, contusion of hand at Waverly. G. Auchter, engineman; G. B. Morris, conductor.

October 30th.—William Van Buskirk, right thigh dislocated at Marion. W. Highland, engineman; S. Lynn, conductor.

November 2d.—Charles F. Leonard, right foot crushed at Newark. B. Rossell, engineman; J. F. Osmond, conductor.

November 9th.—J. F. Madden, ankle sprained at Jersey City. J. Bender, engineman; W. B. Roberts, conductor.

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November 11th.—John J. Kirwin, right thumb crushed at Harsimus Cove, Jersey City. W. H. La Wall, engineman; M. McGovern, conductor.

November 23d.—Charles L. Hunter, fracture of right thigh at Trenton. M. Reilly, engineman; John Fellona, conductor.

November 23d.—William Johnson, left hand crushed at Harsimus Cove, Jersey City. Jos. Toms, engineman; Charles Reynolds, conductor.

November 25th.—Andrew Maphet, scalp wound and laceration of face at Lawrence. T. H. Cadell, engineman; C. L. Dougherty, conductor.

November 26th.—Robert Davis, fracture of both clavicles at Jersey City. G. H. West, engineman; M. Cannon, conductor.

November 28th.—William D. Murdock, fracture of the fibula at Jersey City. J. H. Mason, engineman; F. W. Forrey, conductor.

November 30th.—Silas Williamson, fracture of the right clavicle at Meadows. J. Meaney, engineman; W. J. Mahoney, conductor.

December 4th.—Samuel Lynn, fracture of right leg at Meadows. W. Hyland, engineman; Samuel Lynn, conductor.

December 13th.—S. S. Worts, right hand slightly injured at Waverly. J. Herbert, engineman; B. Jones, conductor.

December 19th.—Philip Schell, contusion of left arm at Jersey City. D. Sheldon, engineman; P. Burke, conductor.

December 19th.—John Mahan, right hand slightly injured at Harsimus Cove, Jersey City. D. Sheldon, engineman; P. Burke, conductor.

December 19th.—John P. Lyons, severe contusion of right elbow at Harsimus Cove, Jersey City. J. McGrady, engineman; Thomas McVey, conductor.

December 21st.—William Brennan, ankle sprained at Jersey City. J. W. Fredericks, engineman; E. F. Lynch, conductor.

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December 22d.—William Thompson, fracture of left arm at Meadows. E. Johnson, engineman; G. Malkeson, conductor.

December 23d.—Thomas Connors, contusion of left foot and right knee at Jersey City. J. Sullivan, engineman; J. Brennan, conductor.

December 23d.—Thomas Coyne, left hand slightly injured at Meadows. D. Mahoney, engineman; F. Kelly, conductor.

December 24th.—Thos. Fleming, fracture of left arm at Meadows. G. Auchter, engineman; J. Castian, conductor.

Employes killed or injured by accident as stated.

January 6th.—William Landshof, hips severely bruised by falling while carrying a piece of timber at Meadow shops.

January 7th.—Thomas Blake, right wrist sprained by falling against a coal-box of a passenger car at Jersey City.

January 8th.—Frederick Sprock, side severely bruised by falling against a propeller blade at Jersey City.

January 8th.—William T. Powell, severely injured by collision of freight trains near Millham Junction. A. Lott, engineman; W. T. Powell, conductor; W. H. Wood, engineman; Frank Rolling, conductor.

January 11th.—William McPherson, struck and killed while crossing the tracks at Meadows. J. H. Warren, engineman; C. S. Hogan, conductor.

January 11th.—Gustaf Lind, arm severely bruised by falling against the handle of a winch, on a barge at Jersey City.

January 14th.—R. R. Baird, leg slightly injured by falling from a moving train at Iselin. J. M. Bickel, engineman; George Arnet, conductor.

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January 20th.—John Donnell, struck and killed while patrolling track at Millham Junction. F. Blakesley, engineman; B. F. Wilson, conductor.

January 21st.—Fred. Jacobs, head and leg slightly injured by falling overboard from a barge at Harsimus Cove, Jersey City.

January 21st.—Andrew Timmans, foot slightly bruised by striking a bar of iron lying on deck of float at Jersey City.

January 22d.—William McCredie, struck by the handle of float-bridge toggle and slightly injured at Harsimus Cove, Jersey City.

January 25th.—George Butcher, leg slightly bruised while assisting to bridge a float at Harsimus Cove, Jersey City.

January 28th.—Joseph Brockhurst, right hand severely injured by a car door closing on it at Jersey City.

January 29th.—James Culnen, back and hip slightly injured by slipping and falling on the ice at Jersey City.

January 30th.—John May, fracture of left leg by a piece of coal falling from the engine of a passing train at Meadows. G. H. Seward, engineman; W. W. Branson, conductor.

February 1st.—Michael Coolihan, caught between cars and fatally injured at Harsimus Cove, Jersey City. Haines L. Roe, engineman; Joseph Garraghty, conductor.

February 1st.—William Dross, right foot severely bruised by a block of wood falling on it at Meadow shops.

February 6th.—John Grim, eyes slightly injured by the explosion of a track torpedo at Jersey City.

February 6th.—John Slatterly, right hand slightly injured while assisting to repair interlocking at Shanley's cut, Jersey City.

February 9th.—Michael Duffey, forehead slightly cut by falling in fire-hose flume under tracks at Newark.

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February 15th.—Charles Saunders, slightly injured by stepping from the bridge to a float, before the float was made fast, at Jersey City.

February 17th.—William Oberst, found dead, supposed to have been struck and killed by a train, west of Monmouth Junction.

February 22d.—Patrick McNamara, run over and fatally injured by cars being drilled at Meadows. S. P. Ross, engineman; John F. Lyons, conductor.

February 22d.—Thomas J. Thomas, right arm fractured by falling from a train in motion at Perth Amboy. W. Baldwin, engineman; L. P. Booz, conductor.

February 24th.—F. Shawda, left hand caught in hydraulic lift of drawbridge and severely injured at Newark.

February 27th.—John Urban, right leg and foot severely injured while handling car wheels at Meadow shops.

February 27th.—James Owens, fatally injured by falling from scaffold at Meadow shops.

March 2d.—J. A. Hanna, slight scalp wound by striking standpipe at Mile Run yard, New Brunswick. L. E. Ganong, engineman; George Huncke, conductor.

March 2d.—Frederick Ayers, right side severely bruised by falling from a car at Waverly.

March 3d.—John Frank, hip sprained while loading freight at Metuchen. S. Barr, engineman; G. H. Williams, conductor.

March 3d.—William Zimpleman, hip bruised by falling through coal hatch on a tug at Hoboken shops.

March 13th.—J. Mullins and E. Malin, severely injured by an engine jumping the track at Jersey City. W. H. Peabody, engineman.

March 14th.—Samuel Zanes, slight scalp wound by falling into turn-table pit at engine-house, Jersey City.

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March 15th.—Frank G. Sorter, right thumb severely cut by glass from a broken battery jar at Jersey City.

March 15th.—Michael Curran, third toe of left foot crushed by a coal car at coal wharf, Meadows.

March 17th.—Henry Gascon, slight abrasion of the face by falling on the ice at Harsimus Cove, Jersey City.

March 19th.—Ed. Ford, right hand caught in the bearing of the engine of tug "Pennsylvania" and severely injured at Jersey City.

March 22d.—D. S. Pangborn, left hand slightly injured by a jack slipping from under journal box of a car at Jersey City.

March 24th.—James rahan, struck and killed by a train while patrolling tracks at Rahway. J. A. Willets, engineman; George A. Duke, conductor.

March 27th.—Alfred Hyde, left thumb struck by a hammer and fractured at Meadow shops.

March 28th.—David Myles, right thumb severely injured while cutting iron plates with power shears at Meadow shops.

March 28th.—Anthony Foreman, right arm severely injured by a track torpedo exploding at Harrison.

March 29th.—John Keller, right hand severely injured while making a cross-beam at Meadow shops.

April 1st.—George Lloyd, fatally injured by falling from a train in motion at Rahway. E. Whelan, engineman; F. Thompson, conductor.

April 3d.—William McCluer, severe contusion of head and right knee by striking overhead bridge at Trenton. G. W. McCluer, engineman; E. Lynch, conductor.

April 3d.—William Lyons, slight contusion of the nose by a piece breaking off the hammer while making a rivet at Metuchen.

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April 5th.—John Hopperman, foot severely injured while assisting to unload switch timber from a car at Jersey City.

April 6th.—John Lyons, severe scalp wound while prying engine of tug off center at Jersey City.

April 9th.—Thomas Donnelly, drowned by falling into the river while repairing gas-pipe at Hackensack river bridge.

April 9th.—C. W. Kendig, Samuel Craig and R. A. Goulding, slightly injured by collision of trains at Jersey City. W. H. Gordon, engineman; G. W. Brown, conductor; A. H. Purt, engineman; C. Sidders, conductor.

April 11th.—John Glendon, struck and killed by a train while patrolling tracks at Jersey City. B. Hurst, engineman; Charles Campbell, conductor.

April 12th.—James Gibney, struck and slightly injured while patrolling tracks at Harsimus Cove, Jersey City. F. Overbaugh, engineman; John Boyle, conductor.

April 16th.—Patrick Leonard, left foot bruised by the smoke-box front of an engine falling on it at Meadow shops.

April 16th.—James Daley, severe laceration of left thumb by a lump of coal falling on his hand between Monmouth Junction and Trenton. W. G. Watson, engineman; T. J. Curll, conductor.

April 21st.—George Watson, contusion of lip by a cutting tool rebounding from the anvil at Meadow shops.

April 24th.—George W. Morris, leg caught in a turn of a line on a tug and slightly injured at Jersey City.

April 30th.—August Meyer, right hand slightly injured while handling baggage at Jersey City.

May 2d.—John P. Vreeland, head and face slightly scalded by escaping steam from an engine at Meadow shops.

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May 4th.—William Fitzgerald, right foot severely bruised while handling car wheels at Meadow shops.

May 5th.—Albert Roller, arm slightly injured by glass from a broken window of an engine cab at Harsimus Cove, Jersey City.

May 7th.—Cornelius Vreeland, right foot severely bruised by a dome base of an engine falling on him at Meadow shops.

May 7th.—George C. Coe, struck by a train and severely injured while running along the track at New Brunswick. S. Pine, engineman; B. F. Wilson, conductor.

May 7th.—John Nargarre, slight contusion of left thigh by falling on a pick at Jersey City.

May 8th.—Charles Brady, left hand slightly injured while assisting at the furnace with a forging at Meadow shops.

May 10th.—Harry Reynolds, killed by striking overhead bridge at Millham Junction. E. W. Gwinnell, engineman; J. R. Skimmons, conductor.

May 10th.—Thomas Boyle, killed by a train while patrolling tracks near North Elizabeth. Joseph Few, engineman; W. H. Merritt, conductor.

May 11th.—Americus V. Rodgers, contusion of face by falling from a train at Meadows. W. H. Wood, engineman; J. Langan, conductor.

May 19th.—William Breece, fracture of arm by a piece of stone ballast flying from under a train west of Monmouth Junction. C. N. Devinney, engineman; J. Beach, conductor.

May 21st.—Emile Anthony, right ankle sprained by jumping off an engine at Meadow shops.

May 23d.—Charles H. Monsees, right hand severely bruised while working at a steam trip hammer at Hoboken shops.

May 24th.—Patrick Higgins, slight wound of left cheek by a spiking hammer while spacing ties at Trenton.

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May 28th.—Jacob Sulzman, left leg severely bruised while handling car wheels at Meadow shops.

May 28th.—Henry Van Horn, severe scalp wound by head coming in contact with arm of mail crane at Lawrence. G. H. Claflin, engineman; A. F. Waters, conductor.

May 30th.—Thomas Miley, struck and killed by a train while crossing the tracks at Jersey City. J. Sullivan, engineman; J. Gordon, conductor.

May 31st.—John Shal, struck by an engine and severely injured at Jersey City. Thomas Daly, engineman.

May 31st.—John Plunkitt, foot severely injured by an iron bar falling on it at Newark.

June 2d.—Joseph Wieland, left eye severely injured while turning a car wheel at Meadow shops.

June 7th.—Gustave Jacobson, severe contusion of right arm and side by falling from a cross-beam of a float bridge at Harsimus Cove, Jersey City.

June 9th.—Frank A. Lammerding, right eye severely injured while turning a car wheel at Meadow shops.

June 10th.—Michael Kane, severe scalp wound by a float bridge chain falling on him at Harsimus Cove, Jersey City.

June 11th.—John Kenny, slight contusion of left leg by a track torpedo exploding at Meadow shops.

June 12th.—Otto Week, left ankle sprained by stepping on a lathe tool at Meadow shops.

June 16th.—Charles E. Roy, ankle sprained while assisting to dock a float at Harsimus Cove, Jersey City.

June 16th.—James H. Porter, head caught in draw of bridge and killed at Hackensack river bridge.

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June 16th.—Michael Szczesney, right foot severely bruised by a wrecking pry falling on it at Meadows.

June 18th.—John Simrod, severe contusion of head and back by falling from an elevated track to the floor of coal wharf at Meadows.

June 20th.—Peter Iverson, leg sprained by jumping from one barge to another at Harsimus Cove, Jersey City.

June 21st.—Stives Nelson, foot severely bruised while assisting to unload freight from a barge at Harsimus Cove, Jersey City.

June 29th.—Henry Maurities, right thumb slightly injured while assisting to handle baggage at Jersey City.

July 2d.—Andrew Moran, right foot severely injured while assisting to load switch timber on a car at East Brunswick.

July 2d—John W. Ellam, hand severely injured by coming in contact with a cross-cut saw at Meadow shops.

July 2d.—Marion Brown, colored, severe wound of forehead by attempting to get on a train in motion at Jersey City. C. N. Devinney, engineman; J. N. Bartolette, conductor.

July 2d.—Lawrence Zernholm, left hand injured by a wrench slipping off a nut at Harsimus Cove, Jersey City.

July 3d.—John Nicholson, severe contusion of back and side by falling from a wrecking car at Harsimus Cove, Jersey City.

July 5th.—James Barry, left shoulder and right ankle severely bruised by an engine-house blowing down at Mile Run yard, New Brunswick.

July 10th.—John Fitzgerald, left hand slightly injured while handling cross-ties at Harsimus Cove, Jersey City.

July 11th.—Frank Peterson, right foot injured by a hatch cover of float at Harsimns Cove, Jersey City.

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July 12th.—Fred. Leppard, right knee slightly injured by falling into man-hole of a sewer at Jersey City.

July 13th.—James McManus, scalp wound by a wrench falling from a scaffold at Hoboken shops.

July 16th.—Martin Keenan, found dead, supposed to have been struck by a train while walking on the track at New Jersey Junction, Jersey City.

July 17th.—John Millikey, left hand slightly injured by the bar slipping, when drawing a spike at Jersey City.

July 17th.—Thomas Lynch, fatally injured by a train while patrolling tracks at Deans. A. Robb, engineman; Frank Rolling, conductor.

July 17th.—Thomas Augney, left arm slightly injured while breaking coal at engine-house at Jersey City.

July 19th.—Thomas Reid, right hand caught between iron plates and severely injured at Hoboken shops.

July 20th.—Bridget O'Hearn, struck by an engine and killed while crossing tracks at Jersey City. John Rooney, engineman.

July 20th.—Dominic Davis, left leg severely bruised while assisting to put in switch timber at Plainsboro.

July 21st.—Patrick Reynolds, struck under the chin by an iron bar and severely injured at Jersey City.

July 21st.—Frank A. Lammerding, head and neck slightly bruised by falling at Meadow shops.

July 27th.—A. J. Baumbush, struck by a shackle thrown from a wrecking car, severely injuring left thigh, at Jersey City.

July 28th.—Jonathan Rose, left hand slightly injured while removing an eccentric from an engine at Meadow shops.

July 30th.—Patrick Bolger, nose slightly injured while repairing a car at Harsimus Cove, Jersey City.

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July 31st.—Thomas Howley, left foot slightly injured while assisting to handle a piece of timber at Waverly.

August 2d.—A. Calder, right side severely bruised by falling into hatchway of a float at Hoboken.

August 4th.—Andrew Meslock, claimed to have had his shoulder broken by being struck by a freight train near Princeton Junction.

August 7th.—James Lennon, caught between a baggage crate and a wagon, fracturing left clavicle, at Jersey City.

August 7th.—Adam Schultz, slight wound of cheek while tamping stone under the cross ties at Menlo Park.

August 8th.—Thomas J. Mulligan, overcome by the heat while cleaning ash pan of an engine at Monmouth Junction. R. Costigan, engineman; J. Langan, conductor.

August 9th.—John Smith, caught between a car and stanchion on the steamer "Maryland," severely injuring both hips, at Jersey City.

August 10th.—Edward Brady, little finger of right hand slightly injured while grinding a chisel at Meadow shops.

August 10th.—J. Frank Sayre, little finger slightly injured while shoveling coal in an engine furnace at Jersey City.

August 14th.—David Kroll, fracture of shoulder by falling from an engine at Meadow shops.

August 14th.—Jesse B. Wilcox, caught between cars, fracturing four ribs, at Harsimus Cove, Jersey City.

August 15th.—William Torbet, drowned by falling into the North river while watching a boat at Hoboken shops.

August 15th.—John Cole, found lying on the track with foot crushed, supposed to have been struck by a train at Jersey City.

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August 16th.—Eggert Redlein, arm caught between a barrel of oil and a door post, sustaining slight injuries, at Harsimus Cove, Jersey City.

August 18th.—Antonio Lorenzo, both feet severely bruised by a track rail falling on him at Monmouth Junction.

August 20th.—William Smith, contusion of face and shoulder by jumping from a train in motion, east of Stelton. W. Seals, engineman; H. Christian, conductor.

August 23d.—Daniel O'Connor, right foot slightly injured while handling car axles at Meadow shops.

August 24th.—W. H. Miller, caught between cars on a float and severely injured at Harsimus Cove, Jersey City.

August 25th.—C. Kirk, struck by a train and slightly injured while walking on the track at Newark. George Taylor, engineman; William Gee, conductor.

August 27th.—Louis Wigen, left foot slightly injured by a propeller blade falling on it at Jersey City.

August 29th.—Michael Brennan, right hand slightly injured while repairing a car at Jersey City.

August 30th.—Edward Bennett, slight contusion of back by falling from a car at Jersey City.

August 31st.—Michael Daney, right hand slightly injured by being caught between tool post of lathe and eccentric at Meadow shops.

August 31st.—Richard Fitzgerald, left forearm injured by a piece of steel breaking from a hammer at Harrison.

August 31st.—Patrick O'Rourke, eye slightly injured by clipping from a piece of steel at Meadow shops.

September 2d.—H. W. Stanyought, severe scalp wound by striking overhead bridge at Trenton. C. W. Williams, engineman; J. Stramp, conductor.

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September 4th.—Peter Scezcesney, scalp wound while repairing a car at Jersey City.

September 5th.—Carl Ring, struck by a train and fatally injured while crossing tracks at Perth Amboy Junction, Rahway. D. Sheldon, engineman; T. J. Thomas, conductor.

September 5th.—Charles Smedley, fatally injured by head coming in contact with a watch-house at Newark. W. H. Peabody, Jr., engineman; Charles Smedley, conductor.

September 7th.—Lawrence Weir, left leg slightly injured by a push car running over and exploding a track torpedo at East Brunswick.

September 8th.—Carcioff Domionco, struck by a train and slightly injured while crossing tracks at Trenton. W. P. Garabrant, engineman; E. H. Elmhirst, conductor.

September 10th.—David Wilson, left hand slightly injured while assisting to handle track rails at Menlo Park.

September 13th.—John McIntosh, right thumb crushed while assisting to handle track rails at Jersey City.

September 13th.—John Bishop, right foot severely cut while adzing a piece of timber on Harsimus branch, Jersey City.

September 14th.—Thomas Riley, struck by a train and killed while walking on the track at New Brunswick. W. H. Gordon, engineman; O. A. Swenson, conductor.

September 15th.—John Devine, right arm crushed by a car while lying on the track at Harrison. A. Chapman, engineman; R. McDonald, conductor.

September 15th.—John O'Donnell, struck by a train and slightly injured while working on the track at Rahway. D. W. Kerr, engineman; W. W. Hawke, conductor.

September 15th.—Josiah Foster, severe sprain of spine by falling from a car at Meadows.

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September 17th.—Michael Rafferty, eye severely injured while cutting up an old fire-box at Meadow shops.

September 20th.—A. Sherwood, struck and slightly injured by a rope on a float at Harsimus Cove, Jersey City.

September 20th.—William Kidd, head slightly injured by an iron bar while assisting to handle track rails at East Brunswick.

September 21st.—M. C. Preston, right side bruised by falling against the railing of a tug at Harsimus Cove, Jersey City.

September 22d.—Bartley McDermott, killed by escaping gas, while draining a tank, at Jersey City.

September 29th.—Edward Feenan, right arm injured by striking it against a nail in oil-house door at Jersey City.

September 29th.—Thomas Hussey, struck by a train and severely injured while walking on the track at Metuchen. J. P. Rood, engineman; Samuel Knowles, conductor.

October 1st.—Pasqual Apuzzo, contusion and sprain of right ankle while assisting to handle track rails at Deans.

October 2d.—Charles Rehm, struck by a train, severely injured right hand, while walking along the track at Marion. E. Cubberly, engineman; G. A. Duke, conductor.

October 2d.—Timothy Hince, severe contusion of right hand while cutting a bolt at "K Y" tower, Harrison.

October 2d.—Martin Higgins, contusion of the neck by a piece of steel from the hammer while assisting to cut a track rail at "K Y" tower, Harrison.

October 3d.—James McMorrow, scalp wound while assisting to carry a track rail at Shanley's cut, Jersey City.

October 3d.—W. H. Dougherty, right hand caught in the feed gear of an iron planer, and slightly injured, at Meadow shops.

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October 4th.—Hugh Mackey, struck by a train and killed while crossing tracks at Marion. B. Hurst, engineman; Charles Campbell, conductor.

October 4th.—James Halloran, contusion of right thumb while assisting to handle track rails at Harrison.

October 5th.—Andrew Bookel, left leg and arm severely injured while assisting to handle track rails at Shanley's cut, Jersey City.

October 7th.—John Oberg, back and face slightly bruised by falling when walking over tops of cars at Harsimus Cove, Jersey City.

October 10th.—Nicholas Murray, laceration of perinæum while assisting to push a hand-car at New Brunswick.

October 10th.—William Hagerty, contusion of left hip, and Richard Zehander, contusion of face, by being struck by a train while crossing the tracks at Jersey City. George H. West, engineman; M. Cannon, conductor.

October 11th.—James Daly, contusion of right arm and side by falling when throwing a switch on Harsimus Branch, Jersey City.

October 13th.—Livingston Hust, right hand slightly injured by glass from a broken window at Hoboken shops.

October 13th.—Patrick Powers, struck by a car and fatally injured while throwing a switch at Jersey City. W. Hegel, engineman; J. Daley, conductor.

October 13th.—John Bready, contusion of the face by falling when throwing a switch at Harsimus Cove, Jersey City.

October 17th.—Edward A. Shutes, left leg scalded by escaping steam on a tug at Hoboken shops.

October 18th.—Frank Roll, struck by a train and killed while patrolling the tracks near East Brunswick. W. H. Seery, engineman; O. W. Hoff, conductor.

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October 29th.—T. J. Deniston, ear slightly injured by a piece of coal falling from the engine at Trenton. J. P. Rood, engineman; W. H. Merritt, conductor.

November 1st.—Jackson Hull, contusion of hand while assisting to load freight on a lighter at Jersey City.

November 2d.—C. F. Buckman, left hand caught in the gearing of a lathe and slightly injured at Meadow shops.

November 4th.—Thomas Harrington, contusion of right shoulder and arm by a piece of timber falling from a scaffold at Harsimus Cove, Jersey City.

November 5th.—James Hanlan, slightly injured by falling, on account of loose plank in float bridge at Jersey City.

November 15th.—Anton Wisniski, right leg fractured by being thrown from a car while unloading sand at Meadow shops.

November 19th.—Peter Johnstone, severely injured by attempting to get on a moving train at Jersey City. H. Cochran, engineman; P. Monahan, conductor.

November 23d.—Martin Post, left foot cut while adzing a piece of timber at Newark.

November 30th.—Frank McCann, right hand slightly injured by an iron bar at Linden.

December 4th.—George Howard, contusion of breast and back by being caught between cars on parallel tracks at Jersey City.

December 4th.—D. H. Pangborn, contusion of breast and back by being caught between cars on parallel tracks at Jersey City.

December 6th.—George Pfunder, struck by a train and severely injured while taking measurements on the tracks at Princeton Junction. S. Booz, engineman; C. Peterman, conductor.

December 7th.—William Walker, head and leg slightly injured by falling on the ice, when going back to protect train at Monmouth Junction. F. E. Shotwell, engineman; G. A. Wesley, conductor.

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December 7th.—John Donnelly, struck by a train and severely injured while working on the track at Millham Junction. L. Meyers, engineman; W. H. Merritt, conductor.

December 8th.—James Handlin, struck by a hammer and slightly injured at Hoboken shops.

December 10th.—Thomas Casserly, struck by a train and severely injured while crossing tracks at Jersey City. H. Cochran, engineman; P. Monahan, conductor.

December 13th.—John Baulk, right hand slightly injured while cleaning the fire of an engine at Jersey City.

December 14th.—Thomas Brady, struck by a train and fatally injured while patrolling the tracks at Newark. A. Chapman, engineman; R. Allen, conductor.

December 18th.—Alexander Stewart, struck by a piece of coal falling from the engine of a passing train and slightly injured at Marion. Unknown, engineman; unknown, conductor.

December 19th.—Nicholas Schode, right foot severely bruised while assisting to unload logs from a barge at Hoboken.

December 23d.—Patrick Neary, ankle sprained by slipping on the ice when throwing a switch at Jersey City.

December 23d.—S. T. Contant, contusion of head and leg by falling over a pile of ashes on a tug at Harsimus Cove, Jersey City.

December 24th.—Calvin Parker, left thumb caught between a jack and the bottom of a car and slightly injured at Jersey City.

December 24th.—William Coyne, right hand slightly injured while assisting to lift a hand-car from the track at New Brunswick.

December 24th.—James Brady, fatally injured by alighting from a train while in motion at Elizabeth. W. H. Peters, engineman; J. S. Buckley, conductor.

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December 29th.—Edward Fitzpatrick, slightly injured by striking overhead bridge at Trenton. C. W. Ferguson, engineman; F. Quimby, conductor.

December 31st.—Frank W. Soper, severely injured by steering wheel of a tug slipping from the becket at Jersey City.

All of the enginemen and conductors mentioned in this report were retained in the service.

Amboy Division.

Persons killed, struck by passing trains, while walking or standing on track.

February 26th.—Charles Maines, at Smith's, walking on track. J. P. Read, conductor; William Rule, engineman.

April 7th.—Unknown man, at Morris, walking on track. E. Stout, conductor; B. F. Thompson, engineman.

April 17th.—James Dixon, near Burlington, walking on track. E. S. Sapp, conductor; G. Schuyler, engineman.

April 19th.—Unknown man, at Delaire, walking on track. A. F. Perret, conductor; A. Burnum, engineman.

June 8th.—Robert Parker, at Trenton, playing on track. W. H. Carr, conductor; J. H. Smith, engineman.

June 30th.—David Strauss, at Pavonia, walking on track. S. F. Slacum, conductor; J. Patterson, engineman.

July 21st.—Jacob Messmer, at Camden, standing on track. F. Dowell, conductor; A. Huston, Jr., engineman.

October 15th.—Edmund Rue, Lower Jamesburg, walking on track. I. P. Goldy, conductor; J. Cain, engineman.

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December 3d.—Martin Kelly, at Palmyra, walking on track. J. Dowell, conductor; E. Reed, engineman.

Persons injured while walking or standing on track.

September 3d.—Hugh Cain, arm hurt at Smith's, walking on track. J. Dowell, conductor; B. F. Jobes, engineman.

December 17th.—Charles Johnson, Kinkora, head cut, walking on track. S. B. Norcross, conductor; H. Alcott, engineman.

December 31st.—Boy injured at South Amboy, while picking up coal.

Persons killed or injured while getting on or off moving trains.

January 18th.—W. H. Shoemaker, slight, getting off at Bordentown. J. Dowell, conductor; G. Schuyler, engineman.

March 17th.—John Borden, hip, getting off at Moorestown. J. Ellis, conductor; John Curtis, engineman.

April 4th.—Philip McNeals, bruised, getting off at Lamberton. C. M. Hand, conductor; J. Conrad, engineman.

April 6th.—Thomas Wells, arm broken, getting off at Burlington. J. M. Gordon, conductor; H. Fine, engineman.

April 7th.—George Wagner, bruised, getting off at Pavonia. J. W. Bodine, conductor; A. J. Reynolds, engineman.

April 16th.—Edward Combs, killed, getting off at Pavonia. A. Kirk, conductor; E. P. Fennimore, engineman.

April 19th.—William Crispin, slight, getting off at Moorestown. E. Deacon, conductor; T. D. Bunting, engineman.

June 15th.—Raymond Pullen, slight, stealing ride at Hightstown. C. W. Sutton, conductor; I. F. Worts, engineman.

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July 17th.—W. H. Tabor, slight, getting off at Merchantville. J. P. Kirkbride, conductor; T. D. Bunting, engineman.

August 25th.—Haines Venable, bruised, jumping on at Vincentown. H. Garron, conductor; J. Taylor, engineman.

September 29th.—Ellen Richardson, slight, getting off at Beverly. J. Matlack, conductor; A. E. Engle, engineman.

October 6th.—Joanna Gordon, side hurt, getting off at Mount Holly Junction. C. M. Hand, conductor; A. J. Downs, engineman.

October 26th.—Frank Wheelan, foot crushed, unknown boy, head hurt, jumping off, Bordentown. E. G. Morris, conductor.

December 18th.—Carrie Hulme, side hurt, getting off at Mount Holly. C. M. Hand, conductor; A. D. Reynolds, engineman.

December 14th.—M. Laumaster, slight, getting off at Mount Holly. R. E. Lewis, conductor; A. J. Reynolds, engineman.

Persons killed or injured by moving trains while crossing tracks.

February 13th.—Arthur Cowin, killed at Riverton. J. W. Bodine, conductor; A. J. Reynolds, engineman.

June 23d.—John Fredericks, killed at Perkins. C. W. Sutton, conductor; I. F. Worts, engineman.

July 23d.—Frits Prein, injured at Trenton. E. Stout, conductor; A. Burnum, engineman.

September 15th.—William Smith, bruised at Camden. Walter Pitman, conductor; E. Reed, engineman.

September 19th.—James Crandell, foot crushed at Camden. S. C. Hankinson, conductor; J. Wight, engineman.

November 29th.—J. T. Raschk, killed at Camden. S. B. Norcross, conductor; J. H. Alcott, engineman.

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Persons killed or injured in other ways than as above stated.

January 8th.—J. P. Danley, bruised by fall at Kinkora.

February 26th.—John Logan, finger hurt in car door, Edgewater Park. J. P. Reed, conductor; Wm. Rule, engineman.

June 6th.—Noah Grimshaw, foot crushed, stealing ride. D. Elms, conductor; Wm. Cowls, engineman.

July 28th.—John and Sarah Widner, injured at gates, Camden.

August 3d.—Howard Heston, by fall at Mount Holly.

October 13th.—Newell Herbert, leg broken, fell from train, Pavonia. J. Dowell, conductor; J. W. Thompson, engineman.

December 15th.—John Donovan, foot crushed, stealing ride, South Amboy. J. Fellows, conductor; H. Ewing, engineman.

Employes killed or injured, coupling or handling cars.

January 12th.—George Riley, hand crushed at Camden. H. Combs, conductor; H. Fine, engineman.

January 15th.—M. D. Yetter, finger crushed at Old Bridge. —— Smedly, conductor; —— Williams, engineman.

January 16th.—Edward Mason, fingers hurt at Camden. E. A. Jemison, conductor; J. West, engineman.

February 6th.—Bernard Donelly, side bruised at South Amboy.

February 9th.—A. Deckenback, foot crushed at Camden. W. F. Lord, conductor; H. Fine, engineman.

February 18th.—Sherman Ball, finger hurt at Delanco. E. Maxwell, conductor; W. T. Perry, engineman.

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February 17th.—Hugh Dugan, hand crushed at Old Bridge. —— Corcoran, conductor; —— Ellis, engineman.

February 27th.—Wallace Bloodgood, ribs broken, South Amboy. J. Bailey, conductor; F. Disbrow, engineman.

March 16th.—Edward Cotter, arm bruised at Bordentown. J. Steen, conductor; E. Perry, engineman.

March 24th.—Herbert Cassidy, killed at Camden. E. Ross, conductor; A. Huston, Jr., engineman.

March 27th.—Frank Fisher, arm bruised at South Amboy. F. Fisher, conductor; S. H. Campbell, engineman.

April 10th.—Nathan Wilson, side hurt at Mount Holly. N. Wilson, conductor; William Rule, engineman.

April 23d.—J. H. Doyle, finger crushed at Camden. H. Combs, conductor; W. Reilley, engineman.

May 3d.—N. Hensberger, shoulder broken at South Amboy. J. Hensberger, conductor; S. Y. Morris, engineman.

May 4th.—Charles Webb, hand crushed at Burlington. D. Welden, conductor; W. Fagans, engineman.

May 16th.—Walter Conklin, foot hurt, Camden. D. Ryan, conductor; J. Parsons, engineman.

May 23d.—Henry Walton, killed at Jamesburg. E. G. Morris, conductor; J. Herbert, engineman.

May 23d.—A. Wilson, hand bruised at Pavonia. C. S. Toy, conductor; W. T. Perry, engineman.

June 13th.—August Seits, body bruised at Camden. A. Deckenback, conductor; E. Vernon, engineman.

June 19th.—William Patterson, finger crushed at Camden. W. Patterson, conductor; H. Wilson, engineman.

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July 2d.—Wm. Conklin, arm bruised at Camden. E. Ross, conductor; J. Parsons, engineman.

July 4th.—T. J. Connell, arm bruised at Jamesburg. J. H. Hampton, conductor; D. Emmons, engineman.

July 12th.—B. H. Street, hand bruised at South Amboy. F. Stackhouse, conductor.

August 12th.—G. W. Stewart, hand and side hurt at Camden. H. Garron, conductor; J. Campbell, engineman.

August 15th.—Joseph Compton, hand hurt at South Amboy.

September 13th.—Richard Miles, hand injured at Camden. E. Ross, conductor; G. O'Neill, engineman.

September 13th.—William Garrison, hand hurt at Toms River. C. S. Toy, conductor; W. Reiley, engineman.

September 30th.—J. S. Prockett, hand crushed at Burlington. C. E. Pettit, conductor; F. Malsbury, engineman.

October 15th.—Wm. Sypherd, foot bruised at Riverton. J. M. Gordon, conductor; A. J. Downs, engineman.

October 17th.—Abram Fennimore, arm hurt at South Amboy. F. O'Neill, conductor; S. H. Campbell, engineman.

October 18th.—N. Hensberger, hips hurt, South Amboy. N. Hensberger, conductor; T. A. Rue, engineman.

October 20th.—Hugh Wicks, hand crushed at Camden. E. Eill, conductor; J. Jones, engineman.

November 24th.—J. D. Mullane, hand crushed at South Amboy. F. Fisher, conductor; J. A. Johnson, engineman.

November 27th.—Wm. Weil, hand crushed at Florence.

December 3d.—Andrew L. Berkley, finger crushed at Palmyra. C. S. Toy, conductor; W. Gulick, engineman.

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December 12th.—W. S. Powley, hand crushed at South Amboy. H. Christian, conductor; E. Lewis, engineman.

December 21st.—Joseph Weinman, hip bruised at South Amboy. J. Weinman, conductor; S. H. Campbell, engineman.

Employes killed or injured in other ways.

January 3d.—John Glass, head hurt by fall at South Amboy.

January 18th.—Edward Williams, killed, falling from train, Delanco. I. Peak, conductor; G. Kerr, engineman.

January 21st.—Benjamin Challender, killed by running car, Camden. R. Todd, conductor; G. Weston, engineman.

January 29th.—John Gallagher, hurt by fall at Walnut street.

January 29th.—J. W. Doyle, hurt by fall at South Amboy.

January 30th.—Richard Ridgeway, hurt by engine at Burlington. J. Matlack, conductor; A. E. Engle, engineman.

February 3d.—Neil Burke, head hurt by winch at South Amboy.

February 10th.—J. Carey, eye hurt by rivet head at South Amboy.

February 12th.—John Stanton, hurt by pick at South Amboy.

February 17th.—George Hoffman, foot hurt by stone, South Amboy.

February 21st.—William Crowell, foot cut at Bordentown.

February 21st.—John Lyon, head hurt by fall at South Amboy.

February 23d.—W. K. Morton, leg cut at Bordentown.

February 23d.—Edward Bignall, foot cut at Bordentown.

February 25th.—Henry Flumah, ribs broken by engine at South Amboy. L. Weiler, conductor; H. McDowell, engineman.

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March 9th.—Wm. Bailley, face hurt by door, South Amboy.

March 23d.—W. H. Doxey, head hurt by fall at Toms River.

March 30th.—J. C. Hardy, shoulder dislocated by fall from engine at Jamesburg.

April 3d.—W. H. Adams, arm bruised by block at Riverton.

April 7th.—E. D. Applegate, arm hurt by timber at South Amboy.

April 7th.—J. S. Morton, foot bruised by rail at Helmetta.

April 16th.—Kester Hewitt, face hurt by shute crank at South Amboy.

April 19th.—Charles Elfreth, eye put out by explosive cap at Riverton. W. Ludlow, conductor; W. S. Laird, engineman.

May 15th.—Paul Snyder, head hurt by door at South Amboy.

May 29th.—H. V. Seitsinger, face hurt by brick at Camden.

May 30th.—Thomas Lawrence, side bruised in collision. E. Surran, conductor; F. Malsbury, engineman.

June 1st.—J. H. King, foot hurt by fall at South Amboy.

June 8th.—John Brandon, foot bruised by ties, Farmingdale.

June 15th.—C. W. French, hand hurt by plank at South Amboy.

June 19th.—J. Abersold, foot sprained, South Amboy.

June 20th.—Lewis Baule, hand hurt by girder at Camden.

June 27th.—Wm. Twiggs, hip bruised by fall at South Amboy.

June 28th.—C. Johnson, side hurt by truck at South Amboy.

July 5th.—Edward Bignall, finger hurt by plank at Camden.

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July 7th.—James Dunham, jaw broken by rail at Camden.

July 10th.—Ross Stults, foot hurt by pick at Dayton.

July 13th.—Joseph Hill, foot bruised by plank at Riverton.

July 16th.—Wm. Hutchinson, foot hurt by jumping from engine at Old Bridge. C. McNelly, conductor; W. Watson, engineman.

July 19th.—M. Costello, hips bruised by engine, Camden.

July 29th.—Christian West, shoulder broken by fall from car at Trenton. J. L. Day, conductor; C. G. Ely, engineman.

July 31st.—James Ward, hand crushed, handling freight, Bordentown.

August 2d.—Conrad Herber, hand cut by saw, Camden shops.

August 4th.—C. E. Poinsett, back hurt by fall at Columbus.

August 16th.—A. Foster, head cut by jumping from train, Camden. A. Foster, conductor; J. Wight, engineman.

August 16th.—W. H. Martin, foot hurt by plank at South Amboy.

August 20th.—H. W. Seitsinger, foot cut at Camden shops.

September 1st.—James A. Poole, killed by overhead signal, Delanco. C. E. Pettit, conductor; D. Mahoney, engineman.

September 13th.—Robert Jacobs, thigh broken by fall at Camden.

September 27th.—John Frye, killed by engine in Camden yard. Jacob Shock, engineman.

October 1st.—Thomas Howe, hips hurt by fall at Camden.

October 3d.—William Hark, leg hurt by fall at Camden shops.

October 12th.—Harry P. Plum, nose broken by fall, Camden shops.

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November 9th.—Walter Brannon, leg hurt by freight at Camden.

November 14th.—Saxon Tice, killed by engine at Camden. R. H. Robbins, conductor; W. W. Watts, engineman.

October 27th.—Edward Grub, hand hurt by ties at Ernston.

November 18th.—John Kearney, head hurt at Camden shops.

November 20th.—Oliver Pancoast, severely injured by backing train at Jamesburg. I. P. Goldy, conductor; E. Gulick, engineman.

November 21st.—Ansel Stonaker, bruised by fall from train at Jamesburg.

November 23d.—William Alston, hand hurt in lathe, Camden shops.

November 27th.—W. H. Burch, head cut by jumping from engine, Palmyra. J. Dowell, conductor; G. Schuyler, engineman.

November 30th.—Samuel Kessler, head hurt, handling engine at Camden.

December 1st.—P. Shellenberger, hand cut by knife, Camden shops.

December 2d.—S. C. Patton, hand hurt by engine, Camden shops.

December 7th.—J. H. Gordon, hand cut at Camden shops.

December 8th.—James Alleland, hand cut at Camden shops.

December 6th.—G. W. Quigley, arm bruised by fall at Bordentown.

December 11th.—Hugh Quinn, arm hurt by fall at Camden shops.

December 12th.—A. L. Johnson, finger crushed in car door, Moorestown.

December 18th.—J. W. Pearce, face injured by discharge of gun at Toms River. J. H. Riddle, conductor; G. Morris, engineman.

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December 22d.—John Smith, head hurt by fall at South Amboy.

December 24th.—Michael Carsage, face cut by shute, South Amboy.

Persons killed or injured, found lying along tracks, supposed to have been struck by passing trains—what trains unknown.

July 12th.—John McNulty, found dead on tracks near Burlington.

October 5th.—Unknown man, found dead near tracks at Fish House.

All the enginemen and conductors mentioned in this report were retained in the service.

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VINCENTOWN BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vincentown Branch Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$25,000 00
Bonded debt	15,000 00

The road extends from Vincentown to Ewensville, a distance of —— miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent. upon $15,000 of this capital stock, and interest upon bonds (bonds taken up and held by the Pennsylvania 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 New Jersey, Burlington County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Vincentown Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. S. IRICK.

Sworn and subscribed before me this seventeenth day of January, A. D. 1889.

SAML. O. ROSS,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$1,556 80
Income from freight	468 72
Income from other sources	303 07
Total	$2,328 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$5,663 84

Dividends paid during the year 1888, and how paid—
Two of 3 per cent. each, cash.

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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, 1888:

Captal stock paid in		$600,000 00
Cost of road and equipments—		
At foreclosure sale	$10,000 00	
Since added	79,379 14	
		$89,379 14

The road extends from Atsion to Bay State, a distance of forty-six and eighty-hundredths miles.

It is operated by the Central Railroad Company of New Jersey, 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.*—J. Rogers 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 twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the New Jersey Southern Railroad Company, and no separate account of same is made.

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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, 1888:

Capital stock paid in	$1,800,000 00
Bonded debt	1,350,000 00
Floating debt	39,177 69
Cost of road and equipments	$3,189,177 69

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 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 fourth day of February, A. D. 1889.

LUDWIG R. MILLER,
Commissioner for New Jersey in New York.

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Dividends paid during the year 1888, and how paid—
One hundred and twenty-six thousand dollars, directly to the stockholders by lessee.

ACCIDENTS.

February 25th.—Jerry Anthony, car repairer, injured at Delaware.

February 26th.—Oscar Johnson, boy, attempting to jump on train, killed.

March 8th.—Charles Scranton, attempting to get off coal train, received injuries resulting in death.

March 23d.—John Titus, laborer, jumping on train, killed.

April 24th.—David L. Warrick, brakeman, falling from train, killed.

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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 and Greenwood Lake Railway Company, operating the Watchung Railway, presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$47,000 00
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. Its length is included in that of the New York and Greenwood Lake Railway. This road is in the hands of a Receiver, and is operated as a part of the New York and Greenwood Lake Railway, under a contract between its Receiver and that corporation.

The accounts of its operations and expenditures, and statements of accidents occurring upon it, are merged in those of the New York and Greenwood Lake Railway Company.

It is equipped and operated by the New York and Greenwood Lake Railway Company, and the further information required by law is furnished by that company.

State of New York, New York City and County, *ss.*—Samuel M. Felton, Jr., being duly sworn, on his oath says that he is Vice President of the New York and Greenwood Lake Railway Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

S. M. FELTON, JR.

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Sworn and subscribed before me this seventeenth day of January, A. D. 1889.

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

Dividends paid during the year 1888, and how paid—None.

ACCIDENTS.

Included in the report of the New York and Greenwood Lake Railway Company.

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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, lessee of the Weehawken Branch Railroad, presents the following report for the year ending December 31st, 1888:

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, 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 accounts of the operations and expenditures of the Weehawken Branch 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 during the year ending December 31st, 1888, 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 twenty-second day of January, 1889.

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

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ACCIDENTS.

January 6th.—John Miller, age 32, in attempting to drive across the tracks with a coal cart at Willow avenue and Seventeenth street, Hoboken, the cart was struck by engine 399, Theo. Singler, engineer. Miller falling on the ground was struck by the cylinder cock of the engine, causing severe scalp wound and concussion of the spine. He was warned by the flagman at the crossing, but paid no attention. Proper signals for the crossing were given.

April 4th.—Julius Baumgartner, age 12, while stealing a ride on a train of empty coal cars, engine 548, D. Winfield, engineer, at 3:45 P. M., at Weehawken, in trying to pass from one car to another, fell between the cars, was run over and received injuries from which he died at 7 P. M. the same day.

April 4th.—John Seezar, age 10, while stealing a ride on a yard train, engine 629, C. Abrams, engineer, at 3:35 P. M., at Weehawken, had left foot caught between two cars, bruising the large toe badly.

June 6th.—Wm. L. Quirck, brakeman, age 22, and Edw. J. Rooney, fireman, age 22, as yard train, John Reiner, conductor, engine 626, A. Moore, engineer, was passing First street, Hoboken, at 4:29 P. M., struck a wagon which was being driven across the tracks, demolishing the wagon, but doing no injury to horse or driver. Quirck and Rooney, who were riding on front end of engine, jumped off. Quirck had left leg broken and Rooney had right ankle sprained. The crossing flagman tried to prevent the driver of the wagon from crossing, but could not stop him.

August 31st.—Timothy Burns, conductor, age 24, fell from caboose in extra train, engine 553, Wm. Lawrence, engineer, at 4:40 P. M., at Weehawken, cutting his arm, bruising side and crushing one finger on left hand.

December 18th.—Joseph Barker, age 28, in attempting to jump on some unknown train, at 10:20 P. M., just west of Willow street, Hoboken. He had his right foot run over and crushed.

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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, 1888:

Capital stock paid in	$43,700 00
Cost of road and equipments	$43,855 26

The road extends from East Long Branch to West End, a distance of one and seventy-three hundredths miles.

It is operated by the Central Railroad Company of New Jersey 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.*—George S. Jones, 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.

GEO. S. JONES.

Sworn and subscribed before me this twelfth day of March, A. D. 1889.

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

Receipts and expenses for 1888 are included in the operations of the New Jersey Southern Railroad Company, and no separate account of same is made.

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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, 1888:

Capital stock paid in	$2,134,850 00
Bonded debt	3,154,400 00

Dividends paid during the year 1888, and how paid—
One of 3 per cent. and one of 3½ per cent. cash on common stock, and two of 3 per cent. each on guaranteed stock.

The road extends from Anglesea Junction to Holly Beach, a distance of seven miles; from Sea Isle City to Townsend Inlet, a distance of two and fifty-three hundredths miles; from Manumuskin to Maurice River, a distance of nine and seventy-one hundredths miles; from Camden to Cape May, a distance of eighty-one and forty-seven hundredths miles; from Glassboro to Bridgeton, a distance of nineteen and sixty-hundredths miles; from Sea Isle Junction to Ocean City, a distance of sixteen and five-hundredths miles; from Woodbury to Salem, a distance of twenty-nine and seventy-six hundredths miles; from Elmer to Riddleton Junction, a distance of ten and forty-hundredths miles; total, one hundred and seventy-five and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$955,913 78
Income from freight	472,084 94
Income from other sources	128,034 83
Total	$1,556,033 55

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$1,054,131 43

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State of Pennsylvania, Philadelphia City and County, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is Vice President of the West Jersey Railroad Company and that the foregoing statement and the annexed statement of accidents on the said road during the year 1888 are correct and true to the best of his knowledge and belief.

W. J. SEWELL,
Vice President.

Sworn and subscribed before me this sixth day of February, A. D. 1889.

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

ACCIDENTS.

January 8th.—An unknown man was struck and instantly killed by train 146 at Timber creek bridge.

January 23d.—Engineman T. Stratton and Brakeman M. L. Thorn were slightly injured by jumping from freight extra No. 17 at Bridgeton.

January 25th.—C. R. Mullen, while alighting from train No. 64, at Camden, fell and broke one of his legs.

February 4th.—Mrs. Jacob Miller was slightly injured by falling while alighting from train No. 83 at Alloway.

February 22d.—Brakeman C. Covintry was slightly injured in attempting to get off of train No. 59, while in motion, at Malaga.

February 24th.—Mrs. C. Bodell was killed, and Gibbons G. Lloyd was injured in the chest and back, by being struck by train 54 while attempting to drive a team across the track near Glassboro.

March 2d.—Brakeman B. Peterson, train 38, was killed at Seaville by being crushed between the locomotive tender and a car of lumber.

March 22d.—Brakeman M. Loper, train 36, while uncoupling cars at Gloucester, had one arm badly crushed.

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April 4th.—Brakeman W. H. Hutchinson, train 80, while coupling cars at Husted, had one arm badly injured.

April 4th.—Brakeman J. J. Kennedy, train 59, was struck by the overhead bridge between Wenonah and Sewell, and sustained injuries from which he died shortly afterwards.

April 15th.—Dr. Tomlinson was slightly injured in attempting to get on train 162, at Westville, after it had started.

May 21st.—Dr. Glover was slightly injured in attempting to get on train 28, at Woodbury, after it had started.

June 2d.—John Effenberger, a laborer on work train on Bridgeton extension, was thrown from car while train was in motion, and sustained injuries from which he died shortly afterwards.

July 4th.—Geo. Hudson Smith was found dead by train 24, between the two tracks between Glassboro and Pitman.

July 21st.—Fireman Chas. Miller, while coupling cars at Sea Isle Junction, had one arm badly crushed.

July 21st.—Thos. Brannan, age 14 years, was struck by train and killed, about two hundred yards north of Timber creek.

July 28th.—Chas. Robinson, colored, age 11 years, attempted to cross the track at Ferry avenue, Camden, in front of train 39, and was struck and slightly injured.

August 3d.—Wm. Monahon, a passenger on train 85, had no money or ticket, and, being intoxicated, was ejected from train at Mount Royal, and in attempting to get on again while train was in motion, had one arm crushed so that it had to be amputated.

August 4th.—Horace Haines, age 13 years, was struck and killed by train No. 9, about sixty feet south of Temperanceville crossing.

August 4th.—Jacob Serbech, while unloading car at Sewell, was injured internally, and had a small bone broken in one leg by other cars being drilled on siding and striking the car which he was unloading.

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August 6th.—Brakeman M. Swain, while drilling at Cape May, was caught between two cars, bruising one leg and hip.

August 10th.—On account of an open switch at Manumuskin station, train No. 1 (Cape May excursion) ran off the track. Edw. Knapp and Susan Dougherty were slightly injured.

August 16th.—Jno. Pierson, of Clayton, was found dead at Clayton station on the morning of August 17th. It is supposed he got on train 59 at Glassboro, and, as the train did not stop at Clayton, he jumped off.

August 17th.—Brakeman A. N. Moore had his left leg badly fractured by a sudden application of the air brakes.

August 18th.—A daughter of Dr. Buchanan, while standing on platform at Hereford, was struck by a projecting cross-tie on a passing car and was slightly injured.

August 26th.—Wm. Rymes jumped from train at Pitman, and was seriously injured.

September 5th.—Brakeman Thomas Hare fell from train at Pavonia, and was run over and injured so badly that he died seven hours afterwards.

September 19th.—Jno. Crandall was struck by train 58, at Second street and Bridge avenue, Camden, cutting his head badly and crushing one foot so that it had to be amputated.

September 21st.—Geo. Phifer, while drilling at Pavonia, had one thumb crushed so that it was necessary to amputate half of it.

September 27th.—John Fry, laborer, was struck by engine No. 20 in Camden yard, sustaining injuries from which he died the same day.

October 6th.—Brakeman William McIlvaine, while coupling cars at Swedesboro, had two fingers of his right hand crushed.

October 8th.—Brakeman Joseph Heinbeck, train 548, had one leg and foot injured by lumber shifting on car which he was drilling on siding at Westville.

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November 2d.—Jos. Sarra, an Italian laborer on work train at Sea Isle City, attempted to get on train while in motion, and had his left leg cut below the knee and ankle fractured.

November 24th.—Fireman Harry Hope had one of his legs seriously injured by slipping from pilot of engine No. 2 and being dragged about thirty feet, at Maurice River.

November 26th.—Fireman Frank Husted, while coupling cars at Cape May, had three of his fingers injured.

November 26th.—Dominique Deglio, an Italian laborer, was struck by train 14, near City Hall, Camden, and had his head crushed and right leg cut below the knee.

December 16th.—David Forsyth was struck by train 102 about one and one-quarter miles south of Newfield, sustaining injuries from which he died the same day.

December 19th.—Brakeman Walter Sharp attempted to get on the pilot of engine No. 3, at Bridgeton. He slipped, and was injured so that it was necessary to amputate one leg above the knee and the other below the knee.

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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, 1888:

Capital stock paid in	$827,550 00
Bonded debt	347,000 00

The road extends from Newfield to Atlantic City, a distance of forty-one 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.*—W. Taylor, being duly sworn, on his oath saith that he is Treasurer 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.

W. TAYLOR.

Sworn and subscribed before me this ninth day of February, A. D. 1889.

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

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RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$188,222 05
Income from freight	30,744 95
Income from other sources	1,677 49
Total	$220,644 49
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$137,856 95

Dividends paid during the year 1888, and how paid—
Two of 2½ per cent. each, cash.

ACCIDENTS.

May 30th.—Brakeman Harry Kraft, train 59, was killed by falling between the cars at Pleasantville.

July 25th.—William Dodd, a passenger on special excursion train, attempted to alight from train while it was in motion at the Excursion House, Atlantic City, and in doing so stepped off backwards, fell and injured his hip.

August 25th.—John Tehney was struck and killed by yard engine on New York avenue, Atlantic City.

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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, 1888:

Capital stock	$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 4 per cent. per annum upon outstanding bonds, secured by first mortgage, not exceeding $50,000,000.

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 eighteenth day of January, A. D. 1889.

ASHBEL GREEN,
Master in Chancery of New Jersey.

State of New York, New York County, *ss.*—Edward V. W. Rossiter, Treasurer of the New York Central and Hudson River Rail-

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road 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, 1888, is correct and true to the best of his information, knowledge and belief.

E. V. W. ROSSITER.

Sworn and subscribed before me this eighteenth day of January, 1889.

ASHBEL GREEN,
Master in Chancery of New Jersey.

ACCIDENTS.

January 4th.—Dennis Finn, brakeman, fingers pinched coupling cars. W. A. Sevin, conductor; J. Mowry, engineer.

January 6th.—Lawrence Brown, laborer (not in employ of West Shore Railroad), unloading ties from schooner, struck by hoisting tackle and slightly injured about head and shoulders.

January 10th.—Daniel Foley, car inspector, helping to put derailed car on track, thumb of right hand crushed between a block and oil-box of car.

January 11th.—Richard Finnelly, conductor, coupling cars, head slightly cut. R. Finnelly, conductor; M. F. Moylan, engineer.

January 14th.—Edward Reilly, brakeman, walking on track, struck by train and killed. J. B. Farmer, conductor; D. Morrissey, engineer.

January 17th.—Jacob Denike, conductor, jumped from engine in motion, nose broken and head cut. J. Denike, conductor; R. Hodge, engineer.

January 19th.—James Killday, laborer (not in employ of West Shore Railroad), walking on track, struck and killed by train. C. A. Harvey, conductor; George Dean, engineer.

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January 20th.—Edwin Wilbur, brakeman, coupling cars, right wrist injured. John May, conductor; C. H. Mosier, engineer.

January 30th.—William Curran, brakeman, coupling cars, fingers of left hand mashed. C. F. Rix, conductor; William Marden, engineer.

February 1st.—James McKenna, brakeman, coupling cars, finger of right hand mashed. M. Fineran, conductor; H. Grimm, engineer.

February 3d.—Stephen Jennings, brakeman, coupling cars, head and finger injured. M. Fineran, conductor; H. Grimm, engineer.

February 3d.—John Tiernan, yard master, uncoupling engine, thumb slightly injured. —— ——, conductor, Z. Ross; engineer.

February 4th.—William Heinneckle, brakeman, fell from top of car, hands and legs bruised. A. Hamilton, conductor; T. Francisco, engineer.

February 7th.—Alonzo Rudd, brakeman (not in employ of West Shore Railroad), jumped from New York, Ontario and Western Railway train, head cut and severely bruised. W. T. Davis, conductor; T. K. Dewitt, engineer.

February 7th.—Thomas K. Dewitt, engineer (not in employ of West Shore Railroad), struck by broken side rod of New York, Ontario and Western Railway engine, leg broken.

February 24th.—W. R. Reed, brakeman, coupling cars, thumb of right hand cut off. O. F. Merrill, conductor; C. H. Mosier, engineer.

February 25th.—James Ahern, brakeman, coupling cars, three fingers of right hand mashed. W. Heinneckle, conductor; John Van Dyke, engineer.

March 1st.—Edward Mahoney, brakeman, coupling cars, finger of right hand mashed. M. Conners, conductor; J. Hennigan, engineer.

March 1st.—M. Heinneckle, brakeman, coupling cars, left wrist bruised. A. Hamilton, conductor; W. Regndhal, engineer.

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March 3d.—William Connell, brakeman, fell from top of car, sprained ankle. C. Connors, conductor; J. Hennigan, engineer.

March 8th.—William Aldcorn, machinist's helper, fell through doorway of overturned car, head cut and knee cap broken.

March 9th.—Daniel O'Connell, car repairer, sawing a plank, part of which fell on toe of right foot and crushed it.

March 31st.—William Toole, porter, unloading baggage, finger bruised.

March 31st.—William G. Huston, Jr., machinist's helper, fell into engine pit, thumb dislocated.

April 6th.—Peter Campbell, porter, fell over guard chain on ferry boat, leg bruised.

April 8th.—James Timoney, station policeman, finger injured.

April 17th.—Isaac Felter, brakeman, coupling cars, right hand mashed. C. Connors, conductor; Joseph Doyle, engineer.

April 21st.—Catherine Fisher, ferry passenger, fell over iron plate on ferry bridge, nose bruised.

April 26th.—Henry Koopman, ferry passenger, thrown from truck which he was driving, wrist sprained and face bruised.

May 2d.—Daniel O'Neill, porter, right heel injured by wheel of baggage truck.

May 19th.—M. Heinneckle, brakeman, coupling cars, right arm bruised. John Eagan, conductor; Joseph Doyle, engineer.

May 25th.—Thomas Fagan, laborer (not in employ of West Shore Railroad), found dead on track.

May 31st.—Pasco Leven, laborer, fell from flat car, leg bruised. J. C. Kadien, conductor; Thomas Tichenor, engineer.

June 11th.—James McGee, porter, handling baggage, foot bruised.

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June 25th.—James Rose, passenger, fingers bruised by a falling car window.

July 19th.—Annie Crowley, finger bruised by a falling car window.

July 21st.—Rudolph Couch, porter, squeezed between two colliding baggage trucks.

July 23d.—Edward Knapp, fireman, fingers injured by safety gates of ferry boat.

August 10th.—Fred. Roth, brakeman, coupling cars, finger of right hand mashed. L. S. Stemetts, conductor; Wm. Cullinan, engineer.

August 15th.—Rosa Goldburgh, ferry passenger, fingers injured by safety gates on ferry boat.

August 17th.—Joseph Rosato, laborer, finger bruised.

August 23d.—Charles Cohn, car repairer, leg bruised by a falling jack.

August 23d.—William Eckerson, car repairer, back injured.

September 2d.—James F. Riley, baggagemaster of passenger train in collision with yard train, arm slightly bruised. H. P. Mason, conductor; J. L. Richards, engineer.

September 2d.—W. Cullinan, engineer of passenger train in collision with yard train, breast and ribs slightly injured. H. P. Mason, conductor; J. L. Richards, engineer.

September 2d.—Michael Farrell, boiler washer, arms and back scalded.

September 4th.—L. S. Evason, machinist's helper, end of finger cut off.

September 8th.—Mallacher Murray, fireman, head squeezed between cab of engine and engine-house door.

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September 8th.—Mathies Jensen, passenger, jumped from train in motion, face slightly bruised. J. J. Dignum, conductor; C. H. Mosier, engineer.

September 8th.—John Ehrhardt, boy, fell in front of engine, left arm run over. M. Fineran, conductor; H. Grimm, engineer.

September 15th.—John McDermott, machinist's helper, coupling cars in shop, right arm crushed.

September 27th.—John Clark, brakeman, coupling cars, right arm mashed. C. Connors, conductor; C. Allegar, engineer.

October 17th.—Thomas Broadhead, brakeman, coupling cars, thumb of right hand bruised.

October 20th.—Daniel Stout, laborer, loading timber, fingers of right hand injured.

November 1st.—William Schweigler, brakeman, coupling cars, right arm crushed. C. Connors, conductor; C. Allegar, engineer.

November 6th.—Henry Anderson, laborer, struck by iron bar while unloading rails, breast bone broken.

November 7th.—John Ort, conductor, attempting to board moving train, run over and killed.

November 14th.—William Baker, ferry bridgeman, finger bruised.

November 17th.—David Cramer, brakeman, fell from flat car in tunnel, scalp wound. J. C. Kadien, conductor; L. T. Burns, engineer.

November 23d.—Peter Hank, passenger, struck by stone thrown through car window, face slightly bruised.

December 7th.—Peter Colson, laborer, unloading rails, finger mashed.

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December 11th.—Peter Stump, conductor, fell from caboose, back injured.

December 17th.—H. R. Culbert, brakeman, coupling cars, finger of right hand mashed.

December 18th.—Dennis Harrigan, coupling cars, right leg run over, causing death following day.

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WILLIAMSTOWN AND DELAWARE RIVER 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 Williamstown and Delaware River Railroad Company presents the following report for the year ending December 31st, 1888:

Capital stock paid in	$180,700 00
Bonded debt	159,200 00
Floating debt	62,239 63
Cost of road and equipments	$402,139 63

The road extends from Williamstown Junction to Glassboro, a distance of twenty-three and two-tenths miles.

RECEIPTS AND EXPENSES FOR 1888.

Income from passengers	$13,440 08
Income from freight	24,436 47
Income from other sources	1,110 01
Total	$38,986 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$39,982 22

State of Pennsylvania, Philadelphia County, *ss.*—A. A. McLeod, being duly sworn, on his oath says that he is Vice President of the Williamstown and Delaware River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. A. McLEOD,
Vice President.

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Sworn and subscribed before me this twenty-sixth day of February, A. D. 1889.

JOHN G. LAMB,
A Commissioner for the State of New Jersey.

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TABULAR STATEMENT OF MATTER CONTAINED IN THE FOREGOING REPORTS

OF RAILROAD AND CANAL COMPANIES FOR 1888.

COMPANIES.	Miles in New Jersey.	Capital Stock.	Bonded Debt.	Other Debt.	Cost of Road and Equipment.	INCOME. From Passengers.	INCOME. From Freight.	INCOME. From Other Sources.	INCOME. Total Income.	Expenses.	DIVIDENDS PAID IN 1888.	REMARKS.	LEASED TO OR OPERATED BY.
Belvidere Delaware Railroad	68.	$1,150,000 00	$3,570,000 00		$4,601,288 55	$219,858 29	$1,043,911 50	$34,805 80	$1,298,575 59	$863,176 06	Six per cent., cash, from earnings of 1887		Pennsylvania Railroad Co.
Bergen County Railroad	10.	200,000 00	2,000,000 00	None.	607,972 14						None	Operations included in those of lessee	New York, Lake Erie and Western Railroad Co.
Bergen and Dundee Railroad	2.75	6,000 00			7,655 38						None	Operations included in those of lessee	New York, Lake Erie and Western Railroad Co.
Camden and Atlantic Railroad	65.06	1,257,500 00	1,487,000 00		2,524,622 72	490,936 91	136,663 37	68,527 62	696,127 90	564,635 47	Two and one-half per cent., in cash		
Camden and Burlington County Railroad	30.	381,925 00	350,000 00	None.		177,237 26	43,379 12	16,767 07	237,383 45	194,805 82	Two of 3 per cent. each, in cash		Pennsylvania Railroad Co.
Camden, Gloucester and Mount Ephraim Railroad	4.9	64,300 00	65,000 00	7,453 07	146,753 07	28,407 40	10,655 64	1,137 93	40,200 97	38,186 86			
Cape May and Sewell's Point Railroad	4.	39,000 00	29,000 00	1,500 00	41,228 67						None		J. Henry Edmunds.
Central Railroad of New Jersey	99.69	18,563,200 00	43,631,322 11		*20,265,010 54	1,748,223 92	5,092,100 38	212,052 80	7,052,377 10	3,933,248 69	None	*Cost of road and appendages. Value of equipment under New Jersey apportionment, $1,447,564	
Chester Railroad	10.2	98,500 00	100,000 00	26,175 98	224,675 98						None	Operations included in those of lessee	Morris and Essex Railroad Co.
Columbus, Kinkora and Springfield Railroad	14.16	67,000 00	185,000 00	25,000 00	194,648 70	8,453 19	5,081 58	2,676 92	16,211 69	21,065 10			Pennsylvania Railroad Co.
Constable's Hook Railroad	2.	81,400 00			96,471 21							Operations included in those of lessee	Central Railroad Co. of New Jersey.
Cumberland and Maurice River Railroad	22.5	250,000 00	5,000 00		267,828 33	14,474 25	19,828 69	1,641 30	35,944 24	44,911 02	None		
Cumberland and Maurice River Extension Railroad	1.23				14,988 90							Operations included in those of lessee	Cumberland and Maurice River Railroad Co.
Delaware Railroad	2.	4,025 00											
Delaware Bay and Cape May Railroad	4.	30,000 00	28,000 00	1,000 00	42,952 26	8,448 73	121 00		8,569 73	4,859 05	None		
Delaware and Bound Brook Railroad	30.27	1,777,000 00	1,777,000 00	None.	3,522,200 00	211,266 81	462,842 47	54,641 24	728,750 52	412,084 17	Four of 2 per cent. each		Philadelphia and Reading Railroad Co.
Delaware River Railroad	20.	141,400 00	65,000 00	53,083 60	239,931 47	25,521 69	16,561 45	8,148 66	50,231 80	49,169 79			
Dover and Rockaway Railroad	4.64	100,000 00	35,000 00		135,000 00							Operations included in those of lessee	Central Railroad of New Jersey.
Easton and Amboy Railroad	65.93	6,000,000 00	6,000,000 00	325,649 99	10,764,049 34	97,138 55	464,638 69	1,690,500 26	2,252,277 50	1,514,206 16	None		Lehigh Valley Railroad Co.
East Trenton Railroad	2.56	48,781 65			48,781 65							Operations included in those of Delaware and Bound Brook Railroad	Philadelphia and Reading Railroad Co.
Enterprise Railroad	1.5	20,000 00		25,158 49	45,115 49							Operations included in those of Belvidere Delaware Railroad	Pennsylvania Railroad Co.
Ferro Monte Railroad	2.52	30,000 00			50,309 21		13,154 12		13,154 12	6,191 81	Two of 5 per cent. each		
Freehold and Jamesburg Agricultural Railroad	27.54	273,600 00	498,600 00		782,338 00	98,306 20	37,710 74	7,703 94	143,720 88	100,797 95	One of 4 per cent and one of 3 per cent., cash		Pennsylvania Railroad Co.
Freehold and New York Railway	14.60	200,000 00	350,253 88	40,321 21	419,185 68	17,650 14	14,047 35	845 18	32,542 67	38,546 55	None	This report is to Sept. 24, 1888, at which date road was sold under foreclosure	
Freehold and New York Railway	14.60				70,000 00	7,880 17	4,780 55	236 74	12,897 46	10,460 96	None	Cost of road and equipment given was at foreclosure sale, Sept. 24, 1888. Road in process of re-organization	
Glassboro Railroad	.51	1,000 00	5,000 00		6,000 00							Operations included in those of operating company	Williamstown and Delaware River Railroad Co.
Hibernia Mine Railroad	5.25	200,000 00	None.	None.	198,182 72	None.	28,287 84	None.	28,287 84	12,626 12	One of 10 per cent. and one of 5 per cent., cash		
Hibernia Underground Railroad	1.31	100,000 00	None.	None.	100,000 00	None.	6,813 62	None.	6,813 62	30,521 10	None		
High Bridge Railroad	22.77	850,000 00			1,039,371 98							Operations included in those of owner	Central Railroad Co. of New Jersey.
Jersey City and Bayonne Railroad	5.	13,500 00		1,195 52								Road not constructed	
Jersey City and Bergen Railroad	28.	*	258,000 00	None.	948,532 94	470,106 71		894 15	471,000 86	356,722 71	$60,000	*$1,000,000 authorized; $600,000 paid up	
Kaighn's Point Terminal Railroad	1.04	4,000 00	139,543 25		43,543 25				5,867 50				
Lake Hopatcong Railroad	5.03	177,300 00			181,228 68							Operations included in those of owner	Central Railroad Co. of New Jersey.
Lehigh and Hudson River Railway	46.84	1,100,000 00	1,132,000 00	176,000 00	2,408,000 00	9,975 44	119,316 15	16,248 83	145,540 42	104,842 05			
Lodi Branch Railroad	1.75	60,000 00			60,000 00							Operations included in those of lessee	New York, Susquehanna and Western Railroad Co.
Long Beach Railroad	23.	253,000 00				6,541 19	1,998 17	1,051 41	9,590 77	23,417 42	None		Pennsylvania Railroad Co.
Long Dock Company	.5	800,000 00	7,500,000 00	None.	1,177,272 87							Operations included in those of lessee	New York, Lake Erie and Western Railroad Co.
Longwood Valley Railroad	10.93	300,000 00			444,935 47							Operations included in those of owner	Central Railroad Co. of New Jersey.
Macopin Railroad	1.5	60,000 00			60,000 00							Operations included in those of operator	New York, Susquehanna and Western Railroad Co.
Manufacturers' Railroad Company	1.5	79,600 00			82,394 88							Operations included in those of owner	Central Railroad Co. of New Jersey.
Martin's Creek Railway Company		28,000 00			28,000 00							Operated as a part of the Belvidere Delaware Railroad	Pennsylvania Railroad Co.
Mays Landing and Egg Harbor City Railroad Company	7.	32,500 00	37,500 00		70,000 00					*4,035 19	$1,555.20, cash	* Rental by suit	
Millstone and New Brunswick Railroad	6.65	95,750 00	None.	17,654 42	113,404 42	4,459 60	3,074 55	477 26	8,011 41	14,492 91	None		Pennsylvania Railroad Co.
Morris County Railroad	15.	300,000 00	300,000 00	10,000 00									
Morris and Essex Railroad	119.85	15,000,000 00	24,373,000 00		38,533,793 97	1,562,699 49	3,618,900 26	378,382 81	5,559,982 56	3,701,609 63	$1,050,000 paid to stockholders by lessee		Delaware, Lackawanna and Western Railroad Co.
Mount Holly, Lumberton and Medford Railroad	6.2	95,650 00	75,000 00		170,000 00	5,650 56	1,995 53	578 08	8,224 17	15,968 21	Two of 3 per cent. each		Pennsylvania Railroad Co.
Mount Hope Mineral Railroad	3.54	160,000 00	None.	None.	169,278 77				39,072 90	14,888 54			
National Docks Railway	2.	1,200,000 00		5,368 08	1,206,671 03		95,603 08	21,362 94	116,966 02	12,433 76	Seven of 1¼ per cent. each (8¾ per cent.), covering arrears from March 31, 1886, to Dec. 31, 1887		
Newark and Bloomfield Railroad	4.24	103,850 00		156,720 87	260,570 87						$6,231 to stockholders by lessee	Operations included in those of Morris and Essex Railroad	Delaware, Lackawanna and Western Railroad Co.
Newark and Hudson Railroad	5.518	250,000 00	250,000 00	None.	*355,056 18	33,223 30	31,724 53	8,571 93	73,519 76	50,819 83	None		New York, Lake Erie and Western Railroad Co.
New Jersey Junction Railroad	4.354	100,000 00	1,650,000 00	51,900 00	1,700,531 73							Operations included in those of operator	New York Central and Hudson River Railroad Co.
New Jersey Shore Line Railroad	15.5	31,000 00		1,824 44								Road not constructed	
New Jersey Southern Railway	89.21	*2,590,600 00	1,590,000 00		752,000 00	311,606 44	241,635 44	31,125 85	584,367 73	539,747 05		* Preferred, $1,590,600; common, $1,000,000	
New York and Atlantic Highlands Railroad	2.8	20,000 00	20,000 00		46,901 46	1,188 56	1,224 86	192 26	2,605 68				Central Railroad Co. of New Jersey.
New York and Greenwood Lake Railway	43.	1,000,000 00	2,700,000 00		2,866,968 36	167,845 35	112,962 09	8,367 41	289,174 85	325,717 21	None		
New York and Long Branch Railroad	38.04	2,000,000 00	1,500,000 00									Operations included in those of operators	Pennsylvania Railroad Co., Central Railroad Co. of New Jersey.
New York, Susquehanna and Western Railroad	134.63	21,000,000 00	8,136,000 00	443,278 14	28,070,862 88	261,579 93	1,109,752 41	74,568 11	1,445,900 45	821,990 37	None		
Northern Railroad of New Jersey	21.25	1,000,000 00	542,300 00	178,370 71	788,176 53	262,218 41	59,653 58	15,868 59	337,740 58	297,303 77	Cash, $35,000		New York, Lake Erie and Western Railroad Co.
Ogden Mine Railroad	9.97	450,000 00										Operations included in those of owner	Central Railroad Co. of New Jersey.
Passaic and Delaware Railroad	13.99	111,050 00		12,516 33	123,566 33						$5,552 50, directly to stockholders by lessee	Operations included in those of Morris and Essex Railroad	Delaware, Lackawanna and Western Railroad Co.

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Enterprise Railroad	1.5	20,000 00		25,158 49	45,115 49							Operations included in those of Belvidere Delaware Railroad	Pennsylvania Railroad Co.
Ferro Monte Railroad	2.52	30,000 00			50,309 21						Two of 5 per cent. each		
Freehold and Jamesburg Agricultural Railroad	27.54	273,600 00	498,600 00		782,338 00	98,306 20	37,710 74	7,703 94	143,720 88	100,797 95	One of 4 per cent and one of 3 per cent., cash		Pennsylvania Railroad Co.
Freehold and New York Railway	14.60	200,000 00	350,253 88	40,321 21	419,185 68	17,650 14	14,047 35	845 18	32,542 67	38,546 55	None	This report is to Sept. 24, 1888, at which date road was sold under foreclosure	
Freehold and New York Railway	14.60				70,000 00	7,880 17	4,780 55	236 74	12,897 46	10,460 96	None	Cost of road and equipment given was at foreclosure sale, Sept. 24, 1888. Road in process of re-organization	
Glassboro Railroad	.51	1,000 00	5,000 00		6,000 00							Operations included in those of operating company	Williamstown and Delaware River Railroad Co.
Hibernia Mine Railroad	5.25	200,000 00	None	None	198,182 72	None	28,287 84	None	28,287 84	12,626 12	One of 10 per cent. and one of 5 per cent., cash		
Hibernia Underground Railroad	1.31	100,000 00	None	None	100,000 00	None	6,813 62	None	6,813 62	30,521 10	None		
High Bridge Railroad	22.77	850,000 00			1,039,371 98							Operations included in those of owner	Central Railroad Co. of New Jersey.
Jersey City and Bayonne Railroad	5.	13,500 00		1,195 52								Road not constructed	
Jersey City and Bergen Railroad	28.	*	258,000 00	None	948,532 94	470,106 71		894 15	471,000 86	356,722 71	$60,000	* $1,000,000 authorized; $600,000 paid up	
Kaighn's Point Terminal Railroad	1.04	4,000 00	139,543 25		43,543 25				5,867 50				
Lake Hopatcong Railroad	5.03	177,300 00			181,228 68							Operations included in those of owner	Central Railroad Co. of New Jersey.
Lehigh and Hudson River Railway	46.84	1,100,000 00	1,132,000 00	176,000 00	2,408,000 00	9,975 44	119,316 15	16,248 83	145,540 42	104,842 05			
Lodi Branch Railroad	1.75	60,000 00			60,000 00							Operations included in those of lessee	New York, Susquehanna and Western Railroad Co.
Long Beach Railroad	23.	253,000 00				6,541 19	1,998 17	1,051 41	9,590 77	23,417 42	None		Pennsylvania Railroad Co.
Long Dock Company	.5	800,000 00	7,500,000 00	None	1,177,272 87							Operations included in those of lessee	New York, Lake Erie and Western Railroad Co.
Longwood Valley Railroad	10.93	300,000 00			444,935 47							Operations included in those of owner	Central Railroad Co. of New Jersey.
Macopin Railroad	1.5	60,000 00			60,000 00							Operations included in those of operator	New York, Susquehanna and Western Railroad Co.
Manufacturers' Railroad Company	1.5	79,600 00			82,394 88							Operations included in those of owner	Central Railroad Co. of New Jersey.
Martin's Creek Railway Company		28,000 00			28,000 00							Operated as a part of the Belvidere Delaware Railroad	Pennsylvania Railroad Co.
Mays Landing and Egg Harbor City Railroad Company	7.	32,500 00	37,500 00		70,000 00					*4,035 19	$1,555.20, cash	* Rental by suit	
Millstone and New Brunswick Railroad	6.65	95,750 00	None	17,654 42	113,404 42	4,459 60	3,074 55	477 26	8,011 41	14,492 91	None		Pennsylvania Railroad Co.
Morris County Railroad	15.	300,000 00	300,000 00	10,000 00									
Morris and Essex Railroad	119.85	15,000,000 00	24,373,000 00		38,533,793 97	1,562,699 49	3,618,900 26	378,382 81	5,559,982 56	3,701,609 63	$1,050,000 paid to stockholders by lessee		Delaware, Lackawanna and Western Railroad Co.
Mount Holly, Lumberton and Medford Railroad	6.2	95,650 00	75,000 00		170,000 00	5,650 56	1,995 53	578 08	8,224 17	15,968 21	Two of 3 per cent. each		Pennsylvania Railroad Co.
Mount Hope Mineral Railroad	3.54	160,000 00	None	None	169,278 77				39,072 90	14,888 54			
National Docks Railway	2.	1,200,000 00		5,368 08	1,206,671 03		95,603 08	21,362 94	116,966 02	12,433 76	Seven of 1¼ per cent. each (8¾ per cent.), covering arrears from March 31, 1886, to Dec. 31, 1887		
Newark and Bloomfield Railroad	4.24	103,850 00		156,720 87	260,570 87						$6,231 to stockholders by lessee	Operations included in those of Morris and Essex Railroad	Delaware, Lackawanna and Western Railroad Co.
Newark and Hudson Railroad	5.518	250,000 00	250,000 00	None	*355,056 18	33,223 30	31,724 53	8,571 93	73,519 76	50,819 83	None		New York, Lake Erie and Western Railroad Co.
New Jersey Junction Railroad	4.354	100,000 00	1,650,000 00	51,900 00	1,700,531 73							Operations included in those of operator	New York Central and Hudson River Railroad Co.
New Jersey Shore Line Railroad	15.5	31,000 00		1,824 44								Road not constructed	
New Jersey Southern Railway	89.21	*2,590,600 00	1,590,000 00		752,000 00	311,606 44	241,635 44	31,125 85	584,367 73	539,747 05		* Preferred, $1,590,600; common, $1,000,000	
New York and Atlantic Highlands Railroad	2.8	20,000 00	20,000 00		46,901 46	1,188 56	1,224 86	192 26	2,605 68				Central Railroad Co. of New Jersey.
New York and Greenwood Lake Railway	43.	1,000,000 00	2,700,000 00		2,866,968 36	167,845 35	112,962 09	8,367 41	289,174 85	325,717 21	None		
New York and Long Branch Railroad	38.04	2,000,000 00	1,500,000 00									Operations included in those of operators	Pennsylvania Railroad Co., Central Railroad Co. of New Jersey.
New York, Susquehanna and Western Railroad	134.63	21,000,000 00	8,136,000 00	443,278 14	28,070,862 88	261,579 93	1,109,752 41	74,568 11	1,445,900 45	821,990 37	None		
Northern Railroad of New Jersey	21.25	1,000,000 00	542,300 00	178,370 71	788,176 53	262,218 41	59,653 58	15,868 59	337,740 58	297,303 77	Cash, $35,000		New York, Lake Erie and Western Railroad Co.
Ogden Mine Railroad	9.97	450,000 00										Operations included in those of owner	Central Railroad Co. of New Jersey.
Passaic and Delaware Railroad	13.99	111,050 00		12,516 33	123,566 33						$5,552 50, directly to stockholders by lessee	Operations included in those of Morris and Essex Railroad	Delaware, Lackawanna and Western Railroad Co.
Passaic and New York Railroad	3.	70,000 00	70,000 00		140,000 00							Operations included in those of lessee	New York, Susquehanna and Western Railroad Co.
Paterson and Hudson River Railroad	12.57	630,000 00			630,000 00						Two of 4 per cent., cash	Operations included in those of lessee	New York, Lake Erie and Western Railroad Co.
Paterson, Newark and New York Railroad	11.	250,000 00	50,000 00	None	545,433 29	74,963 98	62,485 54	4,406 53	141,856 03	86,118 59	None		New York, Lake Erie and Western Railroad Co.
Paterson and Ramapo Railroad	5.5	298,000 00			350,000 00				30,000 00	3,514 88	Two of 4 per cent. each, cash		New York, Lake Erie and Western Railroad Co.
Pemberton and Hightstown Railroad	25.	342,150 00	160,000 00			3,372 87	2,996 09	1,007 01	7,375 97	12,328 88	None		Union Transportation Co.
Pennsylvania, Poughkeepsie and Boston Railroad		1,750,000 00	1,500,000 00								None		
Perth Amboy and Woodbridge Railroad	6.40	194,020 00	100,000 00	None	294,020 00	45,919 71	46,095 85	759 01	92,274 57	50,599 45	None		Pennsylvania Railroad Co.
Philadelphia and Atlantic Railroad	54.5	1,200,000 00	1,200,000 00	499,106 19	2,899,106 19	204,868 03	137,474 03	17,148 38	359,490 44	352,354 20			
Philadelphia and Long Branch Railroad	47.27	765,000 00	750,000 00		1,515,000 00	53,309 77	18,122 89	4,266 89	75,699 55	100,322 48			Pennsylvania Railroad Co.
Philadelphia, Marlton and Medford Railroad	11.2	102,450 00	76,000 00			18,748 51	4,081 47	32 66	22,862 64	17,654 62	None		Camden and Atlantic Railroad Co.
Raritan River Railroad	6.5	200,000 00			200,000 00								
Rocky Hill Railroad and Transportation Co.	6.5	45,600 00				1,972 42	1,603 29	288 53	3,864 24	10,214 92	Two of 3 per cent. each, cash		Pennsylvania Railroad Co.
Roselle and South Plainfield Railway	9.7	30,000 00		428,724 48	459,008 03						None		
South Branch Railroad	15.86	438,300 00			441,855 19								Central Railroad Co. of New Jersey.
Sussex Railroad	30.87	1,638,600 00	236,500 00	4,226 25	1,911,429 34	26,635 64	89,157 70	17,603 54		78,454 55	None		
Toms River Railroad	7.57	240,000 00			16,334 71								Central Railroad Co. of New Jersey.
Toms River and Waretown Railroad	14.70				75,000 00	8,270 54	2,065 94	774 73	11,111 21				Central Railroad Co. of New Jersey.
Tuckerton Railroad	29.	550,044 77	99,882 50		649,927 27	21,542 32	19,910 34	6,606 66	48,059 32	40,432 07	None		
United New Jersey Railroad and Canal Company	465.99	21,240,400 00	20,000,000 00		40,497,203 86	6,968,551 27	8,847,088 22	1,985,108 85	17,800,748 34	13,071,485 97			Pennsylvania Railroad Co.
Vincentown Branch Railroad		25,000 00	15,000 00			1,556 80	468 72	303 07	2,328 59	5,663 84	Two of 3 per cent. each, cash		Pennsylvania Railroad Co.
Vineland Railroad	46.80	600,000 00			89,379 14								Central Railroad Co. of New Jersey.
Warren Railroad	18.80	1,800,000 00	1,350,000 00	39,177 69	3,189,177 69						$126,000 paid stockholders by lessee		Delaware, Lackawanna and Western Railroad Co.
Watchung Railroad	4.15	47,000 00			102,617 00						None		New York and Greenwood Lake Railway Co.
Weehawken Branch Railroad	2.83												New York, Lake Erie and Western Railroad Co.
West End Railroad	1.73	43,700 00			43,855 26								Central Railroad Co. of New Jersey.
West Jersey Railroad	175.52	2,134,850 00	3,154,400 00			955,913 78	472,084 94	128,034 83	1,556,033 55	1,054,131 43	One of 3 p. c. and one of 3½ p. c., cash, on common stock, and two of 3½ p. c. each on guar. stock		
West Jersey and Atlantic Railroad	41.	827,550 00	347,000 00			188,222 05	30,744 95	1,677 49	220,644 49	137,856 95	Two of 2½ per cent. each, cash		West Jersey Railroad Co.
West Shore Railroad	425.	10,000,000 00	50,000,000 00		60,000,000 00								New York Central and Hudson River Railroad Co.
Williamstown and Delaware River Railroad	23.2	180,700 00	159,200 00	62,239 63	402,139 63	13,440 28	24,436 47	1,110 01	38,986 56	39,982 22			

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