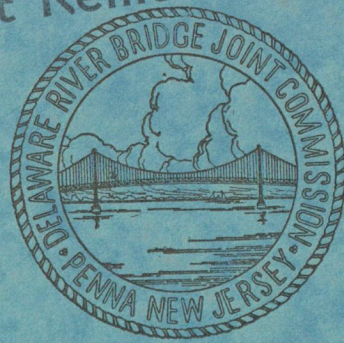


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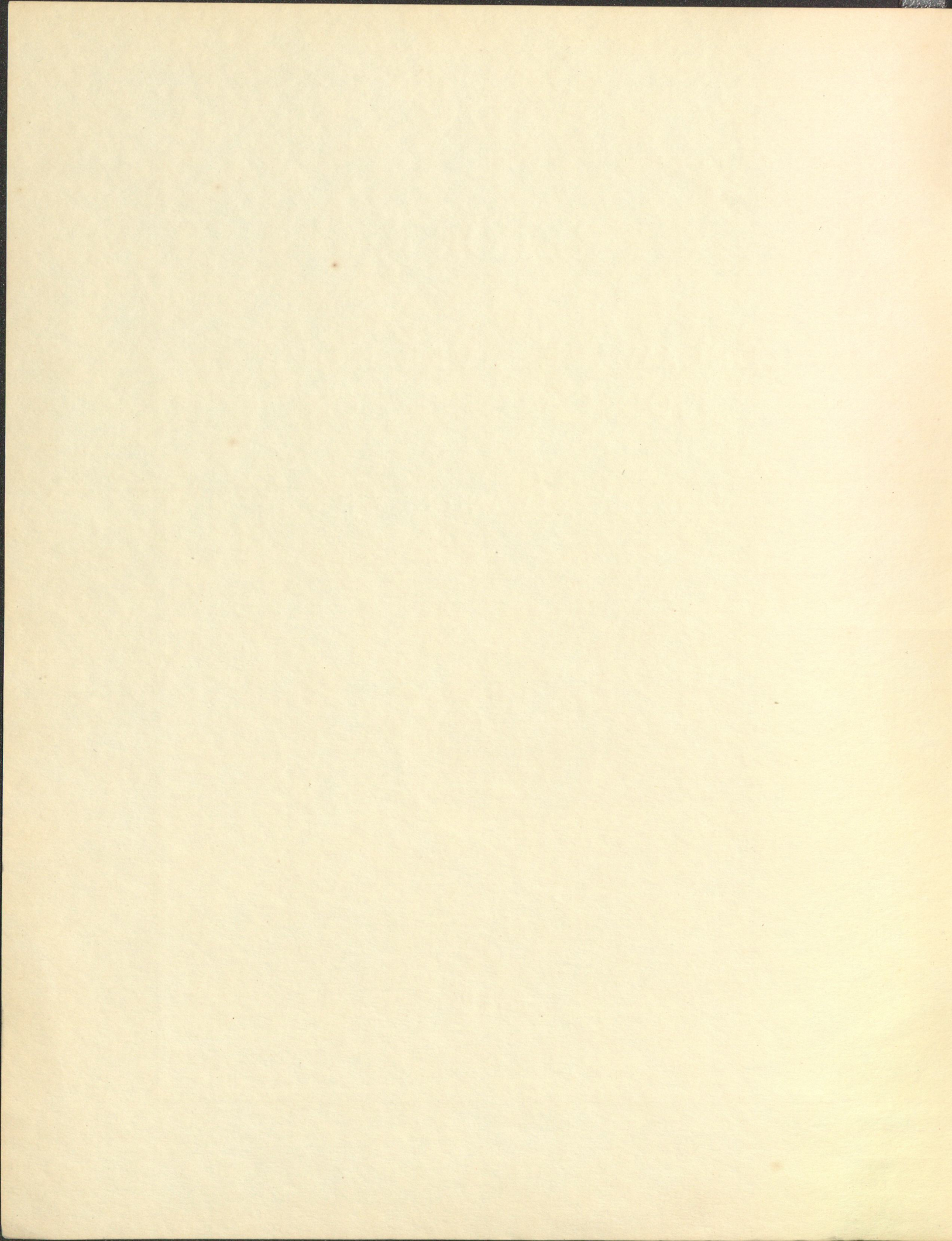
REPORT  
OF THE  
DELAWARE RIVER BRIDGE  
JOINT COMMISSION  
OF  
PENNSYLVANIA AND NEW JERSEY

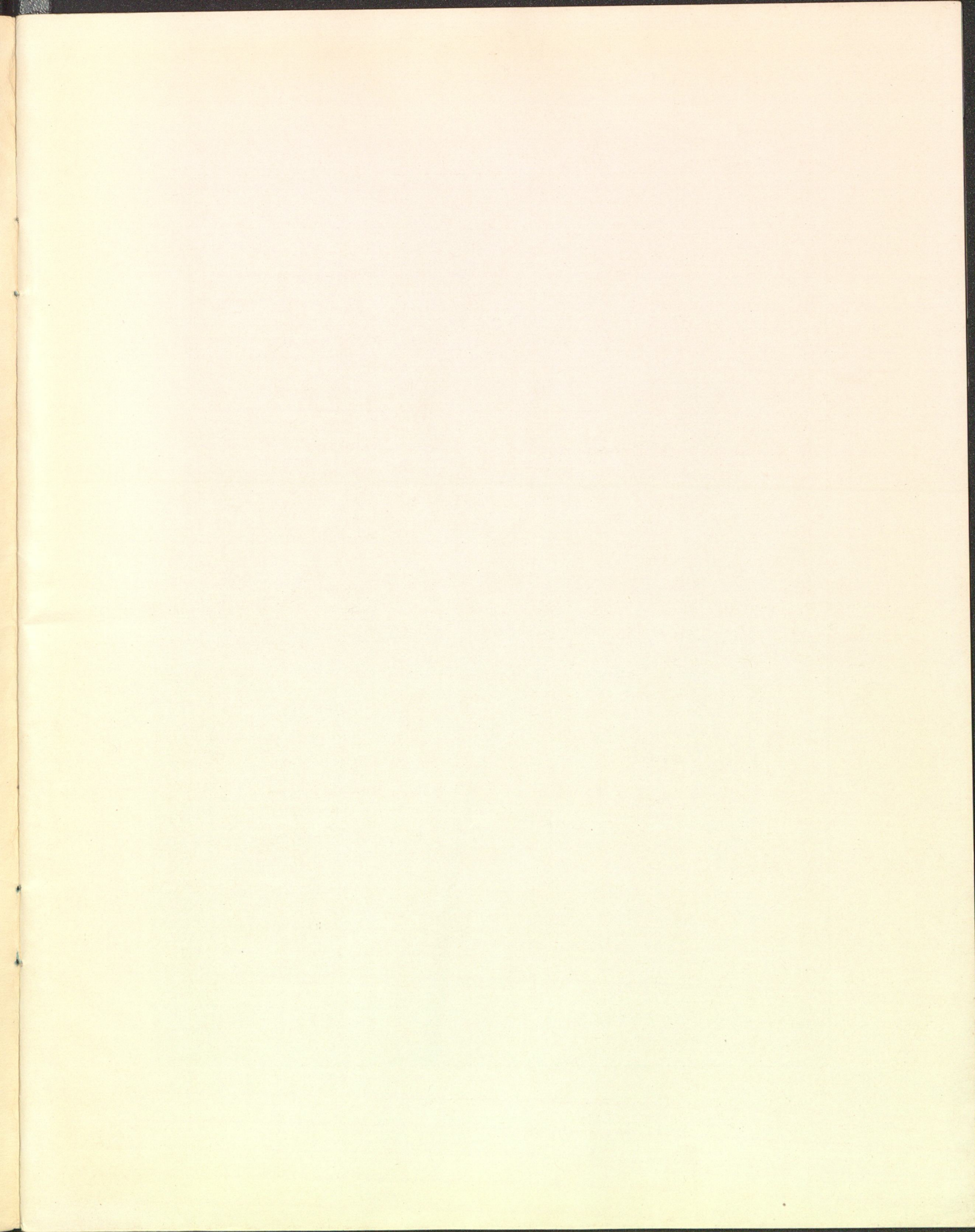
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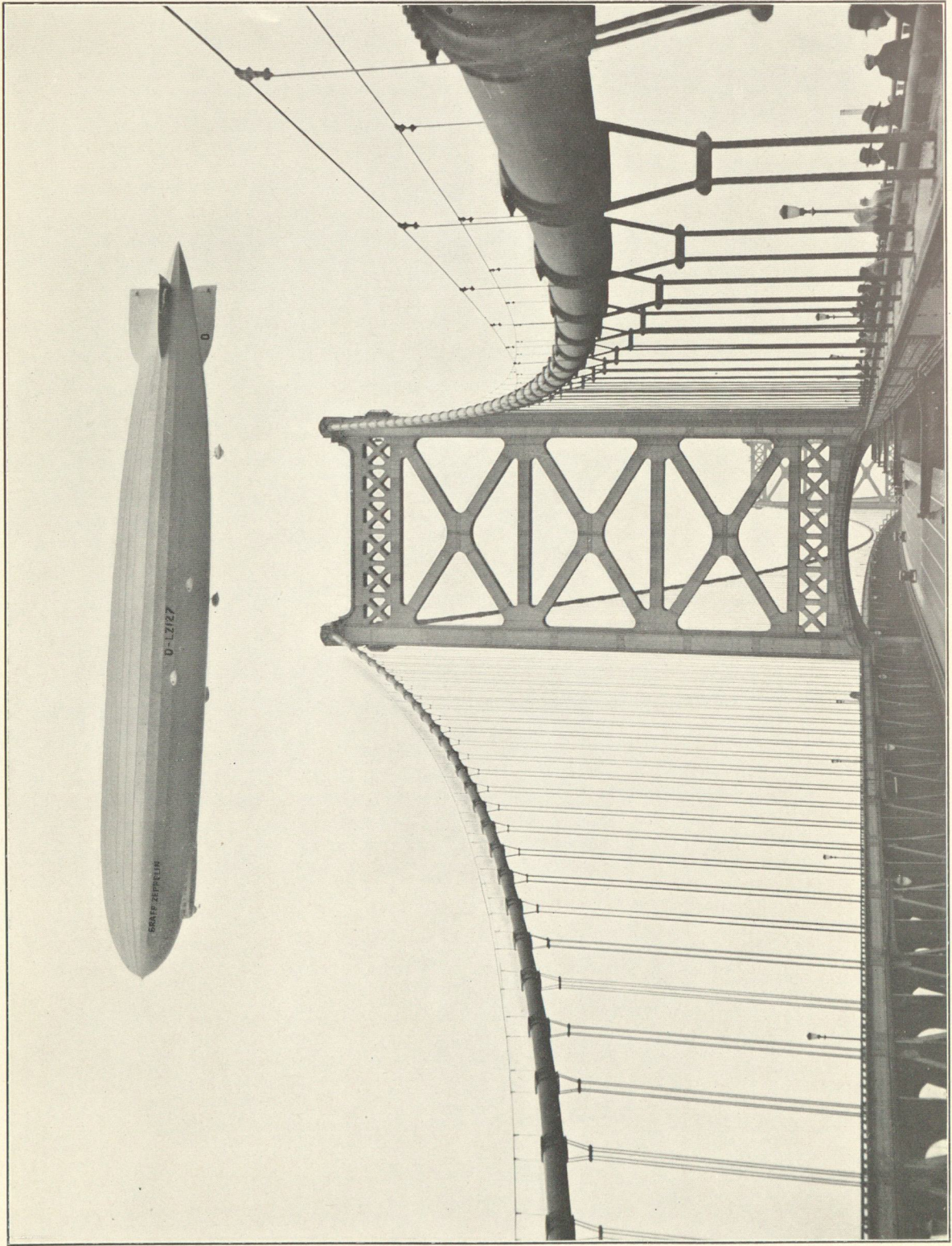


1928

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1928







GRAF ZEPPELIN ENDING FLIGHT FROM GERMANY  
OCTOBER 15th, 1928

974  
AT  
D

# REPORT

OF THE

Delaware River Bridge Joint Commission  
of Pennsylvania and New Jersey

TO THE

Legislatures of the  
Commonwealth of Pennsylvania

and the

State of New Jersey

and the

Council of the City of Philadelphia

---

PENNSYLVANIA

JOHN S. FISHER, *Chairman*  
HARRY A. MACKAY  
EDWARD MARTIN  
SAMUEL S. LEWIS  
THOMAS B. SMITH  
RICHARD WEGLEIN  
WILLIAM H. FOLWELL  
SAMUEL D. LIT

NEW JERSEY

THEODORE BOETTGER  
THOMAS J. S. BARLOW  
JOHN F. BOYLE  
WELLER H. NOYES  
JOHN B. KATES  
ROBERT S. SINCLAIR  
FRANK L. SUPLEE

JOSEPH K. COSTELLO, *General Manager*

CHARLES R. BACON, *Assistant Secretary*

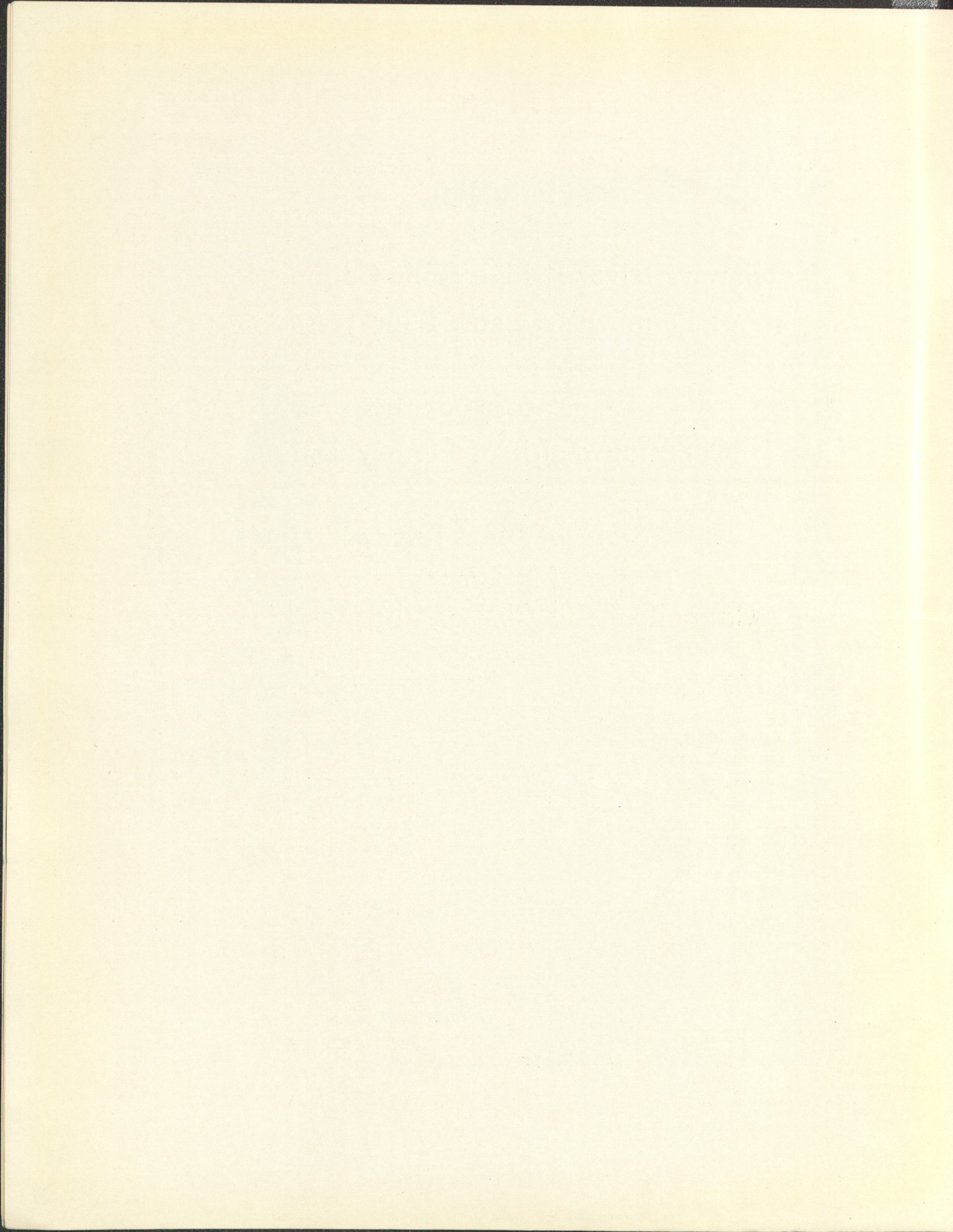
COUNSEL

DAVID J. SMYTH

T. HARRY ROWLAND

RALPH MODJESKI, *Chief Engineer*

974.901  
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ANNUAL REPORT  
OF THE  
DELAWARE RIVER BRIDGE JOINT COMMISSION  
OF  
PENNSYLVANIA AND NEW JERSEY

TO THE HONORABLES, THE LEGISLATURES OF THE COMMONWEALTH OF PENNSYLVANIA AND OF THE STATE OF NEW JERSEY AND THE COUNCIL OF THE CITY OF PHILADELPHIA.

A gratifying increase in traffic and receipts upon the Delaware River Bridge between Philadelphia and Camden was made in 1928 over 1927. The following figures attest the steadily mounting popularity of the structure and its importance as the link between the states of Pennsylvania and New Jersey:

<i>Year</i>	<i>Vehicles</i>	<i>Receipts</i>	<i>Daily Average Vehicles</i>	<i>Daily Average Receipts</i>
1928	9,725,470	\$2,827,786.83	26,718	\$7,768.64
1927	8,593,201	2,435,784.40	23,543	6,680.20
INCREASE	1,132,269	\$392,002.43	3,175	\$1,088.44

Net receipts in 1928 amounted to \$2,449,196.82, an increase of \$355,274.93, or more than 16 per cent. over 1927. In accordance with the laws of the States, New Jersey received 50 per cent. of the net receipts or \$1,224,598.40 while Pennsylvania and Philadelphia each received \$612,299.21. Total expenses of operating and maintaining the bridge in satisfactory condition were \$378,590.01 in 1928 and \$346,678.59 in 1927. In both years the expenses were kept below the figure of \$400,000 which prior to the opening of the bridge was fixed as a conservative estimate for the annual cost of maintenance.

Details of receipts, expenses and distribution are appended to this report.

In the thirty months since the opening of the bridge 22,456,345 vehicles crossed. The gain in traffic and in receipts for the corresponding months of 1926, 1927 and 1928 has been steady and consistent. Returns have been greatly in excess of the expectations of the members of the Joint Commission. Prior to the opening our Engineers estimated that the second year would show a traffic of 6,725,000 cars and a net return of \$1,281,250. It was further estimated that the annual net revenues would in the seventh complete year of operation amount to \$2,437,500. As shown above, this mark has already been exceeded with the bridge only two and one-half years old.

There is little reason to doubt that the bridge can be freed of tolls for private automobiles in 1941 if there is no reduction made in the tolls charged. The rates of toll upon the Delaware River Bridge are lower than on any structure in the country

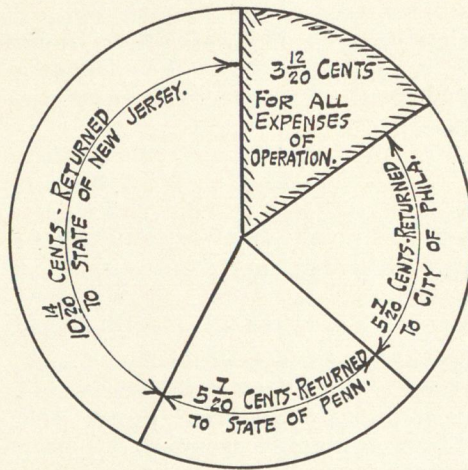
which compares with it in size and cost. A charge of 50 cents is made upon private passenger automobiles upon the Port of New York Authority bridges in northern New Jersey and in the Hudson Vehicular Tunnel while the rate upon the Bear Mountain Bridge is three times the toll charged for a similar car upon the Delaware River Bridge.

During the year the Commission had a computation made of the total cost of the bridge, including interest at four per cent. upon funds advanced during construction. Under the laws of both states interest during construction must be added to the appropriations made for bridge purposes and the total set up as the actual cost of the bridge to be repaid out of tolls.

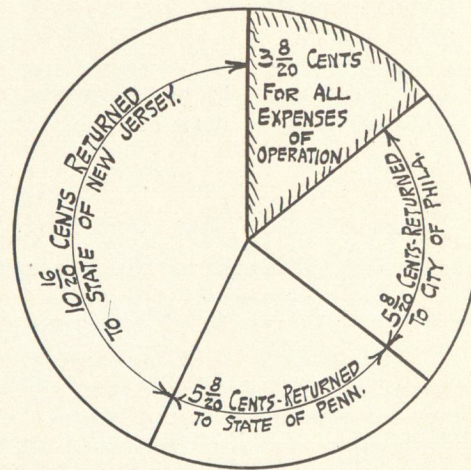
The interest charge amounts to \$5,802,851.83 and the amount to be repaid New Jersey, Pennsylvania and Philadelphia as of December 31, 1928 was \$37,125,876.03. Details of this computation are contained in the appendix.

## DELAWARE RIVER BRIDGE. WHERE THE BRIDGE QUARTER GOES.

FOR THE YEAR-1927.



FOR THE YEAR-1928.



COMPUTED BY TELLERS

Pleasure cars and light trucks furnish by far the largest proportion of traffic upon the Delaware River Bridge. Of the total of 9,725,470 cars crossing in 1928, 8,260,066 were passenger cars and light delivery trucks. These are classified together because collection is made by means of quarters inserted in the automatic hand registers used by our collectors. The department stores, newspaper publishers and specialty shops to whom speed is essential patronize the bridge almost exclusively.

Next in importance as a revenue producer to these vehicles are the passenger buses. In 1928, 1,297,532 buses passed over the bridge, an increase of 116,349 over the record for 1927.

In 1928 receipts from the buses amounted to \$665,724.75. Of this amount \$319,494.25 was received from the Pennjersey Rapid Transit Company which is operated by the Philadelphia Rapid Transit Company and the Public Service Railway Company of New Jersey. This bus business gives every prospect of increasing as the

suburbs of New Jersey grow. There has been some complaint that the public demand for transportation is not wholly satisfied by the number of buses now operating.

The Joint Commission has received only one proposal to operate cars on rails across the bridge. This was made by the Philadelphia Rapid Transit Company which requested exclusive rights to operate over the trolley tracks paying in return therefor a toll of one-half cent per passenger. The entire cost of laying tracks was to be met by the Commission. The Company offered to guarantee interest and sinking fund charges on the bonds to be issued for the improvement. The Commission held a conference which was attended by representatives of the Pennsylvania Railroad and the Reading Railroad to determine if these companies would be interested in operating electric trains across the bridge upon the outside track spaces which had been reserved for such service. These companies, however, have been deterred by reason of the cost of reaching the bridge in Philadelphia and of connecting in Camden with their present lines.

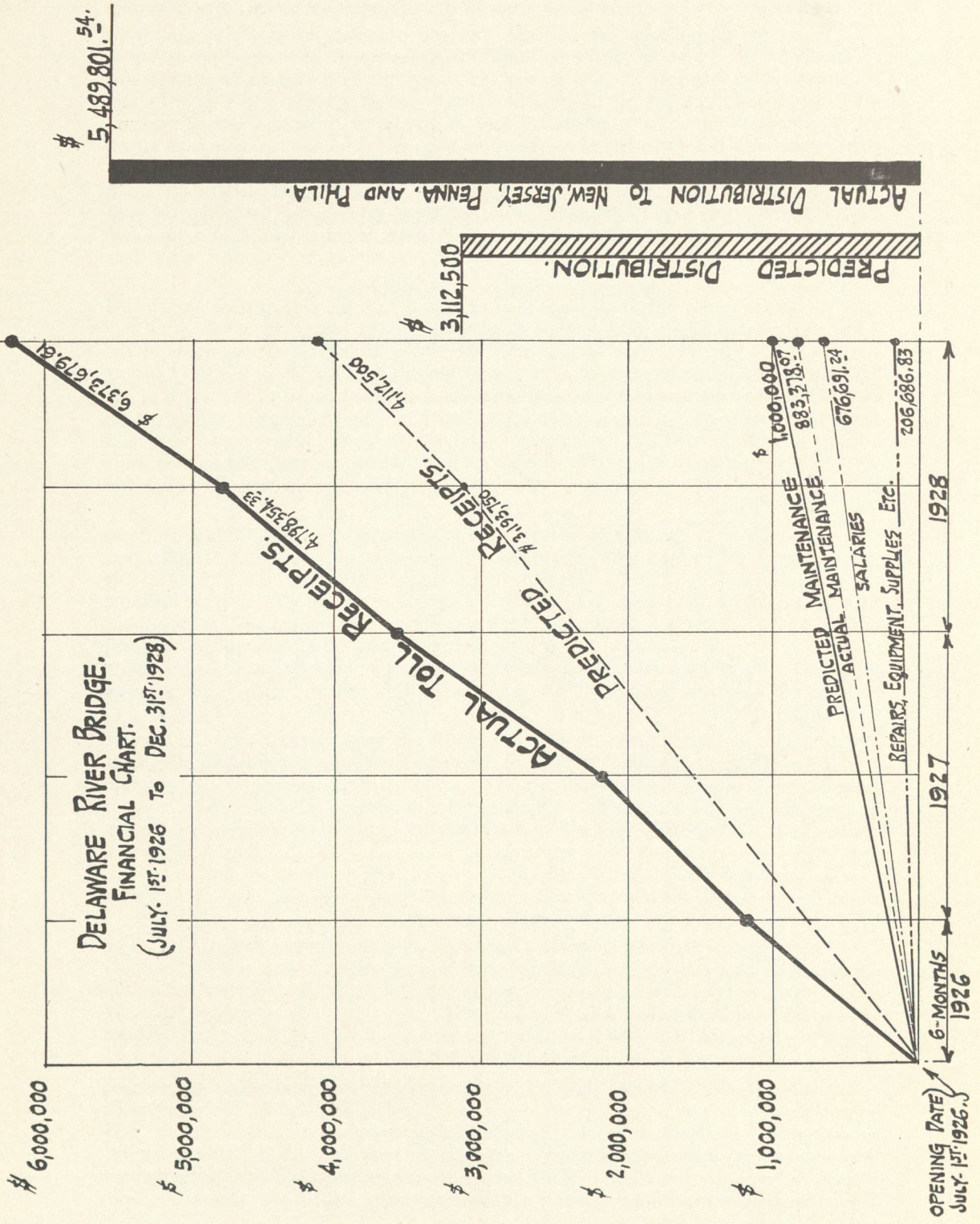
While the cost of providing space for trolley and high speed tracks has represented a large proportion of the total amount expended in bridge construction this space may well be utilized in the future even if rails are not laid. Provision was made in the building of the bridge to carry the extra dead weight that would be added by paving over of the track space so that four additional lanes might be added to the width of the roadway, if and when the growth of traffic warrants this change. It would not be difficult to make provision at the western end of the bridge for vehicles operating upon the track space to reach the Philadelphia streets. However, the Commission feels that the original plan of operating trolley and high speed lines across the bridge has much in its favor.

The capacity of the present six roadways to accommodate traffic has not yet been tested. On Sunday, July 29th, 1928, 59,023 vehicles crossed the bridge. This was the peak of the year. A count made in the evening hours when the rush from the shore points was at its height showed that 4,244 cars per hour were passing over the bridge. This number was handled by the collectors on duty on ten toll lanes without trouble. There was no occasion to open the four emergency toll lanes which have been reserved for an unusual rush. Without serious difficulty the bridge can accommodate 100,000 vehicles upon the present six traffic lanes. The average daily traffic in 1928 was 26,718 vehicles.

Our heavy truck business showed an increase of 7,023 in 1928 over 1927. The figures for the year were 137,518. In one class of business, the horse drawn, a decided decrease was noted during the year. In 1927, 5,169 horses went over the bridge while in 1928 this had fallen to 1,145. The horses are now being driven to the ferries, as the steep pull up the bridge has proved too much for them. The reduction in receipts from this class has been more than made up for in the increased speed thereby permitted to other patrons of the bridge. It takes a horse drawn vehicle about 30 minutes to cross while the average automobile travelling thirty miles an hour goes over in less than four minutes.

The bridge carries approximately 78 per cent. of the total cross river traffic. The remaining 22 per cent. cross on the ferries operating between Camden and Philadelphia and Palmyra and Tacony. The ferries receive the bulk of the horse drawn traffic, the larger trucks and some private automobiles. In July 1926 the ferries were used by 284,023 vehicles, in July 1927, 293,200 vehicles and in July 1928, 305,349 vehicles showing a steady though not sensational increase.

Future growth of traffic upon the bridge is dependent to a large degree upon improvement in streets leading to and from the Philadelphia Plaza. The question of widening these approaches has been agitated in Philadelphia during the past year and there is good reason to believe that some improvement will be made in the near future. In this connection it has been realized that the streets leading from the bridge make a distinct impression upon the visitor. Unfortunately the streets are narrow and the



buildings lining them are, in the main, of a character to give an unfair impression of the city. Particularly to visitors, Race and Vine Streets are the show windows of Philadelphia. It has been well said that a public street, however utilitarian its purpose, is also a work of art. It is something that people must look at, whether they will or not. The streets upon which the great tides of bridge traffic flow hold tremendous advertising potentialities for Philadelphia.

The City of St. Louis has just concluded the widening of Olive Street from 60 to 100 feet to help traffic and to re-establish property values in an area which was regarded in St. Louis as blighted. The cutting through of broad avenues from the Bridge Plaza would not only be of tremendous importance to the motorist but would improve a district which at present cannot be said to be flourishing. It has been found that the establishment of a traffic artery tends to stabilize land values and undoubtedly the taxable valuations would be increased on widened thoroughfares.

Some way must be found to give access to the bridge motorist to Broad Street and possibly at a later date to the Parkway. In addition a large proportion of the private cars carry persons bound for the shopping district of Philadelphia and all the intercity buses using the bridge have their chief delivery points along Market Street. This results in almost intolerable confusion and jamming of traffic in Sixth Street. Suggestions have been made to remedy this condition by the widening of Sixth and Seventh Streets or the cutting through of a new boulevard from Market Street to the bridge plaza. Without attempting to indicate which plan should be followed it may be said that the relief is badly needed.

Delays incident to this congestion have undoubtedly been very costly to the motorist and to the bus companies. There can be no jamming of traffic upon the bridge because of its six lanes and the policy of permitting no cars to stop but the difficulty of reaching the bridge probably sends a number of cars to the ferries.

The 9,725,470 vehicles crossing the bridge in 1928 represented approximately 19,000,000 car miles of traffic yet the total accidents for 1928 were only fifty-eight resulting in the death of one man and the minor injury of twenty-one. The one fatality was due to a motorist speeding over the bridge in the early hours of the morning and crashing into the rear of the large flusher engaged in cleaning the bridge.

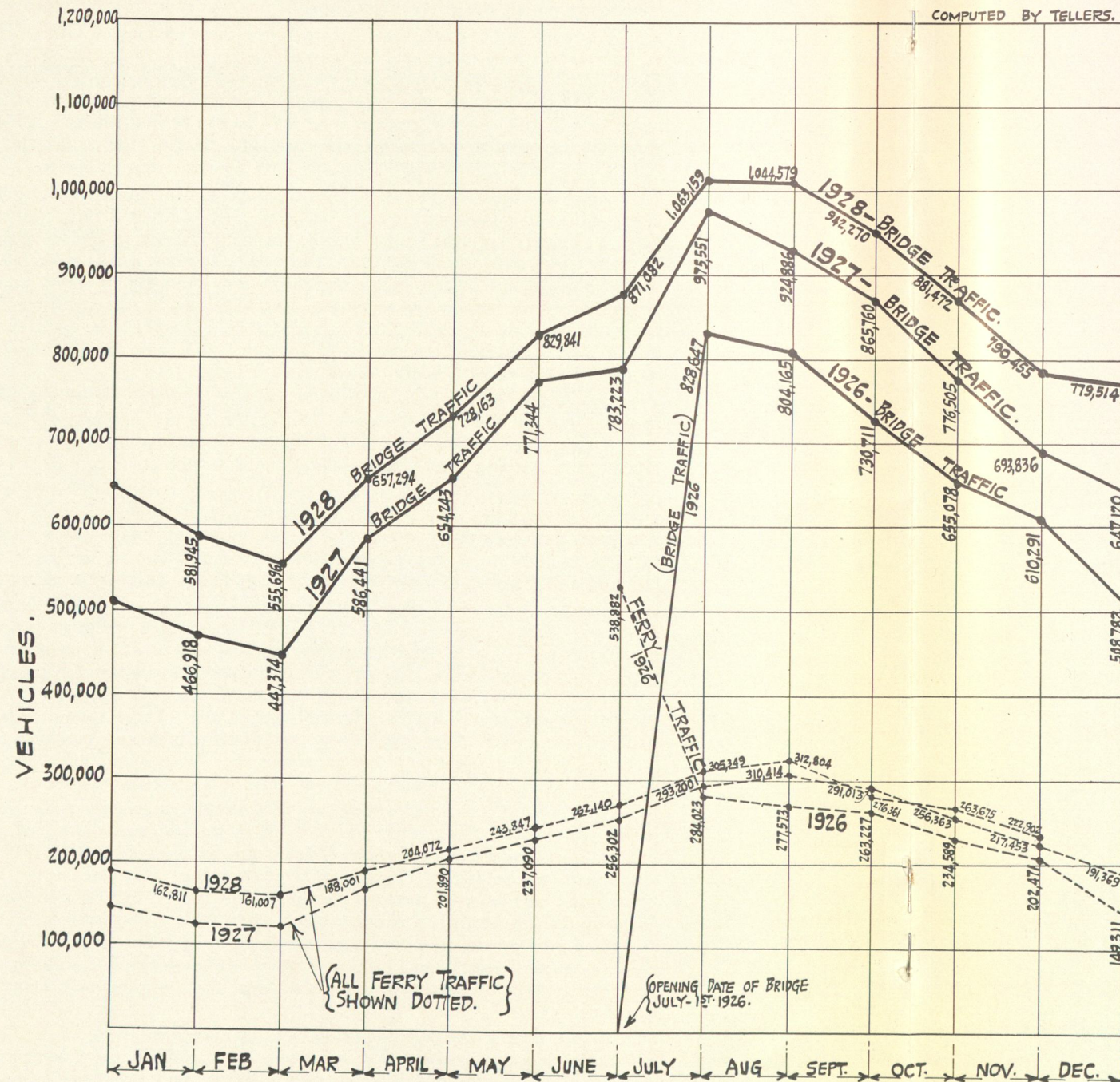
Our police followed their usual custom of making arrests only when absolutely necessary. The Commission has found that the average motorist can be trusted to operate his car safely without being harassed and bedeviled. Forty-seven arrests were made for reckless driving, twenty-five of drunken men, seven for larceny, seven for assault and battery, seven for holding no driver's licenses, five for attempted suicide, three for speeding and one as a hit-and-run driver. Three runaways were returned to their parents and three youths were arrested for malicious mischief. Two arrests were made at the request of the Camden police for embezzlement, three men were arrested as suspicious characters and one man as a material witness.

Nine persons committed suicide and nine attempted suicides were prevented. Our police extinguished thirty-three fires with no serious damage. Disabled vehicles numbering three hundred and four were lifted or towed from the bridge. The tow wagon authorized by the Joint Commission in 1928 proved of great benefit. During the year bridge patrolmen in automobiles and motor cycles covered 154,234 miles, a distance of approximately six times around the world. This system of patrolling has proved of inestimable value, bringing assistance to stranded or disabled cars and exercising a salutary effect upon reckless drivers. The work of the police, however, has been carried on in a way to bring praise from the motoring public and the automobile clubs.

At the close of the year the bridge and its equipment were in excellent condition. An improvement of considerable importance was made in the Camden Plaza by the removal of the island around which cars entering from Broadway were compelled to pass. In conjunction with the removal of this island, thereby affording a direct line

# MONTHLY VEHICULAR TRAFFIC.

COMPUTED BY TELLERS.



1 <sup>ST</sup> SIX MONTHS OPERATION - { JULY-1 <sup>ST</sup> 1926 TO DEC. 31 <sup>ST</sup> 1926 }					
	RECEIPTS	EXPENSES	VEHICLES	BUSES	TRUCKS & MISCL.
JULY	226,532. <sup>27</sup>	18,988. <sup>70</sup>	828,647	51,374	28,483
AUG.	219,729. <sup>09</sup>	28,567. <sup>85</sup>	804,165	65,528	39,594
SEPT.	178,512. <sup>94</sup>	21,689. <sup>89</sup>	730,711	72,526	40,197
OCT.	184,233. <sup>31</sup>	30,524. <sup>96</sup>	655,078	81,144	39,839
NOV.	172,266. <sup>73</sup>	27,092. <sup>46</sup>	610,291	77,749	39,594
DEC.	128,833. <sup>32</sup>	31,245. <sup>61</sup>	508,782	86,253	36,837
TOTAL	1,110,108. <sup>32</sup>	158,109. <sup>47</sup>	4,137,674	434,574	224,544
DISTRIBUTED TO NEW JERSEY } # = 946,682. <sup>83</sup>					
PENNA. & PHILA. }					

2 <sup>ND</sup> SIX MONTHS OPERATION - { JAN-1 <sup>ST</sup> 1927 TO JUNE 30 <sup>TH</sup> 1927 }					
	RECEIPTS	EXPENSES	VEHICLES	BUSES	TRUCKS & MISCL.
JAN	148,165. <sup>38</sup>	27,223. <sup>07</sup>	466,918	89,374	8998
FEB	109,100. <sup>34</sup>	30,238. <sup>57</sup>	447,374	84,081	11,392
MAR	155,743. <sup>32</sup>	28,929. <sup>78</sup>	586,441	86,182	16,758
APR	173,375. <sup>38</sup>	27,149. <sup>44</sup>	654,243	97,866	14,758
MAY	210,816. <sup>96</sup>	25,818. <sup>29</sup>	771,244	105,226	16,318
JUNE	222,513. <sup>87</sup>	14,849. <sup>19</sup>	783,223	102,310	16,356
TOTAL	1,019,715. <sup>25</sup>	154,208. <sup>31</sup>	3,709,543	565,039	84,580
DISTRIBUTED TO NEW JERSEY } # = 863,996. <sup>04</sup>					
PENNA. & PHILA. }					

3 <sup>RD</sup> SIX MONTHS OPERATION - { JULY-1 <sup>ST</sup> 1927 TO DEC. 31 <sup>ST</sup> 1927 }					
	RECEIPTS	EXPENSES	VEHICLES	BUSES	TRUCKS & MISCL.
JULY	264,948. <sup>49</sup>	26,878. <sup>04</sup>	975,551	106,807	13,184
AUG.	265,357. <sup>32</sup>	28,632. <sup>61</sup>	924,886	104,001	13,846
SEPT.	248,796. <sup>87</sup>	39,549. <sup>92</sup>	865,760	97,986	13,699
OCT.	227,107. <sup>03</sup>	25,987. <sup>68</sup>	776,505	102,476	12,479
NOV.	210,995. <sup>04</sup>	29,566. <sup>76</sup>	693,836	97,237	10,467
DEC.	198,864. <sup>45</sup>	41,854. <sup>79</sup>	647,120	107,637	9,994
TOTAL	1,416,069. <sup>24</sup>	192,470. <sup>25</sup>	4,883,658	616,144	73,669
DISTRIBUTED TO NEW JERSEY } # = 1,229,925. <sup>85</sup>					
PENNA. & PHILA. }					

4 <sup>TH</sup> SIX MONTHS OPERATION - { JAN-1 <sup>ST</sup> 1928 TO JUNE 30 <sup>TH</sup> 1928 }					
	RECEIPTS	EXPENSES	VEHICLES	BUSES	TRUCKS & MISCL.
JAN	178,184. <sup>17</sup>	31,076. <sup>14</sup>	581,945	103,141	9067
FEB.	170,286. <sup>61</sup>	34,370. <sup>68</sup>	555,696	100,768	9554
MAR	195,838. <sup>42</sup>	31,428. <sup>52</sup>	657,294	106,406	11,420
APR.	215,041. <sup>37</sup>	29,751. <sup>49</sup>	728,163	106,827	12,535
MAY	235,846. <sup>43</sup>	32,406. <sup>28</sup>	829,841	112,473	15,534
JUNE	257,264. <sup>55</sup>	28,623. <sup>61</sup>	871,082	109,609	15,649
TOTAL	1,252,461. <sup>58</sup>	187,656. <sup>92</sup>	4,224,021	639,224	73,749
DISTRIBUTED TO NEW JERSEY } # = 1,064,804. <sup>63</sup>					
PENNA. & PHILA. }					

5 <sup>TH</sup> SIX MONTHS OPERATION - { JULY-1 <sup>ST</sup> 1928 TO DEC. 31 <sup>ST</sup> 1928 }					
	RECEIPTS	EXPENSES	VEHICLES	BUSES	TRUCKS & MISCL.
JULY	294,327. <sup>21</sup>	33,633. <sup>08</sup>	1,063,159	110,754	21,311
AUG.	299,711. <sup>61</sup>	32,947. <sup>86</sup>	1,044,579	110,174	22,026
SEPT.	260,823. <sup>69</sup>	29,568. <sup>11</sup>	942,270	108,042	20,428
OCT.	257,370. <sup>39</sup>	29,079. <sup>68</sup>	881,472	109,561	17,010
NOV.	228,438. <sup>98</sup>	30,247. <sup>69</sup>	790,455	105,546	14,628
DEC.	234,653. <sup>40</sup>	35,456. <sup>67</sup>	779,514	114,232	12,783
TOTAL	1,575,325. <sup>28</sup>	190,933. <sup>08</sup>	5,501,449	658,309	108,186
DISTRIBUTED TO NEW JERSEY } # = 1,384,392. <sup>19</sup>					
PENNA. & PHILA. }					

between the Broadway entrance and the toll lanes, a blinker light which formerly stood at Sixth and Vine Streets, Philadelphia, and which had become somewhat of an obstruction, was taken from Philadelphia to the Camden Plaza. Our maintenance department transformed this blinker light into a three-color traffic regulator replacing the semaphore which formerly controlled traffic at Broadway.

During the year the maintenance force, including the electricians, was occupied constantly in seeing that the bridge was kept in perfect condition. A daily inspection was made in order that no chances should be taken with the structure in which \$37,000,000 of the money of the tax-payers of Pennsylvania and New Jersey is invested.

The resignation of Mr. Isaac Ferris, Jr., as a member of the New Jersey Interstate Bridge and Tunnel Commission was forwarded to the Secretary of the State of New Jersey on October 10th, 1928. Mr. Ferris was a member of the Commission since March 18th, 1922. His services during construction of the bridge and during the first two years of operation were invaluable and his fellow members record his retirement with deep regret.

In closing, the Delaware River Bridge Joint Commission extends a most cordial invitation to the members of the Legislatures of Pennsylvania and New Jersey and the Council of the City of Philadelphia to inspect the bridge at any time.

Respectfully submitted,

PENNSYLVANIA COMMISSION

JOHN S. FISHER  
HARRY A. MACKAY  
EDWARD MARTIN  
SAMUEL S. LEWIS  
THOMAS B. SMITH  
RICHARD WEGLEIN  
SAMUEL D. LIT  
WILLIAM H. FOLWELL

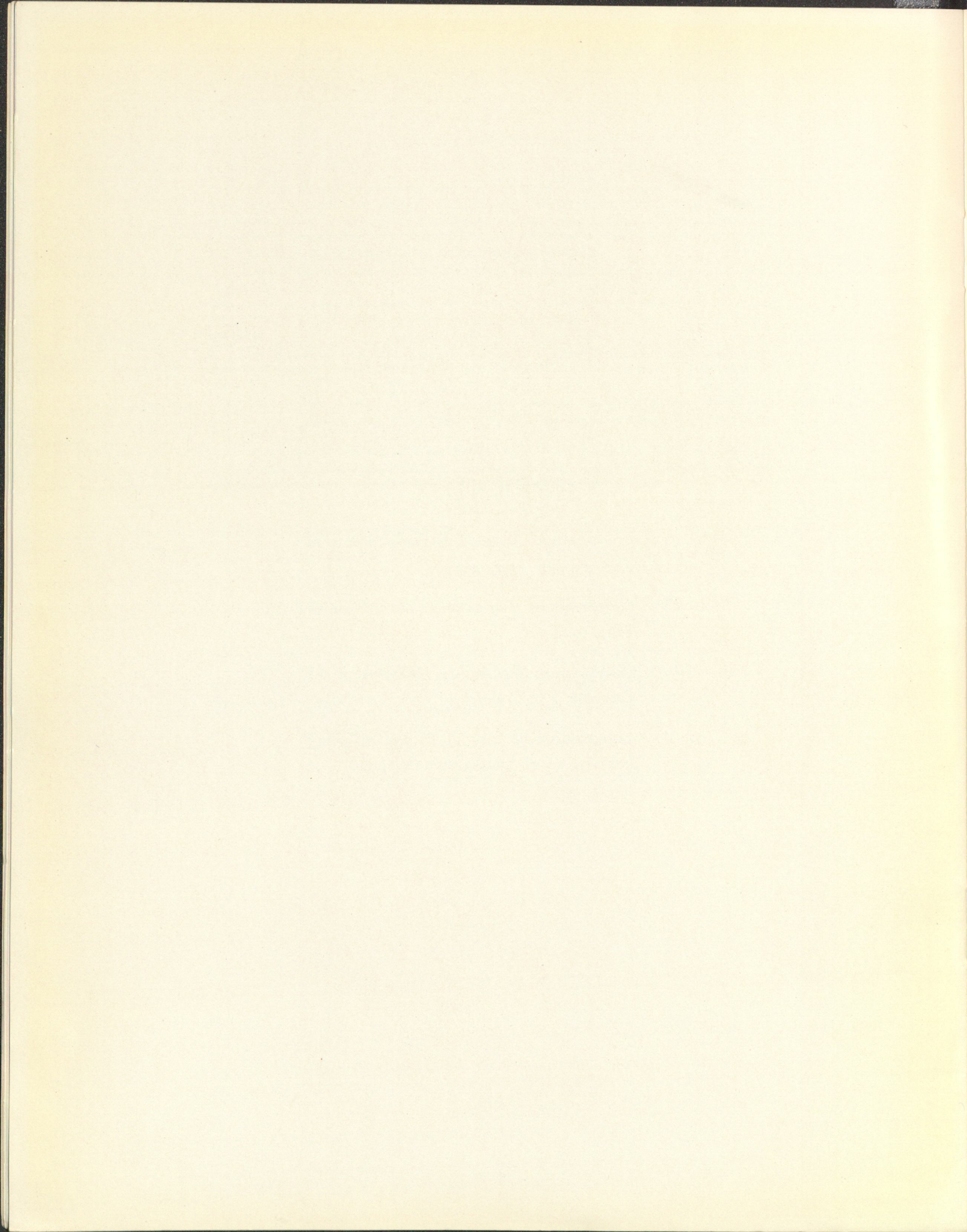
NEW JERSEY INTERSTATE  
BRIDGE AND TUNNEL  
COMMISSION

THEODORE BOETTGER  
THOMAS J. S. BARLOW  
JOHN F. BOYLE  
WELLER H. NOYES  
JOHN B. KATES  
ROBERT S. SINCLAIR  
FRANK L. SUPLEE

December 31st, 1928.

## APPENDIX

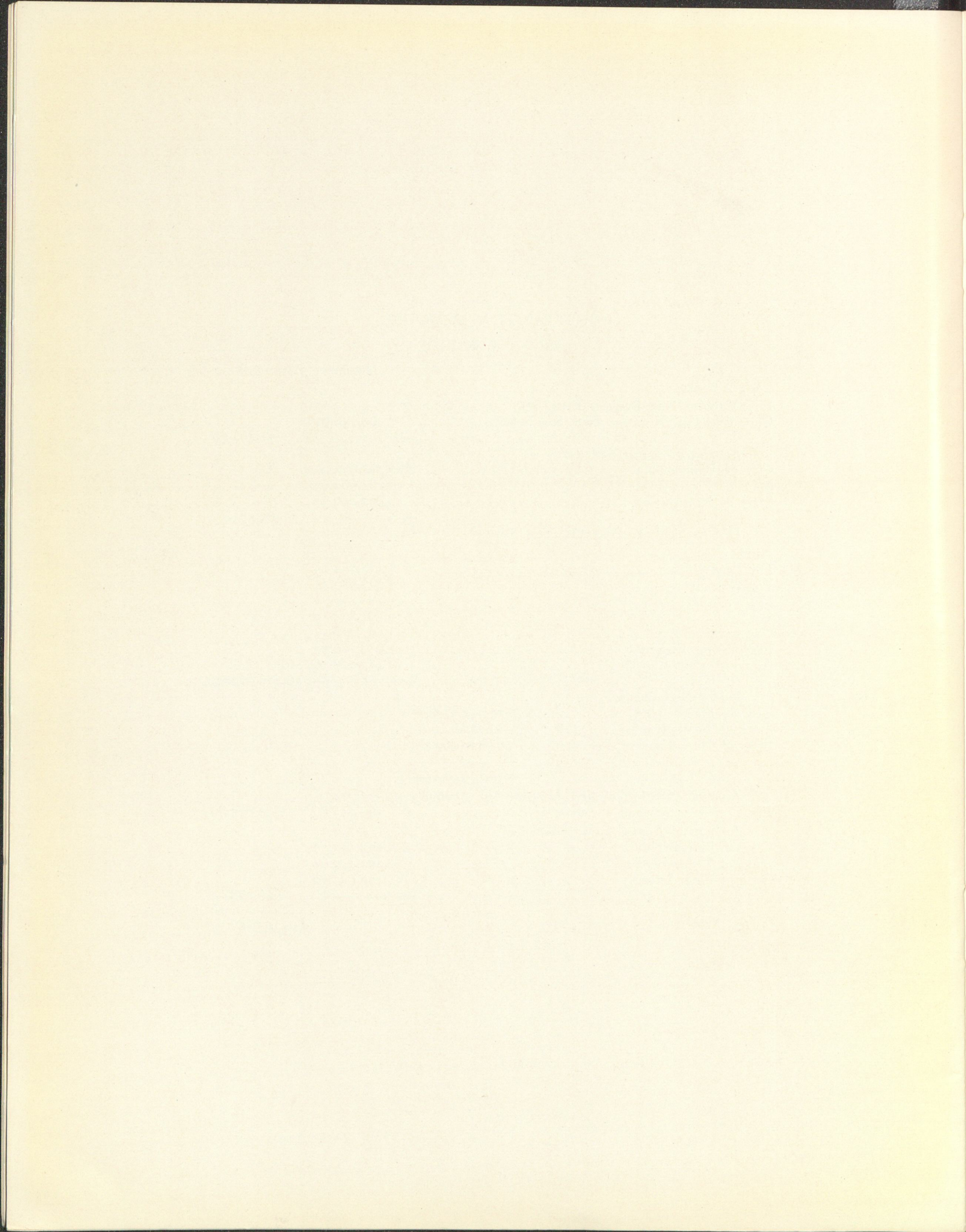
- (a) Construction Account Balance Sheet, as of December 31st, 1928
- (b) Statement of Operations for Calendar Year 1928
- (c) Statement of Net Income Distribution for Calendar Year 1928
- (d) Computation of Cost of Bridge Including Interest, as of December 31st, 1928.



CONSTRUCTION ACCOUNT  
BALANCE SHEET

December 31st, 1928.

Cash in Banks:		
First Camden Nat. Bank & Trust Co.....	\$ 2,814.05	
Corn Exchange National Bank & Trust Co.....	68,748.91	
	\$	71,562.96
Amount of Appropriations:		
City of Philadelphia.....	\$10,784,662.00	
State of Pennsylvania.....	10,784,662.00	
State of New Jersey.....	15,893,040.57	
		37,462,364.57
Disbursements to December 31st, 1928:		
Land:		
For Pennsylvania .....	\$ 7,437,754.15	
For New Jersey.....	3,437,080.34	
	\$10,874,834.49	
Construction .....	23,517,973.24	
Engineering Expenses .....	1,650,266.53	
Administration Expenses .....	452,938.36	
		36,496,012.62
Bridge Investment:		
City of Philadelphia.....	\$10,312,525.92	
State of Pennsylvania.....	10,312,525.92	
State of New Jersey.....	15,870,960.78	
	\$36,496,012.62	
Amount of Appropriation Unspent but Applied:		
For Condemnation and Purchase of Land.....	\$ 360,013.86	360,013.86
Amount of Appropriation Unapplied:		
City of Philadelphia.....	\$ 292,141.55	
State of Pennsylvania.....	292,141.64	
State of New Jersey.....	22,054.90	
		606,338.09
		\$37,462,364.57

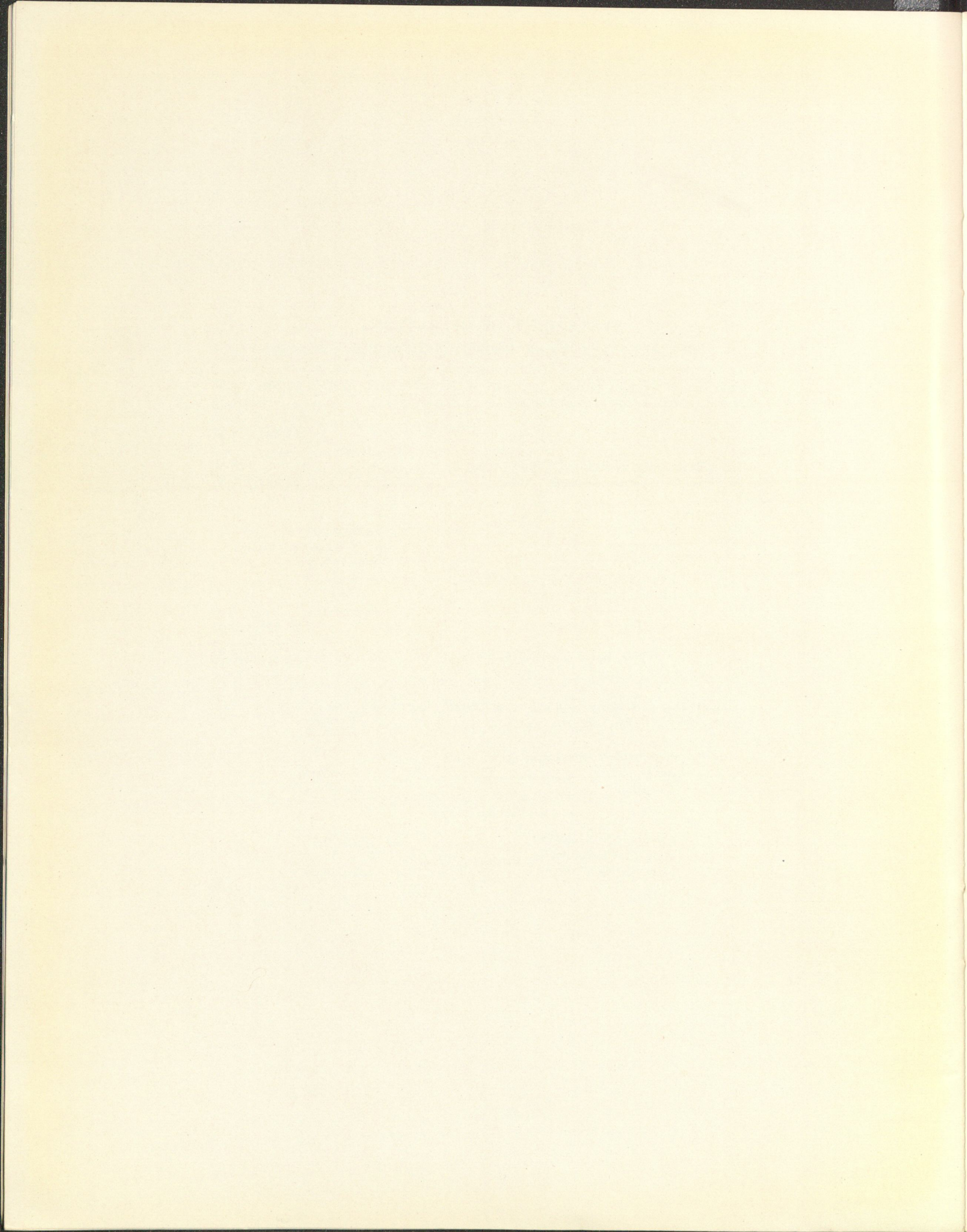


STATEMENT OF OPERATIONS  
FOR CALENDAR YEAR ENDED DECEMBER 31st, 1928.

Toll and Rental Receipts January 1st, 1928 to December 31st, 1928 ..	\$2,809,105.68
Interest Received on Bank Balances .....	18,809.73
	\$2,827,915.41
Less:	
Counterfeit and Multilated Coins .....	128.58
Gross Receipts .....	\$2,827,786.83
Less:	
Expenses:	
Salaries .....	\$298,044.39
Equipment .....	5,312.95
Supplies .....	19,757.68
Repairs .....	8,781.63
Miscellaneous Expenses .....	46,693.36
Total Expenses .....	\$ 378,590.01
Net Total for Distribution .....	\$2,449,196.82
Add:	
Undistributed balance carried over from December 31st, 1927 (Petty Cash) .....	\$500.00
Less:	
Undistributed balance December 31st, 1928 (Petty Cash) .....	500.00

DISTRIBUTION

City of Philadelphia .....	\$ 612,299.21
State of Pennsylvania .....	612,299.21
State of New Jersey .....	1,224,598.40
	\$2,449,196.82



STATEMENT OF NET INCOME DISTRIBUTION FOR CALENDAR YEAR ENDED DECEMBER 31st, 1928.

BANK	Total Before Distribution	Total Deposits	Interest Earned	City of Philadelphia	State of Pennsylvania	State of New Jersey
Glassboro Title & Trust Company..	\$ 65,751.65	\$ 65,000.00	\$ 751.65			\$ 65,751.65
First Camden National Bank and Trust Company .....	198,547.55	197,000.00	1,547.55			198,547.55
First National Bank of Glassboro..	125,942.48	125,000.00	942.48			125,942.48
Merchantville Trust Company.....	52,388.86	52,000.00	388.86			52,388.86
Burlington County Trust Company.	150,992.81	150,000.00	992.81			150,992.81
Moorestown Trust Co.....	100,874.43	100,000.00	874.43			100,874.43
Pitman Title & Trust Co.....	73,744.48	73,500.00	244.48			73,744.48
Corn Exchange National Bank and Trust Co. ....	178,211.80	177,000.00	1,211.80	178,211.80		
Jefferson Title & Trust Company...	151,855.97	150,000.00	1,855.97	139,127.64	12,728.33	
Manayunk-Quaker City National Bank .....	178,187.77	177,000.00	1,187.77	100,726.56	77,461.21	
Northern Trust Co.....	143,390.36	142,500.00	890.36	40,189.77	103,200.59	
Franklin Trust Co.....	167,593.20	166,500.00	1,093.20		167,593.20	
Kensington Trust Co.....	51,010.25	50,500.00	510.25		25,742.22	25,268.03
Northwestern Trust Co.....	100,812.53	100,000.00	812.53		71,294.64	29,517.89
Girard Avenue Title and Trust Company .....	93,690.71	93,000.00	690.71		235.58	93,455.13
Broadway Merchants Trust Co. (Active) .....	21,537.12	21,281.41	255.71			21,537.12
Broadway Merchants Trust Co. (Inactive) .....	594,664.85	590,105.68	4,559.17	154,043.44	154,043.44	286,577.97
	<u>\$2,449,196.82</u>	<u>\$2,430,387.09</u>	<u>\$18,809.73</u>	<u>\$612,299.21</u>	<u>\$612,299.21</u>	<u>\$1,224,598.40</u>

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STATEMENT OF THE COST OF THE DELAWARE RIVER BRIDGE

Including Simple Interest at 4% per Annum to December 31st, 1928.

Description	Total	City of Philadelphia	State of Pennsylvania	State of New Jersey
Actual Expenditures for Cost of Bridge to December 31st, 1928. . . . .	\$36,496,012.62	\$10,312,513.45	\$10,312,513.49	\$15,870,985.68
Amount Estimated to be Required to Defray Remaining Unsettled Penna. Real Estate Claims, Etc. . . . .	360,013.86	180,006.93	180,006.93	
Total Cost of Bridge Exclusive of Int. . . . .	36,856,026.48	10,492,520.38	10,492,520.42	15,870,985.68
Int. at 4% per Annum from Dates of Contributions to December 31st, 1928. . . . .	5,802,851.83	1,576,762.79	1,579,843.80	2,646,245.24
Total Cost of Bridge Including Int. to December 31st, 1928. . . . .	42,658,878.31	12,069,283.17	12,072,364.22	18,517,230.92
DEDUCT:				
Int. & Misc. Income, not previously applied, received during period of Construction. . . . .	43,200.74	9,340.98	14,198.07	19,661.69
Net Cost of Bridge Including Interest to December 31st, 1928. . . . .	42,615,677.57	12,059,942.19	12,058,166.15	18,497,569.23
DEDUCT:				
Refunds Through Bridge Operation Between December 31st, 1926 and December 31st, 1928, inclusive. . . . .	5,489,801.54	1,372,450.39	1,372,450.39	2,744,900.76
Balance to be Refunded as of December 31st, 1928. . . . .	\$37,125,876.03	\$10,687,491.80	\$10,685,715.76	\$15,752,668.47

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