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1905

State of New Jersey.

Railroad and Canal Reports.

1905

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Compliments of
J. WILLARD MORGAN,
COMPTROLLER,
STATE OF NEW JERSEY.

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ANNUAL STATEMENTS

OF THE

PROPERTY OF THE
PRUDENTIAL INS. CO.

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY

TOGETHER WITH

Report of the State Director of the United New Jersey Railroad and Canal Company

FOR THE YEAR 1905.

TRENTON, N. J.
MACCRELLISH & QUIGLEY, STATE PRINTERS
1906

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 19th, 1906.

To the Senate and General Assembly:

In compliance with the provisions of an act entitled "An act respecting annual reports to the Legislature of railroad and canal companies," approved February 24th, 1852, and a supplement thereto, approved April 3d, 1873, I have the honor to lay before you the report and statement of the State Director of the United New Jersey Railroad and Canal Company for the year 1905, and the reports of all railroads and canal companies for said year.

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

Very respectfully,

J. WILLARD MORGAN.
Comptroller of the Treasury.

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State Director's Report.

TRENTON, N. J., February 3d, 1906.

To Hon. Edward C. Stokes, Governor of New Jersey, Trenton, N. J.:

DEAR SIR—I have the honor to submit herewith my annual report as State Director of United New Jersey Railroad and Canal Company, for the year ending December 31st, 1905.

The statements show—

First—Total mileage, 541.03 miles.

Second—Net profit, $1,384,056.77.

Third—Amounts charged and credited to "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1905, inclusive, showing a debit balance January 1st, 1906, $21,845,780.79.

The State of New Jersey is the owner of 3,242 shares of stock, par value $324,200, on which a dividend of ten per cent. (10%) has been paid and received by the State, as appears by reference to the annual report of the State Treasurer for 1905.

The terms of the lease, under which the Pennsylvania Railroad Company operates the property of the United New Jersey Railroad and Canal Company, have been properly complied with, and the property is well maintained.

Very respectfully,

CHARLES BRADLEY,

State Director.

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Statements.

The Following Statement Shows the Mileage of the Lines Comprising the United Railroads of New Jersey Division of the Pennsylvania Railroad Company, the Earnings and Expenses of which are Included with Operations of the United New Jersey Railroad and Canal Company for the Year 1905, as Shown on Accompanying Sheets.

United New Jersey Railroad and Canal Company (Railroads and Ferries):	*Miles.*
New Jersey and Pennsylvania State Line in Delaware river at Trenton, N. J., to Jersey City, N. J.,	56.68
Hudson River Ferries,	1.00
Camden, N. J., to South Amboy, N. J.,	61.22
Connection with Freehold and Jamesburg Agricultural Railroad at Jamesburg, N. J.,	.28
Connection with Kinkora and New Lisbon Railroad at Kinkora, N. J.,	.31
Connection with Delaware River Railroad and Bridge Company's Branch No. 1 at Fish House, N. J.,	.25
Connection with Camden and Brulington County Railroad at Pavonia, N. J.,	.19
Connection with West Jersey and Seashore Railroad, Atlantic City Division, at Haddon Avenue,	.14
Harsimus Branch, Bergen Hill, N. J., to Harsimus Cove, N. J.,	1.55
Centre Street Branch, Harrison, N. J., to Canal Street, Newark, N. J.,	1.34
Bonhampton Branch, Metuchen, N. J., to Bonhampton, N. J.,	1.89
Kingston Branch, Monmouth Junction, N. J., to Kingston, N. J.,	4.16
Jamesburg Branch, Monmouth Junction, N. J., to Jamesburg, N. J.,	5.48
Princeton Branch, Princeton Junction, N. J., to Princeton, N. J.,	3.06
Millham Branch, Millham Junction, N. J., to Coalport, in Trenton, N. J.,	1.11
Bordentown Branch, Trenton, N. J., to Bordentown, N. J.,	6.10
Florence Branch, Florence, N. J., to Wood's Iron Works,	2.14
	146.90

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	Miles.
Pennsylvania Annex,	1.00
New York Bay Railroad,	13.57
Perth Amboy and Woodbridge Railroad,	6.33
Millstone and New Brunswick Railroad,	6.61
Rocky Hill Railroad and Transportation Company,	2.38
Belvidere Delaware Railroad,	80.89
Philadelphia and Trenton Railroad,	26.30
Pennsylvania Railroad—Trenton Branch,	2.73
Delaware Avenue Branch,	3.53
Commerce Street Branch,	.79
Canal Street Branch,	.31
Thirty-fourth Street Branch,	.63
Connecting Railway,	36.66
Delaware River Railroad and Bridge,	9.52
Freehold and Jamesburg Agricultural Railroad,	27.29
Kinkora and New Lisbon Railroad,	10.41
Camden and Burlington County Railroad,	29.77
Mount Holly, Lumberton and Medford Railroad,	5.94
Vincentown Branch Railroad,	2.76
Philadelphia and Long Branch Railroad,	48.68
Philadelphia and Beach Haven Railroad,	12.03
Total railroads and ferries,	475.03
Dalaware and Raritan Canal (U. N. J. R. R. & C. Co.),	66.00
Grand Total United Railroads of New Jersey Division,	541.03

In addition to above the United Railroads of New Jersey Division operates 70.91 miles of line under trackage rights.

Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of Other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1905.

GROSS EARNINGS FROM OPERATION.

From Freight Traffic,	$16,915,397 30
Passenger Traffic,	10,624,158 18
Express Traffic,	1,198,754 33
Transportation of Mails,	565,007 79
Miscellaneous Sources,	312,535 80
Delaware and Raritan Canal,	298,937.86
Total,	$29,914,791 26

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OPERATING EXPENSES.

For	Maintenance of Way and Structures,....	$3,208,797 88	
	Maintenance of Equipment, ...	3,694,558 02	
	Conducting Transportation, ...	14,612,207 09	
	General Expenses, ...	487,221 56	
	Delaware and Raritan Canal, ...	413,382 75	
	Total, ...		$22,416,167 30
	Net Earnings from Operation, ...		$7,498,623 96
	To which add—		
	Dividend on Belvidere Delaware Railroad Company Stock, ...	$50,420 00	
	West Jersey and Seashore Railroad Company Stock, ...	47,770 25	
	Associates of the Jersey Company Stock, ...	40,000 00	
	Philadelphia and Camden Ferry Company Stock, ...	21,036 00	
	Camden and Burlington County Railroad Company Stock, ...	11,418 00	
	Trenton Delaware Bridge Company Stock, ...	7,912 00	
	Paterson and Ramapo Railroad Company Stock, ...	900 00	
	Perth Amboy and Woodbridge Railroad Company Stock, ...	3,000 00	
	Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds,.....	5,136 00	
	Rents, ...	88,965 22	
	Income from Miscellaneous Sources, ...	80,370 48	
			356,927 95
	Total Income, ...		$7,855,551 91

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa., January 31st, 1906.

M. RUBENACK,
Comptroller.

Total income, ...			$7,855,551 91
From which deduct payments as follows:			
United New Jersey Railroad and Canal Company—			
Dividend on $21,240,400.00 stock at ten per cent., ...		$2,124,040 00	
Interest on loan of 1908, $841,000.00 at six per cent., ...	50,460 00		
Interest on loan of 1923, $1,824,000.00 at four per cent., ...	72,960 00		

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Interest on loan of 1929, $6,020,000.00 at four per cent.,	$240,800 00	
Interest on loan of 1944, $5,646,000.00 at four per cent.,	225,840 00	
Interest on loan of 1951, $5,669,000.00 at three and one-half per cent.,	198,415 00	
Organization,	10,000 00	
Taxes (including Transit Duty),	456,163 27	
Interest on Mortgages and Ground Rents,	88,782 73	
Interest on $2,000,000.00 P. R. R. Co., First Mortgage four per cent. Bonds, issued account purchase N. Y. Pier Properties,	80,000 00	
		$3,547,461 00
Philadelphia and Trenton Railroad Company—		
Dividend on $494,100.00 stock at ten per cent.,	$49,410 00	
Taxes on capital stock paid State of Pennsylvania,	9,966 48	
		59,376 48
Camden and Burlington County Railroad Company—		
Dividend on $381,925.00 stock at six per cent.,	$22,915 50	
Interest on $350,000.00 bonds at four per cent.,	14,000 00	
Organization,	500 00	
		37,415 50
Vincentown Branch Railroad Company—		
Dividend on $15,000.00 stock at six per cent.,		900 00
Mt. Holly, Lumberton and Medford Railroad Company—		
Dividend on $45,050.00 stock at six per cent.,	$2,703 00	
Organization,	200 00	
		2,903 00
Rocky Hill Railroad and Transportation Company—		
Dividend on $18,700.00 stock at six per cent.,	1,122 00	
Organization,	100 00	
		1,222 00
Connecting Railway Company—		
Dividend on $3,613,650.00 stock at four per cent.,	144,546 00	

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Interest on $1,000,000.00 bonds at four and one-half per cent.,	$45,000 00	
Interest on $991,000.00 bonds at three and one-half per cent.,	34,685 00	
Taxes,	36,241 03	
		$260,472 03
New York Bay Railroad Company—		
Dividend on $500,000.00 stock at four per cent.,	20,000 00	
Interest on $2,599,078.22 debenture certificate at four per cent.,	103,963 13	
		123,963 13
Delaware River Railroad and Bridge Company—		
Net earnings,	122,319 14	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	66,917 49	
Belvidere Delaware Railroad Company—		
Net earnings,	339,106 72	
Frehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	79,658 04	
		608,001 39
Real Estate Expenditures in 1905:		
United Railroads of New Jersey,	15,002 28	
Real Estate Expenditures in 1905:		
Philadelphia and Trenton Railroad Company,	272 66	
Construction Expenditures:		
United New Jersey Railroad and Canal Company,	1,363,767 84	
Harsimus Cove,	127,514 07	
Philadelphia and Trenton Railroad Company,	82,076 55	
Connecting Railway Company,	52,259 22	
Shop tools and machinery,	188,887 99	
		1,829,780 61
		$6,471,495 14
Net profit,		$1,384,056 77

Office of Comptroller,
January 31st, 1906.

M. RUBENACK,
Comptroller.

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Statement of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts, from January 1st, 1872, to December 31st, 1905, Inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1904,..	$23,129,021 62	
Amount expended in 1905, ...	1,494,725 13	
		$24,623,746 75

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1904,..	$7,054,680 05	
Cash, ...	130,502 29	
Proceeds from sales in 1905, ...	455 00	
		7,185,637 34
Debit balance, January 1st, 1906, ...		$17,438,109 41

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1904,..	$3,580,249 39	
Amount expended in 1905, ...	17,122 28	
		$3,597,371 67

Cr.

By Proceeds from sale of real estate, materials, etc., to December 31st, 1904, ...	$1,117,589 48	
Proceeds from sales in 1905, ...	2,120 00	
		1,119,709 48
Debit balance, January 1st, 1906, ...		$2,477,662 19

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1904,..	$3,641,639 43	
Amount expended in 1905, ...	147,658 58	
		$3,789,298 01

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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, 1904,	61,518 49	
Proceeds from sales in 1905,	20,144 51	
		$2,340,371 55
Debit balance, January 1st, 1906,		$1,448,926 46

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1904,	$1,222,674 18	
Amount expended in 1905,	2,555 49	
		$1,225,229 67

Cr.

By United New Jersey Railroad and Canal Company's stock,	$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1904,	300 00	
Proceeds from sales in 1905,	2,555 49	
		$744,146 94
Debit balance, January 1st, 1906,		$481,082 73

SUMMARY.

To Cost of construction,	$24,623,746 75	
Real estate,	3,597,371 67	
Harsimus Cove Construction,	3,789,298 01	
Harsimus Cove—Right of way and real estate,	1,225,229 67	
		$33,235,646 10

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property,	$8,389,865 31	
United New Jersey Railroad and Canal Company's stock,	3,000,000 00	
		11,389,865 31
Debit balance, January 1st, 1906,		$21,845,780 79

E. and O. E.

Office of Comptroller,
Philadelphia, January 31st, 1906.

M. RUBENACK,
Comptroller.

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Report of Railroad Companies.

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Atlantic City Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$3,625,000 00
Bonded debt,	3,757,492 00
Floating debt—None.	
Cost of road and equipments,	$7,848,040 25
Dividends paid during the year 1905 and how paid—None.	

The road extends from Camden, N. J., to Atlantic City, N. J.; Atco, N. J., to Mullica Hill, N. J.; Gloucester, N. J., to Mount Ephraim, N. J.; Wilslow Junction, N. J., to Cape May, N. J; Tuckahoe, N. J., to Sea Isle City, N. J.; Ocean City Junction, N. J., to Ocean City, N. J.; a distance of 167.56 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$934,613 13
Income from freight,	546,843 72
Income from other sources,	51,720 18
Total,	$1,533,177 03
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,299,873 47

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State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says, that he is Comptroller of Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER.

Sworn and subscribed before me this eighth day of February, A. D. 1906.

C. K. KLINK,
Notary Public.

[L.S.]

My Commission Expires April 18th, 1907.

ACCIDENTS.

January 28th, 1905—William Lafferty, employe, fatally injured. Fell under car, Clementon, N. J. L. Allison, conductor; George S. Eldridge, engineer.

March 10th, 1905.—John H. Fowler, non-employe, non-fatally injured. Drove team against engine, Pen Bryn, N. J. L. Allison, conductor; M. L. Atkinson, engineer.

March 29th, 1905—Harry D. Gray, employe, non-fatally injured. Fell off car, Pleasantville, N. J. William Hofflinger, conductor; R. R. Harrison, engineer.

April 4th, 1905—William E. Fitzgerald, non-employe, non-fatally injured; Miss A. W. Eichler, non-employe, non-fatally injured. Car derailed, Atlantic City, N. J. W. G. Brown, conductor; John Errickson, engineer.

April 24th, 1905—Lucy Barber, non-employe, non-fatally injured. Struck by train, Atlantic City, N. J. N. Laycock, conductor; Philip Stohlberger, engineer.

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June 11th, 1905—Mrs. H. C. Helms, non-employe, non-fatally injured. Struck by piece of coal from passing train, Laurel Springs, N. J. Howard Lummis, conductor; L. McLain, engineer.

June 15th, 1905—Arthur G. Miller, non-employe, fatally injured. Lying on track under car, Camden, N. J. George S. Dill, conductor; Andrew Davis, engineer.

June 20th, 1905—Joseph Wenner, non-employe, fatally injured. Struck by train, West Collingswood, N. J. W. H. Young, conductor; E. M. Chaney, engineer.

June 26th, 1905—Sabbatino Calletto, non-employe, fatally injured. Struck by train, Camden, N. J. J. S. Coleman, conductor; E. E. Fraas, engineer.

July 6th, 1905—Richard Crankshaw, non-employe, fatally injured. Struck by train, Folsom, N. J. F. B. E. Tompkins, conductor; F. D. Hine, engineer.

July 9th, 1905—George S. Hoffman, employe, non-fatally injured. Foot slipped under car wheel, Tuckahoe, N. J. George S. Lewis, conductor; James Buzby, engineer.

July 11th, 1905—Hiram Lake, non-employe, fatally injured. Struck by train, Atlantic City, N. J. Josiah Lee, conductor; S. L. English, engineer.

July 13th, 1905—Mrs. David C. Trimble, non-employe, non-fatally injured. Fell down in car as train was rounding curve, Atlantic City. N. Laycock, conductor; Philip Stohlberger, engineer.

July 18th, 1905—Mr. Jackson, non-employe, fatally injured. Struck by train, Camden, N. J. A. F. Arthur, conductor; David Smith, engineer.

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July 28th, 1905—James Reitzler, employe, non-fatally injured. Foot caught in drawhead, Albion, N. J. E. R. Jones, conductor; William Thomas, engineer.

July 28th, 1905—Amelia Fisher, non-employe, non-fatally injured. Struck by train, Camden, N. J. William H. Young, conductor; Michael Rattigan, engineer.

July 29th, 1905—Patrick J. Molloy, employe, non-fatally injured. Caught between engine and car, Camden, N. J. ——, conductor; ——, engineer.

August 2d, 1905—Jonas McKettrick, non-employe, fatally injured. Wagon struck by train, Magnolia, N. J. Albert W. Pinkerton, conductor; F. P. Lantry, engineer.

August 12th, 1905—John M. Warner, employe, non-fatally injured. Caught between roof of car and tramway, Camden, N. J. George S. Fithian, conductor; John Black, engineer.

August 19th, 1905—Edward Fitzpatrick, employe, non-fatally injured. Fell from car, Pleasantville, N. J. Samuel Price, conductor; M. Carlson, engineer.

August 21st, 1905—Lucy Chester, non-employe, non-fatally injured. Fell while alighting from train, Camden, N. J. Alexander Arthur, conductor; David Smith, engineer.

August 24th, 1905—Mrs. Theresa Notto, non-employe, fatally injured; Mr. Simoni Notto, non-employe, fatally injured. Team struck by train, Hammonton, N. J. J. H. Lance, conductor; Philip Stohlberger, engineer.

September 23d, 1905—Domencio Veneto, employe, non-fatally injured. Fell under car, Camden, N. J. Ernest Haines, conductor; W. Williams, engineer.

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September 26th, 1905—William Hedley, employe, non-fatally injured. Coupling cars, Winslow Junction, N. J. Samuel Price, conductor; William Boyle, engineer.

October 6th, 1905—William Sanders, employe, non-fatally injured. Coupling cars, Camden, N. J. Harry E. Ruth, conductor; John Black, engineer.

October 9th, 1905—Elmer Gibbins, non-employe, fatally injured. Struck by train, Gloucester, N. J. N. D. Thorn, conductor; Theodore Leupold, engineer.

October 17th, 1905—Miss Florence Brammell, non-employe, non-fatally injured. Cut by flying glass from window, Barrington, N. J. F. B. E. Tompkins, conductor; Frank Hines, engineer.

November 28th 1905—Augustus McDowdell, employe, non-fatally injured. Coupling air-hose, Winslow Junction, N. J. E. E. Clarke, conductor; E. Bakley, engineer.

November 28th, 1905—Henry S. Kentworthy, non-employe, fatally injured. Struck by train, Winslow Junction, N. J. Nicholas Laycock, conductor; Philip Stohlberger, engineer.

December 20th, 1905—Albert Hendrickson, employe, non-fatally injured. Uncoupling air-hose, Radix, N. J. William H. Rowand, conductor; George S. Eldredge, engineer.

December 28th, 1905.—William R. Chew, employe, non-fatally injured. Caught between cars, Williamstown Junction. William H. Rowand, conductor; George S. Eldredge, engineer.

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BALTIMORE AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt,	114,504 19
Cost of road and equipments,	$814,504 19

Dividends paid during the year 1905, and how paid—None paid.

The road extends from Cranford, N. J., to A. K. Bridge, a distance of 5.30 miles; distance of "Y," .05 mile; total of 5.35 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from freight,	$140,869 56
Total,	$140,869 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$241,353 82

P. O. address of the above company—Cheesebrough Building, No. 17 State street, New York, N. Y.

State of New York, New York county, *ss.*—George H. Campbell, being duly sworn, on his oath says, that he is Vice-President

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of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

GEO. H. CAMPBELL.

Sworn and subscribed before me this thirtieth day of January, A. D. 1906.

P. H. CASSIDY,
Notary Public, Queens Co.,
Certificate filed in N. Y. Co.

ACCIDENTS.

Sept. 23d.—Milk wagon, owned and driven by William Fagan, was struck at St. George avenue crossing, slightly injuring horse and driver, who had fallen asleep in his wagon. Engineer, Geo. Ford; conductor, Chas. B. Barton.

Dec. 24th.—Extra West, engine No. 1636, collided with empty cars at Staten Island Junction, throwing train brakeman B. F. Scanlon against caboose desk, slightly injuring his shoulder.

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BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Barnegat Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$50,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$50,000 00

The road extends from Barnegat City Junction to Barnegat City, N. J., a distance of 7.73 miles.

It is leased to the Manahawkin and Long Beach Transportation Company at an annual rental of one hundred dollars.

It is equipped and operated by the Manahawkin and Long Beach Transportation Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this first day of February, A. D. 1906.

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

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RECEIPTS AND EXPENSES FOR 1905.

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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BAY SHORE CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Bay Shore Connecting Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$5,000 00
Floating debt,	10,396 41
Cost of road and equipments,	$15,396 41

Dividends paid during the year 1905, and how paid—None.

The road extends from a point in the southerly property line of the Newark and New York Railroad Company, Newark, N. J., to a point in the northerly property line of the Lehigh Valley Railroad of New Jersey, at Newark, N. J., a distance of 1.194 miles.

REMARKS.

This road is under construction and is not yet operated, either wholly or in part.

P. O. address of this company—

State of Pennsylvania, Philadelphia county, *ss.*—John Hood, being duly sworn, on his oath says, that he is President of the

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Bay Shore Connecting Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this sixth day of March, A. D. 1906.

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

ACCIDENTS.

Included in report of Lehigh Valley Railroad Company of New Jersey.

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BELVIDERE DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,749,000 00
Cost of road and equipments,	$4,134,836 86

The road extends from—

	Miles.
Trenton, N. J., to Manunka Chunk, N. J.,	67.38
Coalport, in Trenton, N. J., to East Trenton, N. J.,	1.67
Lambertville, N. J., to Flemington, N. J.,	11.55
Martin's Creek, N. J., to Bangor and Portland Ry. Junc., Penna.,	0.29
A total distance of,	80.89

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

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

State of Pennsylvania, Philadelphia county, *ss.*—John P. Green, being duly sworn, on his oath says, that he is President of the Belvidere Delaware Railroad Company, and that the fore-

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

JNO. P. GREEN.

Sworn and subscribed before me this thirteenth day of January, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$291,315 79
Income from freight,	1,170,233 61
Income from other sources,	30,838 13
Total,	$1,492,387 53
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$1,153,280 81

Dividends paid during the year 1905, and how paid—One of five per cent. paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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BERGEN COUNTY RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Erie Railroad Company as lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$200,000 00
Bonded debt,	200,000 00
Floating debt—None.	
Cost of road and equipments,	$613,216 78

The road extends from Rutherford to Ridgewood, a distance of 9.821 miles.

It is leased to the Erie Railroad Company, at an annual rental of $24,000.00 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 specifically set forth.

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessee of the Bergen County Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 15th day of February, A. D. 1906.

A. L. TRAVIS,
[L. S.] *A Foreign Commissioner of Deeds*
for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1905.

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt Street, New York City.

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BERGEN AND DUNDEE RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Erie Railroad Company, as lessee of the Bergen and Dundee Railroad, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$40,000 00

The road extends from a point on the Bergen County Railroad in Saddle River to Vreeland Lake in Passaic, N. J., a distance of 2.105 miles.

It is operated as a part of the Bergen County Railroad, under the lease of that road to the Erie Railroad Company.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

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

State of New York, New York County, *ss.*—F. D. Underwood, 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.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 15th day of February, A. D. 1906.

A. L. TRAVIS,
A Foreign Commissioner of Deeds
for New Jersey in New York.

[L. S.]

RECEIPTS AND EXPENSES FOR 1905.

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

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BRIGANTINE TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Brigantine Transportation Company presents the following report for the year ending December 31st, 1905:

REMARKS.

The mortgage on this company was foreclosed and the property sold and bought in by me for the benefit of the bondholders in May, 1904, since which time the property has not been in operation. There is no change in the report made last year, except as arises from deterioration.

JOHN O. HEALD,
Owner and Agent.

P. O. address of the above company—Residence, 182 Park avenue, Orange, N. J.; business address, 141 Broadway, New York.

State of New Jersey, Essex county, *ss.*—John O. Heald, being duly sworn, on his oath says, that he is President of the Brigantine Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1906.

E. S. Ross,
Notary Public, Rockland Co.
Certificate filed in N. Y. Co.

[L. S.]

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BUENA VISTA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $21,400 00

The road extends from Greenwich to Cohansey Creek, a distance of 1.03 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, city and county of New York, *ss.*—Robert W. DeForest, being duly sworn, on his oath says, that he is Vice-President of the Buena Vista Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

[L. S.]

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$381,925 00
Bonded debt,	350,000 00
Floating debt,	32,162 75
Cost of road and equipments,	$763,993 75

The road extends from Pavonia Station, Camden, N. J., to Pemberton, N. J., 22.27 miles; 108 feet east of Birmingham, N. J., Station, to 2158 feet east of Birmingham, N. J., Station, 0.39 miles; East Burlington, N. J., to Mount Holly, N. J., 7.11 miles; a total distance of 29.77 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company, at an annual rental of six per cent. on capital stock, four per cent. on the funded debt, taxes, and $500 for maintaining organization.

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the

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Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn an dsubscribed before me this first day of February, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$134,120 04
Income from freight,	82,389 79
Income from other sources,	53,038 94
Total,	$269,548 77

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$275,587 88

Dividends paid during the year 1905, and how paid—Two of of three per cent. each, payable in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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CAPE MAY, DELAWARE BAY AND SEWELL'S POINT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Cape May, Delaware Bay and Sewell's Point Railroad Company, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	$314,016 78

Dividends paid during the year 1905, and how paid—None.

The road extends from Cape May City, N. J., to Cape May Point, N. J., Schellenger's Landing, N. J., Sewell's Point, N. J., a distance of 6.94 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$15,872 85
Income from other sources,	2,334 51
Total,	$18,207 36
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$31,020 02

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State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says, that he is Comptroller of the Cape May, Delaware Bay and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER.

Sworn and subscribed before me this eighth day of February, A. D. 1906.

C. K. KLINK,
Notary Public.
My commission expires April 18, 1907.

ACCIDENTS.

November 20th, 1905—Lewis Sayre, non-employe, non-fatally injured. Wagon struck by car, Cape May, N. J. William Search, conductor; S. McPherson, motorman.

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CARTERET EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Careret Extension Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $23,600 00

The road extends from Carteret to Staten Island Sound, a distance of 1.82 miles.

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

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

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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CARTERET AND SEWAREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret and Sewaren Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $24,800 00

The road extends from Liebig's to Port Reading Railroad tracks, a distance of 1.25 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.

State of New York, City and County of New York, *s.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Carteret and Sewaren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

[L. S.]

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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CENTRAL RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$27,431,800 00
Bonded debt,	51,855,000 00

Dividends paid during the year 1905, and how paid—Four (4) of two (2) per cent. each, in all eight (8) per cent., on par value of stock paid in cash.

The main line of the road extends from Jersey City to Phillipsburg, 72.30 miles, with branches as follows:

	Miles.
Elizabethport to Brills,	5.51
Elizabethport loop,	2.84
Communipaw to Newark (formerly Newark and New York Railroad),	6.22
Elizabethport and Perth Amboy and spur (formerly Perth Amboy and Elizabethport Railroad),	12.57
Centreville to Constable Hook (formerly Constable's Hook Railroad),	1.95
Brills to Passaic river (formerly Manufacturers' Railroad),	1.68
Somerville to Flemington (formerly South Branch Railroad),	15.78
High Bridge to Port Oram (formerly High Bridge and Longwood Valley Railroads),	25.17
German Valley to Chester (formerly High Bridge Railroad),	4.51
Hopatcong Junction to Lake Hopatcong (formerly Lake Hopatcong Railroad),	5.56
Total,	154.09

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RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$2,886,455 81
Income from freight,	7,891,403 97
Income from other sources,	2,506,427 19
Total,	$13,284,286 97

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$7,868,384 21

REMARKS.

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

Carteret and Sewaren Railroad Company,
Carteret Extension Railroad Company,
Dover and Rockaway Railroad Company,
Elizabeth Extension Railroad Company,
Hibernia Mine Railroad Company,
Lafayette Railroad Company,
Manufacturers' Extension Railroad Company,
Middle Brook Railroad Company,
Middle Valley Railroad Company,
New Jersey Terminal Railroad Company,
Ogden Mine Railroad Company,
Raritan North Shore Railroad Company,
Sound Shore Railroad Company,
West Side Connecting Railroad Company.

P. O. address of the above company—No. 143 Liberty street, New York City.

State of New York, city and county of New York, *ss.*—Robert W. DeForest, being duly sworn, on his oath says that he is Vice-President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

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Sworn and subscribed before me this twentieth day of February, A. D. 1906.

[L. S.] EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

ACCIDENTS.

Coupling or Uncoupling—Employes.

January 5th, 1905.—Harry Marks, driller, injured at Elizabethport. Engineer, Emil Poda; conductor, Elmer Youngkin.

April 1st.—O. E. Braden, driller, injured at Jersey City. Engineer, Jos. Coulston; conductor, Chas. Harvey.

April 1st.—John June, head driller, injured at Newark. Engineer, Frank Schultz; conductor, John June.

April 4th.—W. A. Newhart, brakeman, injured at Jersey City. Engineer, C. Riley; conductor, N. S. Wilson.

May 2d.—H. Gerdsen, driller, injured at Phillipsburg. Engineer, Wm. Kelly; conductor, J. Penders.

May 12th.—F. W. Schlegel, brakeman, injured at Garwood. Engineer, F. Wilkinson; conductor, M. Colohon.

May 19th.—J. J. Lang, driller, injured at Elizabethport. Engineer, Jos. Osmun; conductor, Harry Place.

May 24th.—August Bruns, driller, injured at Jersey City. Engineer, Wm. Lewis; conductor, Geo. A. Browers.

June 28th.—L. Slockbower, brakeman, injured at Lake Hopatcong. Engineer, R. H. Nixon; conductor, R. F. Crater.

September 29th.—C. M. Cotay, assistant yard master, injured at Jersey City. Engineer, W. Grant; conductor, W. H. Snyder.

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October 22d.—J. P. Kaus, conductor, injured at Brills. Engineer, W. Miller; conductor, J. P. Kaus.

November 24th.—M. Boudon, driller, injured at Pacific avenue, Jersey City. Engineer, Henry Dumke; conductor, John Doherty.

November 30th.—John June, driller (off duty), injured at Newark. Engineer, Thos. Benjamin; conductor, T. J. Duane.

December 4th.—Jas. Freel, brakeman, injured at Carteret. Engineer, P. Davis; conductor, S. Phipps.

December 9th.—Aug. Markau, driller, injured at Jersey City. Engineer, R. E. Gochner; conductor, Chas. Gardner.

Collision—Employes.

January 3d, 1905.—Chas. Spear, fireman, injured at Jersey City. Engineers, H. Dunke and S. Gamble; conductors, B. Murphy and M. Lyman.

January 9th.—W. Skillman, baggagemaster, and W. Heileg, fireman, injured at Dunellen. Engineer, E. Gordon; conductor, J. Herbert.

January 24th.—John Hill, fireman, injured at Jersey City. Engineers, John Funk and E. Y. Book; conductors, Wm. Wilson and W. H. Berkheimer.

January 25th.—C. W. Courcey, brakeman, injured at Jersey City. Engineer, C. Mason and W. Alpaugh; conductors, —— —— and W. M. Thomas.

April 24th.—John Dutten, dining-car employe, injured at Jersey City. Engineer, R. Loshen; conductor, James Way.

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May 17th.—P. J. Murray, head driller, injured at Elizabethport. Engineer, A. Simms, Jr.; conductor, P. J. Murray.

June 1st.—E. W. Condit, fireman, injured at Ferremont Junction. Engineer, C. D. Bowe; conductor, L. Slockbower.

August 22.—J. Burns, driller; F. Loring, café car cook, injured at Jersey City. Engineer, R. Loshen; conductor, T. B. O'Connor.

Collision—Non-employes

January 24th, 1905.—R. Stable, A. Dipato and H. J. Gaffney, passengers, injured at Somerville. Engineers, A. F. Shedd and J. Mays; conductors, G. B. VanNortwick and J. D. Kane.

March 8th.—Louie Sedlete, passenger, injured at Jersey City. Engineers, E. Gordon and E. Gleason; conductors, W. Shaw and F. L. Hoover.

April 26th.—Emma Dimler, Christiana Wolff, Anna A. Vidsens; Meyer Fleeter, Mrs. Helen M. Ebert, Stonewall Jackson, passengers, injured at Elizabethport. Engineers, S. Gamble and W. W. Snyder; conductors, J. C. Mitchell and F. J. Osborne.

August 14.—Mrs. Kate McKim, passenger, injured at Jersey City. Engineer, Thos. Benjamin; conductor, J. L. Shearn.

November 9th.—Herbert Bush, Susan M. Wallingford, John Holzman, Thos. F. Hamilton, L. L. Townley (claim), injured at Communipaw. Engineers, E. J. Dwyer and E. Jones; conductor, Peter Halke and T. Flanagan.

Derailments—Employes.

July 10th, 1905.—E. E. Kiyler, head driller, injured at Carteret. Engineer, G. Rowland; conductor, E. E. Kiyler.

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August 4th.—Wm. Mooney, engineman, killed, C. Hubbell, fireman, slightly injured at Bay Ridge. Engineer, William Mooney; conductor, T. Dawson.

Derailments—Non-employes.

August 4th, 1905.—G. W. Allman and S. N. Forsythe, injured at Bay Bridge. Engineer, Wm. Mooney; conductor T. Dawson.

September 13th.—C. Buchanan, A. Eckert and J. Mahon, Western Union Telegraph Company employes, injured at Roselle. Engineer, W. N. Dunham; conductor, F. X. Goger.

Locomotives or Cars Breaking Down—Non-employes.

December 6th, 1905.—Paul Mullinger, injured at Plainfield. Engineer, F. Tice; conductor, John Merlett.

Falling from Trains, Locomotives or Cars—Employes.

January 6th, 1905.—L. Kunzman, fireman, injured at Elizabethport. Engineer, W. Dowdell; conductor, D. Sullivan.

January 11th.—Thos. Fry, brakeman, injured at Pacific avenue. Engineer, J. Weikley; Conductor, W. J. Magee.

January 14th.—W. S. Struthers, brakeman, injured at Carteret, N. J. Engineer, Geo. Rowland; conductor, E. J. Gallagher.

January 24th.—F. J. Dervin, fireman, injured at Bloomsburg. Engineer, Wm. McGurley; conductor, Felix McGarry.

March 3d.—T. Liddy, driller, injured at Elizabethport. Engineer, A. Schank; conductor, Geo. E. Gerard.

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April 10th.—A. Coyle, brakeman, injured at Flemington. Engineer, P. Quick; conductor, J. VanMiddlesworth.

April 10th.—J. J. McLaughlin, driller, injured at Jersey City. Engineer, Howard Horn; conductor, Edward Holle.

April 18th.—John Hect, driller, injured at Jersey City. Engineer, Jos Shelley; conductor, Chas. Harvey.

April 27th.—Wm. O'Donnell, conductor, killed at White Haven. Engineer, C. Felty; conductor, Wm. O'Donnell.

May 21st.—Edward Miller, fireman, injured at Fiddlers. Engineer, R. E. Goshner.

May 27th.—Fred Jenkins, driller, injured at Elizabethport. Engineer, F. C. Paulman; conductor, P. J. Cahill.

June 30th.—J. H. Reynolds, driller, injured at Jersey City. Engineer, R. Gochner; conductor, P. L. Burns.

August 9th.—Thos. Reilly, driller, injured at West 8th street. Engineer, W. L. Smith; conductor, Thos. Reilly.

August 10th.—Jas. Bonner, driller, injured at Elizabethport. Engineer, C. Husbands; conductor, J. Barry.

September 17th.—L. J. Westerfield, engineman, killed at Annandale. Engineer L. J. Westerfield; conductor, J. Garman.

October 25th.—F. H. McInerney, driller, injured at Jersey City. Engineer, A. Haring; conductor, W. J. Timney.

Falling from Trains, Locomotives or Cars—Non-employes.

January 8th, 1905.—Gieuseeppe Del Sardo, passenger, killed at Morses Creek. Engineer, L. Clarke; conductor, T. J. Duane.

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Attempting to Board or Alight from Trains, Locomotives or Cars—Employes.

January 6th, 1905.—C. Lovell, fireman, injured at Jersey City. Engineer, W. Condit; conductor, John O'Hara.

January 12th.—Luke Kehoe, driller, injured at Jersey City. Engineer, Wm. Grant; conductor, Frank Schultz.

January 27th.—S. H. Phipps, conductor, injured at Carteret. Engineer, S. L. Darling; conductor, S. H. Phipps.

January 28th.—L. Chrino, sectionman, injured at Phillipsburg. Engineer, B. D. Bodine; conductor, A. B. Apgar.

February 8th.—Edw. Dolan, brakeman, injured at Grasselli. Engineer, S. L. Darling; conductor, M. Farawell.

February 23d.—Jos. Miller, car cleaner, injured at Jersey City. Crew unknown.

March 29th.—W. A. Sparks, driller, injured at Jersey City. Engineer, Percy Kuntz; conductor, Frank Eisenhauer.

April 10th.—Aug. Wodey, engineer, injured at Elizabethport. Engineer, Aug. Wodey; conductor, —— ——.

April 17th.—W. Taylor, engineer, injured at Bound Brook. Engineer, W. Taylor; conductor, W. H. Snyder.

May 12th.—John J. Garrah, driller, injured at Elizabethport. Engineer, J. Crowley; conductor, L. Boyce.

June 12th.—E. E. Kiyler, conductor, injured at Perth Amboy. Engineer, D. Headley; conductor, E. E. Kiyler.

June 16th.—Anthony Forduly, ashpitman, injured at Communipaw. Crew unknown.

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July 7th.—H. J. Deidmeyer, brakeman, injured at West 8th street. Engineer, E. Wahl; conductor, J. J. Spellman.

July 8th.—M. Boudon, brakeman, injured at Pacific avenue, Jersey City. Engineer, F. Fozard; conductor, J. Doherty.

July 20th.—Steve Judkusky, laborer; Joe Labate, laborer, injured at Hampton. Crew unknown.

September 20th.—J. P. Turnback, brakeman, injured at Westfield. Engineer, Wm. McGinley; conductor, H. M. Haggerty.

September 30th.—Tony Sonenski, employe, injured at Fiddlers. Crew unknown.

October 24th.—Geo. M. Owenburg, brakeman, injured at Perth Amboy. Engineer, Frank Bogart; conductor, Thos. Prendergast.

November 15th.—F. M. Roesger, driller, injured at Jersey City. Engineer, W. Curry; conductor, John J. Carr.

November 27th.—Wm. Smith, brakeman, injured at Flemington. Engineer, P. Quick; conductor, J. H. Middlesworth.

November 27th.—Jas. Holland, driller, injured at Brills. Engineer, A. Simms; conductor, Edw. Burns.

December 2d.—W. J. Timney, head driller, injured at Jersey City. Engineer, A. Harring; conductor, W. J. Timney.

December 6th.—Richard Purcell, car checksr, injured at Great Island. Engineer, P. H. Willever; conductor, P. O'Hearn.

December 6th.—Jas. Deignan, driller, injured at Elizabethport. Engineer, T. Bowe; conductor, C. McGinty.

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December 7th.—L. Barber, brakeman, injured at Ferremont Junction. Engineer, Geo. F. Braman; conductor, Thos. Hill.

Attempting to Board or Alight from Trains, Locomotives or Cars—Non-employes.

January 11th, 1905.—J. C. Bunker, passenger, injured at Westfield. Engineer, F. Wynkoop; conductor, G. Terrill.

January 19th.—Robert Cammeron, trespasser, injured at Elizabethport. Engineer, Wm. Dowdell; conductor, Ernest Finch.

January 21st.—Mrs. Prestina Costellenos, passenger, injured at Jackson avenue. Engineer, Samuel Lowery; conductor, S. L. Piatt.

January 21st.—P. Markuson, trespasser, slightly injured at Cranford. Engineer, Wm. Koehler; conductor, D. B. Aller.

February 11th.—August Johnson, passenger, killed at Pacific avenue. Engineer, C. Morton; conductor, W. J. Magee.

March 6th.—Jos. Collins, trespasser, injured at Hampton. Engineer, H. Weisel; conductor, ——.

March 9th.—Fred. Rickert, passenger, injured at Pacific avenue. Engineer, S. Lowery; conductor, S. L. Piatt.

March 10th.—Philip Farrell, trespasser, injured at East 22d street. Engineer, T. Bradshaw; conductor, M. H. Henry.

March 15th.—Edward Millen, trespasser, injured at Spring street, Elizabethport. Engineer, John Thomas; conductor, W. R. Culver.

March 20th.—Fetko Zuk, trespasser, injured at Grasselli. Engineer, D. Healey; conductor, E. Queen.

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March 22d.—Michael Harty, passenger, injured at West 8th street. Engineer, J. Weikley; conductor, L. L. Brightman.

March 24th.—Matthew Bombano, trespasser, killed at Grant avenue, Plainfield. Engineer, Wm. McGuiley; conductor, H. M. Haggerty.

April 1st.—Mrs. T. R. Richer, passenger, injured at Bloomsbury, N. J. Engineer, ——; conductor, Samuel Waidman.

April 2d.—C. W. Smith, passenger, injured at Elizabeth. Engineer, B. F. Loughery; conductor, C. E. Guard.

April 3d.—Fred. Gilson, trespasser, injured at West 8th street. Engineer, J. H. Gallagher; conductor, ——.

April 9th.—Andrew Zambor, passenger, injured at Elizabethport. Engineer, F. Day; conductor, J. L. Shearn.

April 10th.—M. F. Bloomer, passenger (claims), injured at Jersey City. Engineer, S. Watson; conductor, O. H. Day.

April 15th.—Jos. Swatz, passenger, injured at Hibernia. Engineer, J. Dineen; conductor, L. Stamets.

April 16th.—Elston Reed, trespasser, injured at Glen Gardner. Engineer, D. Keck; conductor, H. S. Miller.

April 18th.—Paul Judkiewizz, passenger, killed at East Ferry street. Engineer, R. Woolverton; conductor, C. S. Stokes.

April 23d.—Bert Lindsley, trespasser, injured at Plainfield. Crew unknown.

May 6th.—John Geyer, trespasser, injured at Elizabethport. Engineer, Chas. Hodge; conductor, F. P. Fairbanks.

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May 8th.—Mrs. Thomas Garauge, passenger, injured at Elizabethport. Engineer, S. L. Jones; conductor, S. W. Deimis.

May 23d.—Henry Rech, passenger, injured at Jersey City. Engineer, J. Reagan; conductor, A. P. Hetfield.

May 28th.—Mrs. Flynn, passenger, injured at West 8th street. Engineer, C. Foster; conductor, M. Henry.

May 29th.—Walter Pertoski, passenger, injured at Trenley. Engineer, L. Clarke; conductor, T. J. Duane.

June 1st.—Wm. Wattson (6 years), trespasser, injured at Elizabethport. Engineer, H. Klein; conductor, Cyrene Warman.

June 1st.—Chas. Mencoff, passenger, injured at Bound Brook. Engineer, C. Houston; conductor, J. Merlette.

June 6th.—Alfred Miner, trespasser, injured at West 8th street. Engineer, H. Bellamy; conductor, E. J. Fahey.

June 13th.—John Bullock, trespasser, injured at Finderne. Engineer, P. K. Gillispie; conductor, Jos. Harrison.

June 17th.—A. R. Corson, passenger, killed at Annandale. Engineer, C. S. Detro; conductor, W. S. Campbell.

June 18th.—Ralph Tillio, passenger, injured at Plainfield. Engineer, W. Dunham; conductor, W. Creveling.

June 22d.—Mrs. F. Galloway, passenger, injured at Newark. Engineer, G. Cameron; conductor, G. F. Trimmer.

June 25th.—Grace McNally, passenger, injured at Newark. Engineer, J. Mattes; conductor, L. L. Brightman.

June 28th.—Alice V. Scribner, passenger, injured at Plainfield. Engineer, F. Beck; conductor, Samuel Johnston.

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July 1st.—Wm. Brown, trespasser, injured at Communipaw. Engineer, W. McLaughlin; conductor, H. Fenwick.

July 5th.—Miss Julia Shontz, passenger, injured at E. Ferry street, Newark. Engineer, G. Cameron; conductor, G. F. Trimmer.

July 22d.—P. Beers, trespasser, injured at Lebanon. Engineer, J. E. Sandel; conductor, W. P. Burke.

July 28th.—Otis Bolanon, trespasser, injured at Jersey City. Engineer, George Ross; conductor, D. Sullivan.

August 1st.—Thos. F. Murphy, trespasser, killed at Plainfield. Crew unknown.

August 21st.—Mrs. E. Halligan, passenger, injured at Newark. Engineer, E. Gordon; conductor, J. Herbert.

September 4th.—Cora Neighbor, passenger, injured at Bound Brook. Engineer, George Koehler; conductor, H. G. Conrad.

September 12th.—D. D. Smith, passenger, injured at West 8th street. Engineer, W. Alpaugh; conductor, J. T. Dolbeer.

September 22d.—Clifford J. LaMott, trespasser, injured at Elizabeth. Engineer, Robert Muschlitz; conductor, ————.

September 25th.—Peter Connors, trespasser, injured near Westfield. Engineer, A. B. Mann; conductor, E. J. Fahey.

October 9th.—Emil Kraaty, passenger, injured at West 8th street. Engineer, F. Miller; conductor, C. W. Keyser.

October 30th.—L. B. Goldstine, passenger, slightly injured at Netherwood. Engineer, W. Garrity; conductor, P. Backer.

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November 13th.—J. H. Griffiths, passenger, injured at East 33d street. Engineer, T. Bradshaw; conductor, G. Terrill.

November 22d.—Miss Julia A. Woodruff, apssenger, slightly injured at Broad street, Newark. Engineer, ————; conductor, W. J. Magee.

November 23—John O'Rourke, passenger, injured at Ferry street, Newark. Engineer, G. Cameron; conductor, G. F. Trimmer.

November 25th.—Mrs. Chas. Sile, passenger, injured at Newark. Engineer, M. Wall; conductor, W. P. Hibler.

December 4th.—P. Chambon, passenger, injured at Newark. Engineer, J. Coyne; conductor, J. H. Taylor.

December 15th.—Elizabeth Nolan, passenger, injured at Newark. Engineer, J. H. Rodinbough; conductor, W. H. Berkheimer.

December 17th.—Augustus Eason (colored) passenger, injured at Cranford. Engineer, T. Bradshaw; conductor, M. H. Dunn.

December 26th.—F. H. Goble, passenger, injured at Newark. Engineer, E. Jones; conductor, J. H. Taylor.

December 26th.—Unknown man, passenger, injured at Elizabeth. Engineer, E. Huff; conductor, W. W. Barnes.

Struck by Overhead and Other Obstructions—Employes.

January 16th, 1905.—Geo. B. Edmunds, driller, injured at West 8th street. Engineer, P. Gilmore; conductor, Geo. B. Edmunds.

January 31st.—T. Maroney, driller, injured at Constable Hook. Engineer, G. Quick; conductor, E. Landrigan.

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February 20th.—P. L. Burns, driller, injured at Jersey City. Engineer, W. L. Smith; conductor, Frank Eisenhauer.

March 27th.—Geo. E. Janson, brakeman, injured at Jersey City. Crew unknown.

April 4th.—N. Sheridan, driller, injured at Elizabethport. Engineer, Geo. Wenke; conductor, M. McGurgen.

May 5th.—Austin Berry, fireman, injured at Phillipsburg, N. J. Engineer, Wm. Kelly; conductor, —— ——.

June 7th.—A. C. Grable, brakeman, injured at Jersey City. Engineer, N. M. Lewis; conductor, B. J. Sharpe.

June 8th.—John J. Clancy, driller, injured at Jersey City. Engineer, J. Mundie; conductor, N. S. Wilson.

June 9th.—C. O'Connor, brakeman, injured at Perth Amboy. Engineer, D. Haley; conductor, Edw. Keyler.

June 29th.—E. J. Bradley, brakeman, injured at Plainfield. Engineer, J. Ianson; conductor M. Camron.

July 29th.—J. F. Burke, engineman, injured at Avenue A, Bayonne. Engineer, J. F. Burke; conductor, J. F. Snyder, Jr.

September 3d.—A. C. Neigert, engineman, injured at Avenue A, Bayonne. Engineer, A. C. Neigert; conductor, F. W. Reed.

September 4th.—Frank Mohan, fireman, injured at Elizabethport. Engineer, G. Cameron; conductor, G. F. Trimmer.

September 23d.—Henry Welsh, passenger, injured at Glen Gardner. Engineer, E. Mahoney; conductor, F. O. Webster.

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September 27th.—G. W. Tustin, driller, injured at Jersey City freight yard. Engineer, H. Miller; conductor D. McMullen.

October 21st.—Geo. VanWhy, driller, injured near Avenue A, Bayonne. Engineer, S. Eckman; conductor, A. Beck.

November 23d.—A. F. Griest, brakeman, injured at Rockaway. Engineer, E. Butler; conductor, R. Slockbower.

November 27th.—Thos. Alpaugh, brakeman, injured at Flemington. Engineer, P. Quick; conductor, J. H. VanMiddlesworth.

December 15th.—A. Simms, Jr., engineman, injured at Brills Junction. Engineer, A. Simms, Jr.; conductor, F. Lockwood.

Overhead and Other Obstructions—Non-employes.

April 28th, 1905.—Albert Colton, trespasser, injured at Elizabeth. Engineer, A. A. McDevitt,; conductor, H. Reid.

June 22d.—Alex. Trimble, trespasser, injured at Fanwood. Engineer, C. Tomey; conductor, John Horoho.

August 16th.—Wm. M. Walsh, passenger, injured at Plainfield. Engineer, F. Beck; conductor, S. J. Johnston.

Struck by Trains, Locomotives or Cars at Highway Crossings—Non-employes.

January 28th, 1905.—John Reilley, trespasser, killed at Randolph avenue, Jersey City. Engineer, Wm. Butler; conductor, W. P. Hibler.

June 3d.—James Marise, trespasser, injured at Elizabethport. Engineer, J. H. Rodenbaugh; conductor, M. H. Henry.

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June 7th.—Bertha Beelitze (6 years,) trespasser, killed at Bayonne. Engineer, H. R. Ayres; conductor, J. Conley.

October 11th.—Louis Block, trespasser, injured at Lincoln. Engineer, Geo. Cobson; conductor, E. C. Evans.

October 25th.—Antonio Cennimo, trespasser, killed at Phillipsburg. Engineer, Wm. Herman; conductor, —— ——.

November 1st.—John Weisenstein, injured at Albert avenue crossing, Mfg. Branch. Engineer, S. Brown; conductor, J. M. Turbett.

November 29th.—Grace Huff (9 years), killed at Phillipsburg. Engineer, Wm. House; conductor, John Warner.

December 29th.—Harry Sherry, injured at Jersey City. Crew unknown.

Struck by Trains, Locomotives or Cars at Stations—Employes.

January 26th, 1905.—Jas. Kirk, employe, injured at Elizabethport. Engineer, D. L. Driscoll; conductor, P. Backer.

October 11th.—Herbert C. Stebbins, passenger brakeman, injured at Newark. Engineer, Chas. Foster; conductor, J. W. Eggers.

Struck by Trains, Locomotives or Cars at Stations—Non-employes.

January 25th, 1905.—Peter Frederickson, passenger, killed at Sewaren. W. J. Whittaker, passenger, injured at Sewaren. Wm. Walsh, passenger, injured at Sewaren. Engineer, P. F. Doyle; conductor, W. G. Brown.

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February 27th.—Mrs. E. L. Stewards, passenger, injured at Avenue, Bayonne. Engineer, J. F. O'Byrne; conductor, J. Hoffman.

April 11th.—Mrs. Annie Beshinsky, injured, East 22d street. Engineer, W. Propert; conductor, W. A. Snyder.

April 12th.—W. S. McKnight, trespasser, killed at Pacific avenue. Engineer, C. Morton; conductor, W. J. Magee.

April 17th.—Jos. N. Hawkins, injured at Plainfield. Engineer, G. B. Coffee; conductor, P. Backer.

July 7th.—Geo. Cavanaugh, trespasser, injured at Lorraine. Engineer, M. Dailey; conductor, J. C. Anderson.

July 8th.—Joseph Herbert, trespasser, killed at Spring street, Elizabeth. Engineer, J. Gesbocker; conductor, J. W. Eggers.

October 31st.—John E. Trafton, passenger, injured at Spring street, Elizabeth. Engineer, Thos. Bower; conductor, C. McGinty.

Struck by Trains, Locomotives or Cars at Points Along the Line—Employes.

January 4, 1905.—Jos. Collocor, switch cleaner, killed at Jersey City. Engineer, Chas. Burrows; conductor, A. W. Norris.

January 10th.—Olaf Syvertsen, shop employe, killed at Elizabethport. Engineer, Edward Huff; conductor, W. W. Barnes.

February 17th.—John Madden, employe, injured at Elizabethport. Engineer, C. Houston; conductor, T. Merlett.

February 22d—Robert Neiman, car cleaner, injured at Jersey City. Engineer, Arthur Quaife; conductor, T. F. McGinnes.

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March 6th.—John Orderly, car cleaner, killed at Jersey City. Engineer, C. Clapp; conductor, F. O. Webster.

March 8th.—Tony Asko, car cleaner, injured at Jersey City. Engineer, B. Loshen; conductor, T. O'Connor.

March 8th.—H. S. Nack, fireman, killed at Perth Amboy. Engineer, C. Pittinger; conductor, W. Creveling.

April 6th.—Patrick Manning, inspector, injured near West 8th street. Engineer, B. Bodine; conductor, A. B. Apgar.

April 11th.—E. J. Troy, brakeman, injured at Phillipsburg. Engineer, Wm. Grimm; conductor, C. Fishbough.

April 16th.—T. D. Sutton, brakeman, injured at Wharton. Engineer, B. Bodine; conductor, W. C. Kelsey.

April 26th.—M. F. Healey, driller, injured at Jersey City. Engineer, E. J. Dwyer; conductor, Edw. McVey.

August 4th.—John Cresso, laborer, injured at Jersey City. Engineer, R. McCloud; conductor, F. O. Webster.

August 5th.—Hamilton McMinn, car inspector (off duty), killed at Jersey City. Engineer, Chas. Montgomery; conductor, Wm. Johnson.

August 5th.—John Loeffler, track walker, killed at East Ferry street, Newark. Engineer, P. Rader; conductor, F. O. Webster.

August 26th.—P. McGowan, conductor, injured at Cranford Junction. Engineer, J. C. Ballinger; conductor, T. Lukens.

September 6th.—E. Hockenbury, brakeman, injured at Bound Brook. Engineer, H. S. Painter; conductor, John Degnan.

September 13th.—Geo. B. Coffee, engineman, injured at Fiddlers. Engineer, E. J. Dwyer; conductor Thos. Brock.

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October 6th.—Peter Bonden, yard porter, killed at Jersey City. Engineer, J. H. Gallagher; conductor, F. S. Lewis.

October 11th.—Alex. Colbath, head driller, killed at Jersey City. Engineer, Geo. Jones; conductor, Geo. Dumphey.

October 18th.—Tony Long, crossing watchman, killed at Westfield, N. J. Engineer, E. Gleason; conductor, F. L. Hoover.

October 25th.—Jos. O'Leary, driller, fatally injured at Jersey City. Engineer, J. Allen; conductor, Frank Eisenhauer.

October 26th.—Frank Kowalski, car cleaner, killed at Jersey City. Engineer, Geo. Ward; conductor, Chas. Harvey.

November 22d.—Jas. Furcena, laborer, killed at Newark. Engineer, R. Wolverton; conductor, F. O. Webster.

December 2d.—John Garman, conductor, killed at Elizabethport. Engineer, C. Clapp; conductor, R. A. Bellis.

December 22d.—Peter Brady, crossing gateman, killed at Cranford. Engineer, A. Kirkendall; conductor, E. C. Evans.

December 22d.—John Hayes, checker, killed at Singers, Elizabethport. Engineer, F. Wynkoop; conductor, D. S. Herton.

December 29th.—Theo. Walters, drill conductor, fatally injured at Brills Junction. Engineer, G. H. Squires; conductor, F. O. Webster.

Struck by Trains, Locomotives or Cars at Points Along the Line—Non-employes.

January 1st, 1905.—Fred. Dixon and Fred. Drake, trespassers, killed at Spring street, Elizabeth. Engineer, G. Weller; conductor, M. A. Knapp.

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January 1.—Techla Rogosh, trespasser, killed at Cranford. Engineer, G. Weller; conductor, M. A. Knapp.

January 5th.—Unknown man, trespasser, killed at Cranford. Engineer, A. H. Ayers; conductor, C. W. Keyser.

January 9th.—Mrs. O'Gotto, trespasser, injured at Broad street, Newark. Engineer, J. H. Gallagher; conductor, W. E. Case.

January 9th.—Aggie Levine, trespasser, injured at Newark. Engineer, J. H. Gallagher; conductor, W. E. Case.

January 12th.—Peter Ring, trespasser, seriously injured at Ferry street, Newark. Engineer, T. Bradshaw; conductor, J. H. Taylor.

January 16th.—Daniel Wallace, trespasser, injured at Claremont. Engineer, W. H. Witton; conductor, James Shearn.

January 31st.—Daniel Reilly, trespasser, killed at East 22d street. Engineer, W. H. Lavenberg; conductor, W. A. Snyder.

February 2d.—Robert Lisk, trespasser, injured at Lebanon. Engineer, P. T. Benjamin; conductor, A. B. Prawl.

February 6th.—Russ Beam, trespasser, killed at Vernoy. Engineer, Peter A. Beers; conductor, ——.

February 8th.—Thos. A. Teaton, employe Penna. Iron Co., injured at Bay Bridge. Engineer, Geo. Cobson; conductor, M. N. Thomas.

February 13th.—Emil Neskel, employe Hall Signal Co., killed at Brills Junction. Engineer, E. Squires; conductor, W. A. Hayes.

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February 21st.—G. Dahes, trespasser, killed at Lorraine. Engineer, A. Kirkendall; conductor, Jos. T. Ross.

March 3d.—P. Lackey, trespasser, injured at Elizabethport. Engineer, R. R. Mills; conductor, J. Sullivan.

March 11th.—Reilly A. Boyd, trespasser, injured at Bay Draw. Engineer, H. Tomey; conductor, W. Nolan.

March 15th.—Edw. Brogan, trespasser, injured at Bound Brook. Engineer, W. Herbert, Jr.; conductor, ——.

April 4th.—Wm. Faley, trespasser, injured at Elizabethport. Engineer, J. Smeck; conductor, G. W. Weidel.

April 11th.—Fred. Midaugh, trespasser, injured near Elizabethport. Engineer, W. B. Smith; conductor, T. M. Gerraghty.

April 18th.—Edw. McGraw, trespasser, injured at Warners. Engineer, W. J. Smith; conductor, J. W. Eggers.

April 27th.—Chas. Brezinsky, injured at Fiddlers. Locomotive in charge hostler Chas. Hill.

May 22d.—Geo. Culvie, trespasser, killed at Elizabethport. Engineer, O. Teschner; conductor, T. J. Sands.

May 27th.—Arthur Sperry, trespasser, injured at Phillipsburg. Engineer, J. Lutz; conductor, J. R. Day.

June 12th.—John McCarthy, trespasser, killed at Avenue A, Bayonne. Engineer, A. F. Shedd; conductor, G. B. VanNortwick.

June 17th.—W. L. Buckelew, trespasser, injured at Pacific avenue. Engineer, F. Fozard; conductor, John Doherty.

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June 20th.—John Seaman, trespasser, killed near West 8th street. Engineer, L. Clarke; conductor, T. J. Duane.

June 21st.—Jos. Paduso, trespasser, injured near Ferry street, Newark. Engineer, S. Jones; conductor, G. S. Hahn.

June 28th.—Albert Levy, trespasser, injured at Perth Amboy. Engineer, W. Ferguson; conductor, D. S. Horton.

June 30th.—Jos. Yucis, trespasser, killed at West 8th street. Engineer, J. Lutz; conductor, J. R. Day.

July 2d.—Toney O. Chesney, trespasser, killed at Elizabeth avenue. Engineer, F. Jacobus; conductor, R. A. Bellis.

July 5th.—Frank Navalki, trespasser, injured at Bayway. Engineer, A. Galloway; conductor, Geo. B. Brown.

July 13th.—Michael Casey, trespasser, killed at Centreville. Engineer, W. L. Smith; conductor, W. Isaacson.

July 18th.—Wm. Martin, trespasser, killed at West Side avenue. Engineer, J. Gallagher; conductor, M. H. Dunn.

August 8th.—Patrick Carey, trespasser, injured at East 22d street. Engineer, J. F. Frech; conductor, A. B. Prawl.

August 9th.—Stephen Duzleski and Jos. Martzin, trespassers, killed, and John Keller, trespasser, injured at Perth Amboy. Engineer, C. M. Pittinger; conductor, J. H. Taylor.

August 12th.—Henry Ferguson, trespasser, killed at Elizabethport. Engineer, S. L. Jones; conductor, G. S. Hahn.

August 16th.—Mrs. Susan Goffer, trespasser, injured at Elizabethport. Engineer, Chas. Husbands; conductor, J. J. Barry.

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August 18th.—Peter Smith, trespasser, injured at Phillipsburg. Engineer, W. H. Bodine; conductor, J. F. Walsh.

August 23d.—Edward Banks, trespasser, killed at Hackensack Draw. Engineer, F. Naylor; conductor, W. J. Magee.

September 3d.—John Dudash, trespasser, injured at Carteret. Engineer, John Mattis; conductor, D. P. Kirk.

September 10th.—Thos. Martin, trespasser, injured at West 8th street. Engineer, P. Eder; conductor, —— ——.

September 13th.—Walter Gannon, trespasser, injured at Bayway. Engineer, R. Wolverton; conductor, S. W. Dennis.

September 19th.—Unknown man, killed at Communipaw. Engineer, W. L. Nivison; conductor, C. A. Wyatt.

September 23d.—Steven Benduren, trespasser, injured at Brills Junction. Engineer, J. R. Hill; conductor, G. M. McVey.

October 5th.—Morris Apgar, trespasser, injured near Califon. Engineer, W. R. Hunt; conductor, J. B. Cannon.

October 9th.—Martin Mahon, trespasser, injured at Elizabeth. Engineer, J. Rech; conductor, D. P. Kirk.

October 10th.—Wm. Fleming, trespasser, injured at Phillipsburg. Engineer, P. Phillips; conductor, J. Kostenbader.

October 11th.—Jas. Cosgrove, passenger, injured at Perth Amboy. Engineer, Chas. Pittenger; conductor, Wm. Creveling.

October 13th.—Unknown man (colored), trespasser, killed near West 8th street. Engineer, W. E. Jacobus; conductor, I. A. Bedell.

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October 17th.—Hugh Quinn, trespasser, killed near Wharton. Engineer, R. Nixon; conductor, R. F. Crater.

October 19th.—Thos. Manning, trespasser, injured at Fiddlers. Engine in charge of Hostler C. Murphy.

October 22d.—Chas. Rossnagle, trespasser, injured at Ludlow. Engineer, Harry Meighan; conductor, Tim Harkins.

October 29th.—Michael Koetz, trespasser, killed at Bay Bridge. Engineer, W. J. Propert; conductor, W. T. Tomlinson.

October 29th.—M. Bellows, trespasser, killed at Communipaw. Engineer, B. F. Loughery; conductor, W. Putt.

November 4th.—Angelo Conte, trespasser, killed at Pacific avenue. Engineer, S. Lowery; conductor, C. S. Stokes.

November 5th.—Zonburg Gisty, trespasser, killed at Wharton. Engineer, G. Bodine; conductor, Wm. C. Kelsey.

November 14th.—Peter Middledauf, trespasser, killed at Elizabethport. Engineer, Ben. Bodine; conductor, A. B. Apgar.

November 15th.—M. Polotino, trespasser, (claims) injured at Hampton. Crew unknown.

November 15th.—Alex. Beattie, trespasser, killed near West 8th street. Crew unknown.

November 21st.—Unknown man, trespasser, killed at Bound Brook Junction. Engineer, Jos. W. Christ; conductor, Chas. M. Mitchell.

November 27th.—Adam Neilwisky, trespasser, injured at Atha's Plant, Mfg. Branch. Engineer, F. Rehm; conductor, F. Slack.

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December 15th.—John Meyers, trespasser, injured at West 8th street. Engineer, F. R. Naylor; conductor, D. S. Horton.

December 16th.—Daltranias Zdanis, trespasser, killed at East Ferry street. Engineer, M. Kennedy; conductor, J. L. Shearn.

December 22d.—Barbara Frazer (colored), trespasser, killed at Cranford. Engineer, A. Kirkendall; conductor, E. C. Evans.

December 22d.—Unknown man, trespasser, killed at Fiddlers. Engineer, B. Flynn; conductor, A. B. Prawl.

December 25th.—Elias Apgar, trespasser, injured at High Bridge. Engineer, C. Forrester; conductor, S. A. Crook.

December 29th.—N. Kraus, trespasser, injured at Elizabethport. Engineer, M. Kennedy; conductor, J. L. Shearn.

December 31st.—Charles Dietrick, trespasser, injured at East 22d street. Engineer, P. Eder; conductor, M. Durling.

On or About Trains, Locomotives or Cars—Employes.

January 16th, 1905.—Harry Kinney, brakeman, injured at Newark. Engineer, F. McPeak; conductor, P. F. Young.

January 21st.—Thos. Driscoll, laborer, injured at Port Johnston. Crew unknown.

January 28th.—J. Hulsizer, conductor, injured at Phillipsburg. Engineer, H. O'Connell; conductor, J. Hulsizer.

February 1st.—Robert Johns, head driller, injured at Jersey City. Engineer, M. F. Ahern; conductor, Robert Johns.

February 4th.—T. M. Williams, driller, injured at Jersey City. Engineer, R. Lindsay; conductor, J. V. Lindley.

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February 27th.—J. S. Neuer, brakeman, injured at Cranford. Engineer, F. Arnold; conductor, T. Harkins.

February 27th.—Wm. Madden, brakeman, injured at East 22d street. Engineer, Wm. Weisser; conductor, S. J. Martin.

March 11th.—Mike Gomeski, laborer, injured at Elizabethport. Engineer, B. Moore; conductor, T. H. Halsey.

March 11th.—Michael Locoski, car repairer, injured at Elizabethport. Crew unknown.

March 14th.—Thos. McCague, driller, injured at Jersey City. Engineer, C. Tomey; conductor, M. Lyman.

March 23d.—Mike Smith, wiper, injured at Communipaw. Hostler, John Conklin.

March 26th.—Jas. Holland, brakeman, injured at Newark. Engineer, Wm. Miller; conductor, E. Burnes.

March 31st.—R. H. Nixon, engineman, injured at Hopatcong Junction. Engineer, R. H. Nixon; conductor, R. F. Crater.

April 1st.—C. Carling, engineman, injured at Bloomsbury. Engineer, C. Carling; conductor, ————.

April 2d.—Wm. N. Dunham, engineman, injured at Dunellen. Engineer, W. N. Dunham; conductor, W. J. Sheehan.

April 11th.—Jos. Hanlon, fireman, injured at West 8th street. Engineer, W. L. Smith; conductor, T. Reilly.

April 22d.—John Gerry, car cleaner, injured at Jersey City. Engineer, Arthur Quaife; conductor, T. M. McGinnis.

April 25th.—W. L. McMahon, fireman, injured at Fiddlers. Engineer, F. Wynkoop; conductor, ——.

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May 3d.—E. W. Reese, driller, injured at Jersey City. Engineer, Wm. Grant; conductor, Thos. C. Loundes.

May 18th.—Aaron Hahn, fireman, injured on manufacturing branch, Newark. Engineer, S. P. Brown; conductor, J. Kaus.

May 18th.—Michael A. O'Brien, car inspector, injured at Elizabethport. Engineer, ——; conductor, Ernest Finch.

May 28th.—Tomaso Pasquale, laborer, injured at Newark. Engineer, H. Smith; conductor, P. J. Kaus.

May 29th.—T. J. Williams, brakeman, injured at West 8th street. Engineer, H. Lovell; conductor, John Conley.

June 2d.—Frank Boyle, brakeman, injured at West 8th street. Engineer, Samuel Gamble; conductor, J. Conley.

June 23d.—John Ackerman, driller, injured at Jersey City. Engineer, J. J. Hague; conductor, Geo. Gooley.

June 26th.—Michael Calvallo, car cleaner, injured at Jersey City. Engineer, H. R. Ayers; conductor, T. Flanagan.

July 1st.—John Zomrone, car cleaner, killed at Jersey City. Engineer, C. Burrows; conductor, E. Kirk.

July 1st.—P. J. Crampton, brakeman, injured at Elizabethport. Engineer, Frank Manion; conductor, Cyrene Warman.

July 2d.—W. S. Wiley; brakeman, injured at Plainfield. Engineer, W. E. Creveling; conductor, N. Warman.

July 7th.—Chas. Ebert, car checker, injured at Elizabethport. Engineer, E. Poda; conductor, E. Youngkin.

July 13th.—Frank Wynkoop, engineman, injured at Cranford. Engineer, Frank Wynkoop; conductor, M. L. Rarick.

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July 18th.—W. Gallagher, brakeman, injured at West 8th street. Engineer, P. Gillespie; conductor, T. Pry.

July 23d.—Chas. Dougherty, brakeman, injured at Hampton. Engineer, T. Fox; conductor, J. Conley.

July 25th.—T. J. Whelan, brakeman, injured at Hoptacong Junction. Engineer, H. Lovell; conductor, T. Flanagan.

August 4th.—Fred. W. Meyers, driller, injured at manufacturing branch. Engineer, S. P. Brown; conductor, J. Turbett.

August 11th.—Jas. E. Corey, brakeman, injured at West 8th street. Engineer, Geo. Brown; conductor, W. J. Coulston.

August 12th.—M. Lyman, head driller, injured at Jersey City. Engineer, John O'Neil; conductor, M. Lyman.

September 5th.—Thos. B. O'Connor, head driller, injured at Jersey City. Engineer, R. Loshen; conductor, Thos. B. O'Connor.

September 16th.—Walter E. Conway, flagman, injured at Vulcanite. Engineer, J. F. Perry; conductor, J. F. Snyder.

September 19th.—Geo. M. Miller, brakeman, injured at Carteret. Engineer, C. Foster; conductor, J. W. Eggers.

September 20th.—Wilson Rex, driller, injured at Jersey City. Engineer, Jos. Tate; conductor, Wm. Gilp.

September 25th.—L. Homler, conductor, injured at Bayway. Engineer, S. Walters; conductor, L. Homler.

September 25th.—E. J. Bradley, brakeman, injured at Plainfield. Engineer, J. J. Ianson; conductor, M. Cannon.

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September 29th.—Nicholas Carroll, fireman, injured at Jersey City. Engineer, G. Weidimeyer; conductor, J. A. Smith.

October 2d.—John L. Hunt, conductor, injured at Elizabethport. Engineer, R. Goshner; conductor, J. L. Hunt.

October 13th.—Harry Fisher, employe, injured at Phillipsburg shop.

October 14th.—A. J. Rhodier, brakeman, injured near Cranford. Engineer, O. Forner; conductor, A. Reid.

October 16th.—Jos. Sacherer, brakeman, injured at East 22d street. Engineer, A. Weaver; conductor, F. McNelis.

October 18th.—Thos. Maloney, conductor, injured at Elizabethport. Engineer, R. Arthur; conductor, Thos. Maloney.

October 23d.—H. J. Carr, brakeman, injured at East 22d street. Engineer, G. Quick; conductor, E. Landrigan.

October 25th.—Theo. Walters, brakeman, injured at Brills. Engineer, F. McPeak; conductor, P. G. Young.

November 20th.—Edward F. Jones, engineman, injured at Jersey City. Engineer, E. F. Jones; conductor, S. W. Dennis.

November 22d.—Jas. Vether, laborer, injured at Somerville, N. J. Engineer, W. Condit; conductor, T. Galvin.

November 28th.—John Shannon, fireman, injured at Elizabethport. Engineer, Geo. Wenke; conductor, Frank Simon.

November 30th.—A. Tice, head driller, injured at Jersey City. Engineer, H. Rader; conductor, A. Tice.

December 7th.—Dennis Mahoney, car inspector, injured at Jersey City. Engineer, M. F. Ahearn; conductor, Robert Johns.

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December 8th.—Wm. Pitcher, hose cutter, injured at Jersey City. Engineer, C. Hodge; conductor, F. P. Fairbanks.

December 19th.—M. F. Martin, conductor, injured at Dunellan. Engineer, Edw. Stephenson; conductor, M. Martin.

December 20th.—M. Cannon, conductor, injured at Plainfield. Engineer, J. Ianson; conductor, M. Cannon.

December 27th.—James Lanagan, car inspector, injured at Jersey City. Engineer, C. Burrows; conductor, E. J. Kirk.

On or About Trains, Locomotives or Cars—Non-employes.

April 19th, 1905.—Robert Walters and E. Richards, trespasser, injured at Phillipsburg. Engineer, C. Edwards; conductor, W. H. Long.

April 20th.—Mrs. A. L. Evans, injured at Elizabeth. Engineer, O. Teschner; conductor, W. Craven.

May 3d.—Bogino Cultri (6 years), injured at Raritan, N. J. Engineer, E. O'Connor; conductor, John Tracey.

May 5th.—B. LaCalmon, injured at Flemington. Engineer, P. Quick; conductor, J. H. VanMiddlesworth.

July 29th.—Geo. Mahoney, trespasser, killed at Elizabethport. Engineer, A. Schanck; conductor, Geo. E. Gerard.

August 20th.—Chas. Johnson and Mrs. Henrietta Johnson (claim), injured at Phillipsburg. Engineer, T. Hartzell; conductor, L. L. Brightman.

September 25th.—Mrs. Lena M. Rogers, passenger (claims), injured at Jersey City. Engineer, W. Wetton; conductor, M. H. Dunn.

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October 7th.—Louis Coalish, trespasser, killed at West Eighth street. Engineer, S. Eckman; conductor, I. Sutton.

October 17th.—J. Wooten, passenger, injured at Communipaw. Engineer, M. Maloney; conductor, A. Ridgeway.

December 6th.—Dennis J. Dempsey, passenger, injured at Jersey City. Engineer, J. H. Gallagher; conductor, G. K. McVey.

December 7th.—Jerry Cheatham, trespasser, injured at Jersey City. Engineer, Edw. J. Dwyer; conductor, Thos. Brock.

Persons Found Killed or Injured, Supposed to Have Been Struck by Trains—Employes.

January 17th, 1905.—Peter Mohan, track walker, killed at Dunellen. Engineer, A. Kirkendall; conductor, Jos. T. Ross.

May 18th.—R. Hoats, conductor, killed at Elizabethport. Engineer, A. M. Weaver; conductor, R. Hoats.

Persons Found Killed or Injured, Supposed to Have Been Struck by Trains—Non-employes.

February 5th, 1905.—Daniel Donovan, trespasser, injured at East 22d street. Crew unknown.

February 17th.—Jas. C. Seabring, trespasser, killed near Lincoln. Crew unknown.

March 4th.—J. W. Brunton, trespasser, killed at Claremont. Crew unknown.

March 26th.—Unknown man, negro, killed at Elizabeth. Crew unknown.

April 12th.—Unknown man killed near Green Brook. Crew unknown.

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April 28th.—Lugene Cramer, trespasser, killed at Lebanon, N. J. Crew unknown.

April 28th.—Unknown man killed near East 49th street. Crew unknown.

April 30th.—George Monetor, trespasser, injured at Plainfield. Crew unknown.

May 2d.—J. Schaupp, trespasser, killed at Ferguson street, Newark. Crew unknown.

May 21st.—Phillip Kellaher, tresspasser, injured at West 8th street. Crew unknown.

July 18th.—Wm. Martin, tresspasser, killed at Raritan. Crew unknown.

August 12th.—Unknown man, injured at Elizabeth avenue. Crew unknown.

September 6th.—Mike Griffin, killed near Perth Amboy. Crew unknown.

September 25th.—Wm. Cook, killed at Elizabeth. Crew unknown.

October 2d.—Henry Blazin, trespasser, killed near Bound Brook. Crew unknown.

October 5th.—Harry Nichols, tresspasser, killed near Jersey City. Crew unknown.

December 14th.—Hugh Sutherland, killed near East Ferry street. Engineer, M. Kennedy; conductor, J. L. Shearn.

December 15th.—Abraham Cohen, trespasser, killed at Elizabethport. Engineer, J. Reogan; conductor, A. P. Hetfield.

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December 31st.—M. R. Blewett, killed at Brills. Crew unknown.

Injured by Horses Frightened at Trains—Non-employe.

September 1st, 1905.—Edward Slaver, injured at Jersey City. Engineer, J. Rodenbaugh; conductor, O. E. Bradon.

February 25th.—Henry Schwalback, fire cleaner, killed at Dunellen round house, by brick column knocked down by locomotive in charge of foreman, R. B. Clausen.

April 5th.—Mike Arch, laborer, injured by flying ballast from passing train at Port Reading. Engineer, F. Mooney; conductor, T. Dawson.

April 14th.—Wm. Wittnebert, brakeman, injured at Dunellen, by flying ballast from passing train. Engineer, J. Lutz; conductor, J. R. Day.

April 27th.—Tim Leary, driller, injured at Elizabethport, by wood falling from car. Engineer, A. Schanck; conductor, Geo. E. Gerard.

April 30th.—W. T. Lowden, injured by sudden stop of train, at Green Brook. Crew unknown.

May 8th.—John Twomey, draw captain, injured at Newark Bay Draw, by barrels knocked over by passing train. Engineer, T. Bradshaw; conductor, M. Henry.

September 14th.—Tony Jogwin, laborer, injured by exploding torpedo, at Annandale. Crew unknown.

September 18th.—Phillip Backer, conductor, thumb injured in car door, at Elizabeth. Engineer W. Garrity; conductor, P. Backer.

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September 23d.—Wm. McGinley, engineman, injured at Bound Brook. Engineer, Wm. McGinley; conductor, H. M. Haggerty.

October 4th.—J. E. Nulty, assistant train master, injured by platform plank torn up by car. Engineer, M. J. Walsh; conductor, S. Fishbough.

November 6th.—E. Queen, conductor, injured by mail pouch thrown from train, at Carteret. Engineer, J. B. Van Atta; conductor, J. L. Hunt.

November 26th.—Harry Cooper brakeman, injured by door falling from freight car at Plainfield. Engineer, Ben Bodine; conductor, A. B. Apgar.

December 30th.—Enoch Giles, carpenter, injured by object thrown from passing train. Engineer, Frank Riddle; conductor, F. W. Shinnfield.

Other Causes—Non-employes.

February 1st.—Anthony Canty, passenger, fingers injured in car door on train at Jersey City. Engineer, G. H. Squires; F. S. Lewis.

February 14th.—H. H. Reed, passenger, injured by broken car window glass at Passaic Draw. Engineer, Geo. Squire; conductor, C. S. Stokes.

March 16th.—Chas. Murtha, passenger, injured by broken car window glass, at Lincoln. Engineer, J. Kyle; conductor, W. M. Thomas.

March 25th.—Miss M. Ogg, passenger, fingers injured by car door. Engineer, C. Foster; conductor, G. McVey.

April 15th.—Mrs. R. G. Potter, passenger, injured by stone thrown through car window. Engineer, M. Maloney; conductor, A. Ridgeway.

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April 23d.—H. C. Hawkins, and I. Degalorski, passengers injured at East 33d street, by flying coal from passing train. Engineer, W. Garrity; conductor, W. Durling.

May 3d.—M. J. Gleason and M. Mertz, passengers, scalded by escaping steam from passing train, at Pacific avenue. Engineer, C. Morton; conductor, T. J. Duane.

May 6th.—Katy Brody, passenger, injured by flying ballast, at East 22d street. Engineer, W. W. Snyder; conductor, F. Vanatta.

May 19th.—Geo. I. Apgar, passenger, injured at Dunellen, by car door closing on fingers. Engineer, S. Watson; conductor, O. H. Day.

May 24th.—Phillip Rose, passenger, injured at Newark, by falling car window. Engineer, R. Wolverton; conductor, S. W. Dennis.

June 1st.—J. A. Wall, passenger, injured at Elizabethport, by missile entering raised window of car. Engineer, E. Huff; conductor, W. W. Barnes.

June 5th.—Albert Wilcox, passenger, injured hand while throwing papers out of car window. Engineer, C. Hodge; conductor, L. W. Romeis.

June 5th.—Thos. Hutchinson, passenger, hand injured by closing car door, at Westside avenue. Engineer, R. Wolverton; conductor, G. McVey.

June 12th.—Mrs. G. Meyers and child, shocked by train running through open canal draw, at Dover. Engineer, H. Shaffer; conductor, J. F. Snyder, Sr.

June 12th.—Lorne Chitty (two years), passenger, injured by car door pinching fingers, at Westfield. Engineer F. Wagner; conductor, W. Craven.

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June 22d.—Miss Alga Martin (four years), hand injured by falling car window. Engineer, C. Foster; conductor, J. H. Taylor.

June 24th.—Daughter of Mrs. T. Hughes (seven years), injured by falling car window. Engineer, C. Morton; conductor, W. J. Magee.

June 29th.—J. L. Sheepherd, passenger, injured at Grant avenue. Engineer, F. Miller; conductor, C. W. Keyser.

July 9th.—Clinter Handevert, passenger, injured at Minnisink. Engineer, W. Casper; conductor, J. McGuire.

July 11th.—R. P. Wilcox, passenger, injured at West Side avenue, by stone thrown through car window. Engineer, W. J. Jacobus; conductor, W. Shaw.

July 29th.—J. B. Marston, passenger, injured by object thrown through car window. Engineer, R. McCloud; conductor, J. H. Van Middlesworth.

August 2d.—Miss A. Greenstall, passenger, injured at Greenville by stone thrown through car window. Engineer, J. Rodenbaugh; conductor, J. H. Taylor.

August 6th.—Jos. Kerr, passenger, fingers injured by falling car window. Engineer, W. Huff; conductor, W. Creveling.

August 9th.—Miss Emma Zeller, passenger, injured by sudden application of air-brakes on moving train. Engineer, D. Driscoll; conductor, W. Durling.

August 10th.—W. L. Miller, passenger, injured by broken car window glass. Engineer, S. Lowery; conductor, J. H. Ireland.

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August 14th.—Chas. S. Rittenhouse, passenger, injured by broken car window glass. Engineer, F. Beck; conductor, S. J. Johnson.

September 2d.—Timothy Kearns, passenger, injured by flying ballast at Lincoln. Engineer, E. Bowers; conductor, W. M. Thomas.

September 6th.—Hugh Sewell, passenger, fingers injured in car door at Avenue A. Engineer, F. Day; conductor, W. Shaw.

September 7th.—Wm. Lepine, passenger, injured by broken car window glass at Claremont. Engineer, W. J. Smith; conductor, S. L. Piatt.

September 8th.—Rebecca Glass, passenger, hand injured in car door at East Rahway. Engineer, John Coyne; conductor, H. S. Davidson.

October 4th.—Ernest Metzger, passenger, injured by broken car window glass, at Elizabeth. Engineer, F. Beck; conductor, D. S. Horton, Jr.

October 17th.—Toney George, tresspasser, injured by hand cart which was struck by locomotive. Engineer, F. Miller; conductor, ————.

October 30th.—H. Witty, passenger, fingers injured in car door at East 22d street. Engineer, F. Wilcox; conductor, W. J. Sheehan.

October 31st.—Jos. W. Jackson and R. H. Bradley, passenger, injured by broken car window glass, at West Side avenue. Engineer, T. Benjamin; conductor, C. S. Stokes.

November 19th.—J. M. Ackerman, passenger, slightly injured by broken car window glass, at West 8th street. Engineer, W. W. Snyder; conductor, B. B. Allen.

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November 28th.—Howard Bilyew, passenger, hand injured in car door at Plainfield. Engineer, McLoughery; conductor, P. C. Jeffers.

December 4th.—A. Reed, passenger, hand injured in car door, at Cranford. Engineer, E. Huff; conductor, W. A. Barnes.

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CHESTER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$98,500 00
Scrip stock,	2,034 13
Floating debt,	127,654 78
Cost of road and equipments,	$228,188 91

The road extends from Chester Junction to Chester, a distance of 10.04 miles.

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

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

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

B. D. CALDWELL,
Presdt.

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Sworn and subscribed before me this fifth day of February, A. D. 1906.

[L. S.]

LUDWIG R. MILLER,
A Foreign Commissioner of Deeds for the State of New Jersey, residing in the State of New York.

RECEIPTS AND EXPENSES FOR 1905.

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—26 Exchange Place, New York City.

ACCIDENTS.

None.

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CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in, ... $252,900 00

The road extends from Bridgeton to Long Reach, a distance of 21.20 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, City and County of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,

[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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THE CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in, ...	$16,200 00

The road extends from a point on the Vineland Railroad, near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of 1.23 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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DELAWARE AND BOUND BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,800,000 00
Cost of road and equipments,	$3,546,001 33

The road extends from middle of Delaware river, N. J., to Bound Brook, N. J.; Trenton Junction, N. J., to Trenton, N. J., a distance of 30.81 miles.

It is leased to the Philadelphia and Reading Railway Company, at an annual rental of $273,000.

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

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

J. S. WISE.

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Sworn and subscribed before me this 9th day of February, A. D. 1906.

C. K. KLINK,
Notary Public,
My Commission Expires April 18th, 1907.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$522,714 20
Income from freight,	1,235,694 84
Income from other sources,	88,629 62
Total,	$1,847,038 66

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,. $1,021,220 19

Dividends paid during the year 1905, and how paid—Four quarterly dividends of two per cent. each, February, May, August and November.

ACCIDENTS.

January 14th, 1905.—Isedoro DeRugerro, employe, non-fatally injured; rail fell on foot, Trenton Junction, N. J. W. J. Callahan, conductor; D. C. Anderson, engineer.

January 18th.—Walter A. Callahan, employe, fatally injured; fell from car, Trenton Junction, N. J. Wm. P. Rickey, Jr., conductor; John Callahan, engineer.

January 19th—David Servis, employe, fatally injured; struck by train, Pennington, N. J. Wm. A. Snyder, conductor; James Moyer, engineer.

January 22d.—Frank Sackwright, employe, non-fatally injured; fell from car, Port Reading Junction, N. J. Frank Sackwright, conductor; W. G. Jewens, engineer.

January 27th.—James Tyman, employe, non-fatally injured; unloading baggage, Trenton Junction, N. J. W. P. Rickey, Jr., conductor; A. W. Whitehead, engineer.

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February 2d.—Clarence A. Coburn, employe, non-fatally injured; struck by train, Trenton Junction, N. J. M. Martin, conductor; Edw. Stephenson, engineer.

March 31st.—Carrie Morgan, non-employe, non-fatally injured; fell from train while alighting, Trenton Junction, N. J. H. Shinlever, conductor; Wm. Fleisher, engineer.

April 10th.—William Davidson, Jr., non-employe, non-fatally injured; fell under train, Skillman, N. J. John Whitty, conductor; Thos. Foley, engineer.

May 9th.—Domenico Briynofa, employe, non-fatally injured; hand caught between ties, Ewing, N. J. W. J. Callahan, conductor; D. C. Anderson, engineer.

May 17th.—Joseph Hanson, non-employe, non-fatally injured; struck by engine, Hopewell, N. J. Henry Brown, conductor; Frank Manion, engineer.

July 3d.—John Callahan, employe, non-fatally injured; reversing engine; Trenton Junction, N. J. W. P. Rickey, Jr., conductor; John Callahan, engineer.

July 14th.—Angelo Anduini, employe, non-fatally injured; unloading ties, Hamilton, N. J. W. J. Callahan, conductor; D. G. Anderson, engineer.

July 29th—Sebastino DeSinso, non-employe, fatally injured; struck by train, Belle Mead, N. J. W. P. Lynn, conductor; Arthur Kirkendall, engineer.

July 31st.—Joseph Loughery, employe, fatally injured; collision, Skillman, N. J. S. J. Martin, conductor; D. F. Wack, engineer.

August 18th.—John Howard, employe, fatally injured; struck by engine, Hamilton, N. J. P. C. Jeffers, conductor; James Delaney, engineer.

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September 4th.—Thomas H. Lukens, employe, non-fatally injured; William Pengally, employe, non-fatally injured; Thomas Clay, employe, non-fatally injured; collision, Pennington, N. J. Thomas Lukens, conductor; John C. Ballinger, engineer.

September 4th.—Archie Kelly, non-employe, non-fatally injured; fell off car, Trenton Junction, N. J. John J. Martindale, conductor; Robert Rodenbaugh, engineer.

October 20th.—John Reahm, non-employe, non-fatally injured; team struck by train; Bound Brook, N. J. L. Ibach, conductor; W. H. Honsberger, engineer.

November 14th.—Coldaretti D. Antonio, employe, non-fatally injured; struck by train, Glenmore, N. J. Edward McEwan, conductor; Oscar Teschner, engineer.

November 14th.—Hugh McCafferty, employe, fatally injured; fell from train, Trenton Junction, N. J. John Nickolie, conductor; William Mumbower, engineer.

November 19th.—Frank Doyle, employe, non-fatally injured; foot run over, Port Reading Junction, N. J. William Marshman, conductor; William Honsberger, engineer.

November 27th.—Harry M. Servis, employe, non-fatally injured; door closed on hand, Trenton Junction, N. J. John A. Messer, conductor; Harry Stem, engineer.

December 15th.—William A. Thomas, employe, fatally injured; struck by engine; Port Reading Junction, N. J. Frank L. Hooven, conductor; Edward Gleason, engineer.

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DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware River and Atlantic Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in—2,080 shares, @ $50 par, $104,000, full paid; 5,443 shares, @ 33⅓%, $90,716.66⅔, ... $194,716 67
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—In process of construction.
Dividends paid during the year 1905, and how paid—None.

The road extends from Gloucester City to Atlantic City, a distance of fifty-two miles.

RECEIPTS AND EXPENSES FOR 1905.

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

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies —None.

REMARKS.

This railroad company was chartered July 11th, 1899, and proposes to build, construct and operate a railroad between

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Gloucester City, Camden county, and Atlantic City, Atlantic county, N. J. Survey made and maps approved and filed with Secretary of State. Work has been commenced on the construction and part of roadbed graded, and we have complied with all the requirements of the law. All charter extensions granted.

P. O. address of the above company—No. 1 East State street, Trenton, N. J., and No. 132 South Broad street, city of Woodbury, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—Gustavus A. Müller, being duly sworn, on his oath says, that he is President of the Delaware River and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

GUSTAVUS A. MULLER,
Prest.

Sworn and subscribed before me this seventh day of March, A. D. 1906.

R. L. SNYDER,
[L. S.] *Notary Public.*
Commission expires January 3d, 1909.

ACCIDENTS.

None.

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DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware River Railroad and Bridge Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$1,300,000 00
Bonded debt,	1,300,000 00
Floating debt—None.	
Cost of road and equipments,	$2,600,000 00

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 4.82 miles. Branches, 5.45 miles.

It is operated by the Pennsylvania Railroad Company under resolutions of the Boards of Directors of both companies at an annual rental of the net earnings.

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

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

SAMUEL REA.

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Sworn and subscribed before me this 29th day of January, A. D. 1906.

C. M. GREER,
Notary Public,
Commission expires January 19th, 1907.

[L. S.]

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$87,509 06
Income from freight,	114,437 27
Income from other sources,	589 74
Total,	$202,536 07
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$80,216 93

Dividends paid during the year 1905, and how paid—June 26th, 1905, 2 per cent. in cash, $26,000; December 26th, 1905, 2 per cent. in cash, $26,000.

P. O. address of this company—Broad Street Station, Philadelphia.

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DOCKS CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Docks Connecting Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$9,000 00
Cost of road and equipments,	$9,187 50

The road extends from a point in Hudson county to a point in the township of Union, a distance of about 3.448 miles.

It is leased to the Erie Railroad Company, at an annual rental equal to the operating expenses and taxes.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Docks Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 15th day of February, A. D. 1906.

A. L. TRAVIS,
A Foreign Commissioner of Deeds For New Jersey, in New York.

[L. S.]

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DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$140,000 00
Bonded debt,	35,000 00

The road extends from Wharton to Rockaway, a distance of 5.12 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.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-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.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds
For New Jersey.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—Six per cent. (6%) paid in cash.

P. O. Address of this Company—No. 143 Liberty Street, New York City.

ACCIDENTS.

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

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EAST JERSEY RAILROAD AND TERMINAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, East Jersey Railroad and Terminal Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$4,000 00
Bonded debt—None.	
Floating debt,	2,480 00

Cost of road and equipments—Road leased.

Dividends paid during the year 1905, and how paid—None.

The road extends in Bayonne City, N. J., a distance of .694 mile.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers—None.	
Income from freight,	$14,054 59
Income from other sources—None.	
Total,	$14,054 59

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$12,419 20

P. O. address of the above company—No. 11 Broadway, New York, N. Y.

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State of New York, New York county, *ss.*—E. H. Shelley, being duly sworn, on his oath says, that he is Vice-President of the East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

E. H. SHELLEY.

Sworn and subscribed before me this 9th day of March, A. D. 1906.

FLORENCE J. WALSH,
[L. S.] *Notary Public for Kings County,*
Certificate filed in New York County.

ACCIDENTS.

None.

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EAST TRENTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, East Trenton Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$59,000 00
Cost of road and equipment,	$59,000 00

The road extends from a point on the Trenton Branch of Delaware and Bound Brook Railroad, in Trenton, N. J., to a point in Lawrence township, Mercer county, a distance of 3.03 miles.

It is leased to the Philadelphia and Reading Railway Company.

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

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

J. S. WISE,

Sworn and subscribed before me this 9th day of February, A. D. 1906.

C. K. KLINK,
Notary Public.

[L. S.]

My Commission Expires April 18th, 1907.

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RECEIPTS AND EXPENSES FOR 1905.

Included in the operations and report of the Delaware and Bound Brook Railroad Company.

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Trenton, N. J., and the Treasurer's office, 240 South 3d street, Philadelphia, Pa.

ACCIDENTS.

February 11th.—Alfred J. Hunt, employe, fatally injured; struck by engine, Trenton, N. J. W. W. Stover, conductor; George Dolan, engineer.

February 20th.—Wilmer R. McDowell, employe, non-fatally injured; fell from engine, Trenton, N. J. Thos. J. Callahan, conductor; W. R. McDowell, engineer.

March 18th.—Hugh T. Payton, employe, non-fatally injured; scalded by steam from engine, Trenton, N. J. —— ——, conductor; —— ——, engineer.

April 7th.—John Howard, employe, non-fatally injured; caught between cars, Trenton, N. J. M. Mullen, conductor; W. R. McDowell, engineer.

May 11th.—Frederick Miller, non-employe, non-fatally injured; struck by engine, East Trenton Branch, N. J. J. Martindale, conductor; R. Rodenbaugh, engineer.

August 1st.—Daniel Harrigan, employe, non-fatally injured; jumped from car, East Trenton, N. J. T. J. Callahan, conductor; H. Weyer, engineer.

September 2d.—James Cassidy, employe, non-fatally injured; fell from car, Trenton, N. J. M. Toohey, conductor; E. Greth, engineer.

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September 18th.—Samuel D. Sheppard, employe, non-fatally injured; struck by engine, Trenton, N. J. W. P. Rickey, Jr., conductor; J. Callahan, engineer.

October 31st.—Harry Graver, employe, non-fatally injured; fell from car, Trenton, N. J. H. Graver, conductor; N. G. Jewens, engineer.

November 12th.—Miss D. V. Hill, non-employe, non-fatally injured; door closed on hand, Trenton, N. J. John Barber, conductor; William Chamney, engineer.

November 13th.—Roger Kurtz, employe, non-fatally injured; foot caught in coupling, Trenton, N. J. —— ——, conductor; —— ——, engineer.

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ELIZABETH EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $30,000 00

The road extends from Great Island Junction to Terminus, a distance of 0.89 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.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

[L.S.] EDWARD W. CONOVER,

Foreign Commissioner of Deeds of New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Erie Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$176,271,300 00
Bonded debt,	193,684,744 81
Floating debt,	10,351,913 20
Cost of road and equipments,	$355,476,320 02

Dividends paid during the year 1905, and how paid—$1,915,696.00 dividend on first preferred stock; $320,000.00 dividend on second prefered stock.

The road extends in New Jersey from Jersey City to Greenwood Lake, New Jersey State Line, near Sufferns and Sparkill, a distance of 136.11 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$1,092,346 74
Income from freight,	1,590,095 90
Income from other sources,	148,770 01
Total,	$2,831,212 65

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,120,220 59

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REMARKS.

This report includes the earnings and expenses of the Long Dock Company, Paterson and Hudson River Railroad, Paterson and Ramapo Railroad, Bergen County Railroad, Bergen and Dundee Railroad, Docks Connecting Railroad, Paterson, Newark and New York Railroad, Newark and Hudson Railroad, New York and Greenwood Lake Railway, Northern Railroad of New Jersey.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 15th day of February, A. D. 1906.

[L.S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

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FERRO MONTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in, ... $30,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $50,309 27

Dividends paid during the year 1905, and how paid—None.

Road extends from Byram Mines to Banatta (Kenville), a distance of 2.52 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers—None.
Income from freight—None.
Income from other sources, ... $474 31

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies —None.

P. O. address of the above company—Dover, N. J.

State of New Jersey, Morris county, *ss.*—Alfred Mills, being duly sworn, on his oath says, that he is President of the Ferro

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Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

ALFRED MILLS.

Sworn and subscribed before me this 13th day of January, A. D. 1906.

EDWARD K. MILES,
Notary Public of New Jersey.

[L. S.]

State of New Jersey, Morris county, *ss.*—Frederick A. Canfield, being duly sworn, on his oath says, that he is Secretary and 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 1905 are correct and true, to the best of his knowledge and belief.

FRED'K A. CANFIELD.

Sworn and subscribed before me this 11th day of January, A. D. 1906.

D. R. HUMMER,
Notary Public of New Jersey.

[L. S.]

ACCIDENTS.

None.

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FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $650,000 00

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths (22.75) miles, with a branch from Atlantic Highlands to Stone Church, a distance of one and seventy-two hundredths (1.72) miles, a total of twenty-four and forty-seven hundredths (24.47) miles, and includes railroads formerly the property of (1) The Atlantic Highlands Railroad Company, (2) The Freehold and Keyport Railroad Company, (3) The Freehold and New York Railroad Company, (4) The Keyport Railroad Company, and (5) The New York and Atlantic Highlands Railroad Company.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Freehold and Atlantic Highlands Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

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Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds
For New Jersey.

[L. S.]

RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$295,600 00
Bonded debt,	498,600 00
Floating debt—None.	
Cost of road and equipments,	$807,726 31

The road extends from Jamesburg, N. J., to Sea Girt, N. J., a distance of 27.29 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.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, 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.

SAMUEL REA.

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Sworn and subscribed before me this 1st day of February, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$134,260 89
Income from freight,	86,272 37
Income from other sources,	14,703 62
Total,	$235,236 88
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$155,578 84

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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HACKENSACK AND LODI RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hackensack and Lodi Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$25,000 00
Cost of road and equipments,	$25,000 00

The road extends from Lodi Junction, N. J., to Hackensack Junction, N. J., a distance of 1.41 miles.

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Hackensack and Lodi Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this fifteenth day of February, A. D. 1906.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

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HIBERNIA MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$188,941 17

The road extends from Hibernia Mine to Delaware, Lackawanna and Western and Central Railroad of New Jersey Junction at Rockaway, N. J., a distance of 5.20 miles.

It is leased to the Central Railroad of New Jersey at an annual rental of $12,500.

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

State of New Jersey, Morris county, *ss.*—Frederick H. Beach, being duly sworn, on his oath says, that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FREDERICK H. BEACH.

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Sworn and subscribed before me this 9th day of January, A. D. 1906.

JOHN H. BONSALL,
Notary Public for New Jersey.

[L. S.]

RECEIPTS AND EXPENSES FOR 1905.

Income from other sources—Lease, interest, etc., ...	$13,435 00
Expenditures during the year for dividends and incidental maintenance of organization, ...	$13,056 87

Dividends paid during the year 1905, and how paid—$12,000, as below—$6,000 paid semi-annually (April and October).

P. O. address of this company—General Offices, No. 3 West Blackwell street, Dover, N. J.; Office of Secretary and Treasurer, 238 South 3d street, Philadelphia.

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HIBERNIA UNDERGROUND RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hibernia Underground Railroad presents the following report for the year ending December 31st, 1905:

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

Dividends paid during the year 1905, and how paid—None.

The road extends from Hibernia into Hibernia Hill, a distance of 1.03 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from freight,	$9,787 80
Total,	$9,787 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$8,324 95

State of New Jersey, Morris county, *ss.*—D. B. Hummer, being duly sworn, on his oath says, that he is Treasurer of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

D. B. HUMMER,

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Sworn and subscribed before me this 12th day of February, A. D. 1906.

FORD D. SMITH,
Master in Chancery of N. J.

ACCIDENTS.

None.

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HOBOKEN AND MANHATTAN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hoboken and Manhattan Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$34,900 00
Bonded debt—None.	
Floating debt,	207,617 25
Cost of road and equipments,	$242,517 25

Dividends paid during the year 1905, and how paid—None paid.

The road extends from Jersey City and Hoboken, N. J., to State Line, in centre of Hudson river, a distance of about one mile.

RECEIPTS AND EXPENSES FOR 1905.

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

REMARKS.

Road is under construction.

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P. O. address of the above company—No. 111 Broadway, New York City, N. Y., and No. 243 Washington street, Jersey City, N. J.

State of New York, New York county, *ss.*—W. G. McAdoo, being duly sworn, on his oath says, that he is President of the Hoboken and Manhattan Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

W. G. McADOO.

Sworn and subscribed before me this 15th day of January, A. D. 1906.

[L. S.]

C. W. KING,
Notary Public, Kings County, No. 56,
Certificate Filed in New York County.

ACCIDENTS.

None.

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HOBOKEN RAILROAD WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hoboken Railroad Warehouse and Steamship Connecting Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$238,000 00
Bonded debt—None.	
Floating debt,	108,504 14
Cost of road and equipments,	$346,504 14
Dividends paid during the year 1905, and how paid—None.	

The road extends from 5th street, Hoboken, to 17th street, Weehawken, a distance of 1.101 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers—None.	
Income from freight,	$81,769 32
Income from other sources,	1,179 00
Total,	$82,948 32
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$74,394 85

P. O. address of the above company—1 Newark street, Hoboken, N. J.

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State of New Jersey, Hudson county, *ss.*—Edwin A. Stevens, being duly sworn, on his oath says, that he is President of the Hoboken Railroad Warehouse and Steamship Connecting Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

EDWIN A. STEVENS.

Sworn and subscribed before me this 16th day of February, A. D. 1906.

EDWIN A. S. BROWN,
Notary Public.

[L. S.]

ACCIDENTS.

None.

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HOPATGONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$10,000 00
Cost of road and equipments,	$17,485 25

The road extends from Hopatcong Junction to Powder Works, a distance of 0.89 mile.

Controlled by the Delaware, Lackawanna and Western Railroad, lessee of the Morris and Essex Railroad, and report of operations is included in report made by latter company.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Hopatcong Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 5th day of February, A. D. 1906.

LUDWIG R. MILLER,
A Foreign Commissioner of Deeds
For the State of New Jersey, residing
In the State of New York.

[L. S.]

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Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 26 Exchange place, New York City.

ACCIDENTS.

None.

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HUDSON AND MANHATTAN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson and Manhattan Railway Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$7,600 00
Bonded debt—None.	
Floating debt,	40,156 15
Cost of road and equipments,	$47,756 15

Dividends paid during the year 1905, and how paid—None.

The road extends from Jersey City to State Line in centre of Hudson river, a distance of three-quarters of a mile.

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

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, —None.

REMARKS.

Road is under construction.

P. O. address of the above company—No. 1 Exchange place, Jersey City, N. J., and No. 111 Broadway, New York City, N. Y.

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State of New York, New York county, *ss.*—W. G. McAdoo, being duly sworn, on his oath says, that he is President of the Hudson and Manhattan Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

W. G. McADOO.

Sworn and subscribed before me this 15th day of January, A. D. 1906.

[L. S.]

C. W. KING,
Notary Public, Kings County, No. 56,
Certificate Filed in New York County.

ACCIDENTS.

None.

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INTER-CITY LINK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Inter-City Link Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$6,100 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$1,303 57

Dividends paid during the year 1905, and how paid—None.

The road extends from middle of Delaware River to Camden, a distance of between one and two miles.

RECEIPTS AND EXPENSES FOR 1905.

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

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies. —None.

REMARKS.

The Inter-City Link Railroad Company is in process of construction, and was not operated during the year 1905.

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P. O. address of the above company—110 Market street, Camden, N. J. Agent, Martin V. Berger, Jr.

State of Pennsylvania, Philadelphia county, *ss.*—Clarence Wolf, being duly sworn, on his oath says, that he is President of the Inter-City Link Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

CLARENCE WOLF.

Sworn and subscribed before me this 31st day of January, A. D. 1906.

CHARLES F. WAGNER, JR.,
Notary Public.

[L. S.]

Commission Expires January 16th, 1909.

ACCIDENTS.

None.

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IRVINGTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Irvington Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$7,000 00
Floating debt,	199,663 61
Cost of road and equipments,	$206,663 61

Dividends paid during the year 1905, and how paid—None.

The road extends from a point near Elizabeth Station, Union county, N. J., to a point in southerly line of Clinton avenue, in town of Irvington, N. J., a distance of 2.96 miles.

RECEIPTS AND EXPENSES FOR 1905.

The receipts and expenditures of the Irvington Railroad Company are included in the report of the Lehigh Valley Railroad Company of New Jersey.

P. O. address of the above company—228 South 3d street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Irvington Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road durng the year 1905 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me this 5th day of March, A. D. 1906.

J WM. ROBBINS,
A Foreign Commissioner of Deeds,
for New Jersey in Pennsylvania.

[L. S.]

ACCIDENTS.

Included in report of Lehigh Valley Railroad Company of New Jersey.

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JERSEY CITY AND BAYONNE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$13,500 00
Floating debt,	1,195 52
Cost of road and equipments,	$1,195 52

The road as projected is to extend from Jersey City to Bayonne, a distance of five miles.

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

REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.

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Sworn and subscribed before me this seventh day of March, A. D. 1906.

[L. S.] DE WITT H. HOUSE,

Notary Public in and for New York County, N. Y.

Certificate Filed in Westchester County.

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JERSEY CITY BELT LINE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Jersey City Belt Line Railway Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$12,000 00
Floating debt,	44,881 76
Cost of road and equipments,	$56,881 76

Dividends paid during the year 1905, and how paid—None.

The road extends from a point in Morris Canal, east of Mill creek, Jersey City, N. J., to a point in Morris Canal, near Newark Bay and Linden avenue, Jersey City, N. J., a distance of 5.83 miles.

REMARKS.

Construction work on this road is not yet completed.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Jersey City Belt Line Railway Company, and that the

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foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS,

Sworn and subscribed before me this 5th day of March, A. D. 1906.

J. WM. ROBBINS,

[L. S.] *A Foreign Commissioner of Deeds For New Jersey in Pennsylvania.*

ACCIDENTS.

Included in report of Lehigh Valley Railroad Company of New Jersey.

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KINKORA AND NEW LISBON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Kinkora and New Lisbon Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	7,169 21
Cost of road and equipments,	$40,000 00

The road extends from Kinkora, N. J., to New Lisbon, N. J., a distance of 10.41 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.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Kinkora and New Lisbon Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L REA.

Sworn and subscribed before me this 1st day of February, A. D. 1906.

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

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RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$8,137 55
Income from freight,	10,514 08
Income from other sources,	5,835 94
Total,	$24,487 57

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $25,688 06

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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LAFAYETTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $61,800 00

The road extends from Lafayette to Griffin Iron Works, a distance of .55 mile.

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

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Lafayette Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,

[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

RECEIPTS AND EXPENSES FOR 1905.

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

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Dividends paid during the year 1905, and how paid—None.

P. O. Address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, also operating the South Easton and Phillipsburg Railroad, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$1,100,000 00
Bonded debt,	1,390,301 00
Flotaing debt,	100,100 00
Cost of road and equipments,	$2,722,194 00

Dividends paid during the year 1905, and how paid—None.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$20,465 69
Income from freight,	385,421 91
Income from other sources,	16,390 89
Total,	$422,278 49
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$252,225 56

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REMARKS.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles, with trackage rights over the Pennsylvania Railroad tracks Belvidere, N. J., to Phillipsburg, N. J., about 14 miles. This report covers the proportion in New Jersey only, also the earnings and expenses of the South Easton and Phillipsburg Railroad are included in the amount of receipts and expenses.

The capital stock of the South Easton and Phillipsburg Railroad is,	$75,000 00
Floating debt,	72,542 13
Total, representing cost of road,	$147,542 13

P. O. address of the above company—Warwick, Orange county, N. Y.

State of Pennsylvania, Philadelphia county, *ss.*—Lewis A. Riley, being duly sworn, on his oath says, that he is President 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 1905 are correct and true, to the best of his knowledge and belief.

LEWIS A. RILEY.

Sworn and subscribed before me this 23d day of February, A. D. 1906.

T. L. HODGE,
Notary Public.

[L. S.]

Commission Expires January 19, 1907.

ACCIDENTS.

January 16th, 1905.—Joseph Wood, engineer, Delaware Bridge, leaned out of cab too far; head came in contact with bridge, resulting in slight scalp wound.

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January 27th.—Moses Green, brakeman, Franklin Junction, struck on leg by switch ball, caused by engine running through switch; injuries slight.

August 6th.—Frank Decker, car repairman, Buttsville, while wrecking was struck by derrick crank on arm; injuries slight.

November 26th.—Edward Knapp, fireman, Great Meadows, fell into tank of engine, injuring his shoulder; lost two weeks' time on account of accident.

December 16th.—Frank Cattafio, track hand, Franklin Junction, badly bruised by being caught between hand car and fence alongside of track; yard engine struck hand car in yard on account of its not clearing track due to fence.

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LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and New England Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$1,000,000 00
Bonded debt,	2,380,000 00
Floating debt,	205,000 00
Cost of road and equipments,	$3,585,000 00

Dividends paid during the year 1905, and how paid—None.

The road extends from Columbia, N. J., to Hainesburg Junction; Swartswood Junction to Liberty Corners, a distance of 23.90 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$4,728 60
Income from freight,	35,648 17
Income from other sources,	137 68
Total,	$40,514 45
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$32,684 41

P. O. address of the above company—Pen Argyl, Pa.

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State of Pennsylvania, Northampton county, *ss.*—F. S. Fowler, being duly sworn, on his oath says, that he is Assistant Treasurer of the Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

F. S. FOWLER,
Assistant Treasurer.

Sworn and subscribed before me this 23d day of March, A. D. 1906.

[L. S.] C. M. SMITH, J. P.,
Commission Expires First Monday in May, 1909.

ACCIDENTS.

None.

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LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh Valley Railroad Company of New Jersey presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	*$20,308,000 00
Bonded debt,	16,350,000 00
Floating debt,	285,765 63
Cost of road and equipments,	$27,751,370 70

Dividends paid during the year 1905, and how paid—None.

The road extends from Jersey City and Perth Amboy to Phillipsburg, N. J., a distance of 85.87 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$651,544 32
Income from freight,	4,656,873 05
Income from other sources,	550,850 57
Total,	$5,859,267 94
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$4,295,718 26

*Includes $7,927,000 of Treasury Stock.

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REMARKS.

The receipts and expenditures of the National Docks Railway Company to April 7th, 1905, inclusive, are included in the operation of the company.

The National Docks Railway Company was merged into the Lehigh Valley Railroad Company of New Jersey April 7th, 1905, in accordance with joint agreement made April 1, 1905.

The receipts and expenditures of the Irvington Railroad Company are also included in the operations of this company.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philaelpdhia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Lehigh Valley Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 5th day of March, A. D. 1906.

[L. S.]

J. WM. ROBBINS,
A Foreign Commissioner of Deeds
.. For New Jersey in Pennsylvania.

ACCIDENTS.

January 3d, 1905.—Nicholas A. LaForge, yard trainman, non-fatally injured; fell from car and hurt his knee, Perth Amboy, N. J. Martin A. Burns, conductor; George Trout, engineman.

January 3d.—Joseph Boehler, fireman, non-fatally injured; sprained back and hip, Three Bridges, N. J. Charles W. Behrig, conductor; Harry Loher, engineman.

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January 3d.—Thos. Lynapp, yard trainman, non-fatally injured; fell from car, Jersey City, N. J. Jas. Mellay, conductor; Geo. Brown, engineman.

January 3d.—Harry Fisher, fireman, killed, near Pattenburg, N. J.; supposed to have fallen from engine. D. Hornacker, conductor; Harry L. Smith, engineman.

January 14th.—Fred F. Snyder, fireman, non-fatally injured; both hands burned, Jersey City, N. J. John Sheehan, conductor; Luther Dries, engineman.

January 14th.—A. B. Broadhead, conductor, non-fatally injured; caught finger between lever and car, South Plainfield, N. J. A. B. Broadhead, conductor; Harvey Hough, engineman.

January 19th.—Geo. A. Hamm, fireman, killed by having head crushed between cars in Jersey City yard. Robert S. Hoffman, conductor; Peter Curren, engineman.

January 23d.—Geo. F. Hauser, brakeman, non-fatally injured; leg squeezed between bumpers, Pattenburg, N. J. Walter E. Klotz, conductor; Harvey Hough, engineman.

January 24th.—Raphael Vaccaro, section laborer, fatally injured by being struck by car in Phillipsburg yard, N. J. Dan Hurley, conductor; Stephen Milheim, engineman.

January 24th.—John Faust, employe, non-fatally injured; foot slipped and he struck corner of car, Flemington Junction, N. J. Barnard Miller, conductor; August Hatch, engineman.

January 25th.—Peter Curran, engineman, non-fatally injured; struck his hand against brace, Jersey City, N. J. Robert S. Hoffman, conductor; Peter Curren, engineman.

January 26th.—Daniel Quinn, conductor, non-fatally injured; was thrown against end of caboose, Jersey City, N. J. Daniel Quinn, conductor; John J. Crocheran, engineman.

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January 26th.—William E. King, trainman, non-fatally injured; was thrown against end of caboose, Jersey City, N. J. Daniel Quinn, conductor; John J. Crocheran, engineman.

January 30th.—John Olekofski, track laborer, non-fatally injured; struck by engine, Jersey City Terminal. Engine in charge of Harry Warner, hostler.

January 31st.—Alfred Yontz, employe, non-fatally injured; thrown to floor of caboose, South Plainfield, N. J. William Hall, conductor; W. Werkheiser, engineman.

January 31st.—Alfred Palsgrove, employe, non-fatally injured; car which he was riding mounted rails, Warren Paper Mills, N. J. M. A. Kromer, conductor; Walter Eearle, engineman.

January 31st.—Thomas Curtis, trainman, non-fatally injured; car which he was riding mounted rails, Warren Paper Mills, N. J. M. A. Kromer, conductor; Walter Earle, engineman.

February 2d.—Joseph Scott, trainman, non-fatally injured; leg bruised account falling off tank step, Oak Island, N. J. F. S. Wood, conductor; John Kepner, engineman.

February 4th.—Charles Murren, brakeman; non-fatally injured; ankles and tendons sprained account falling from car; Bound Brook, N. J. M. A. Kromer, conductor; Walter Earley, engineman.

February 7th.—John Zane, conductor, non-fatally injured; knee sprained account slipping while on box car, Phillipsburg, N. J. John Zane, conductor; Phillips Laurer, engineman.

February 7th.—Peter Butz, fireman, non-fatally injured; right wrist bruised by coming in contact with blower pipe, Landsdown, N. J. Wilhelm Schmidt, engineman.

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February 11th.—George Wolf, brakeman, non-fatally injured; shinbone bruised account being struck by board, Phillipsburg, N. J. Frank Cole, conductor; James Jameson, engineman.

February 13th.—Harry Jones, watchman, non-fatally injured; left side sprained by jumping on engine, Perth Amboy, N. J. Charles Helmar, conductor; John Donovan, engineman.

February 14th.—Charles Duffner, assistant yardmaster, non-fatally injured; sprained wrist account being hit by switch-lever, Phillipsburg, N. J.

February 15th.—Robert I. Miller, brakeman, non-fatally injured; head cut account icicle falling on it, Flemington Junction, N. J. Peter N. Fritzinger, conductor; Charles A. Hontz, engineman.

February 16th.—Antone Kwoan, laborer, non-fatally injured; neck scalded by disconnection of steam hose, Perth Amboy, N. J.

February 17th.—Frank Swallah, laborer, non-fatally injured; hand lacerated by rail, Jersey City, N. J.

February 18th.—Toni Friet, laborer, non-fatally injured; struck on right instep by frog, Bound Brook, N. J.

February 18th.—Calvin Angst, conductor, non-fatally injured; back and hip bruised by being rolled by the cars, Phillipsburg, N. J. Calvin Angst, conductor; John Jameson, engineman.

February 18th.—Andrew P. Struthers, trainman, non-fatally injured; toe bruised by striking it against drawhead, Jersey City, N. J. J. Horton, conductor; James Carlon, engineman.

February 21st.—Frank W. Torrey, conductor, non-fatally injured; one rib broken and two bruised by falling between cars, Newark, N. J. Frank W. Torrey, conductor; Jacob Osmun, engineman.

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February 24th.—Fred W. Cummiskey, brakeman, non-fatally injured; back, head and shoulder bruised and ankle sprained by falling from car, Phillipsburg, N. J. Thomas Dinan, conductor; Walter Earle, engineman.

February 28th.—Stephen Crechoko, laborer, non-fatally injured; tops of fingers bruised by falling on switch, South Plainfield, N. J.

March 3d.—Nathan Zimmerman, fireman, non-fatally injured; back sprained by shoveling coal on fire, Oak Island, N. J. Samuel Smith, conductor; H. Weidaw, engineman.

March 10th.—Mick Laretyre, freight handler, non-fatally injured; hip and stomach bruised by being struck by cars, Jersey City, N. J. R. S. Hoffman, conductor; P. Curran engineman.

March 13th.—Frank Duffner, trainman, non-fatally injured; slipped off engine, bruising his left arm and left leg, South Somerville, N. J. M. A. Kromer, conductor; W. S. Early, engineman.

March 14th.—John Paulsen, engineman, non-fatally injured; slipped and fell, injured his shin, Jersey City, N. J. William J. Myers, conductor; John Poulsen, engineman.

March 16th.—Fred Seguine, conductor, non-fatally injured; body bruised and spinal cord strained by falling account sudden application of air, West Oak Island. Fred Seguine, conductor; Jacob Brownmiller, engineman.

March 17.—William Teeple, fireman, non-fatally injured; skull fractured account falling from engine, Perth Amboy, N. J. Thomas Jones, engineman.

March 21st.—George E. Alexander, car repairer, non-fatally injured; while lifting a coupler he strained his back, Phillipsburg, N. J.

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March 21st.—Frank A. Queen, conductor, non-fatally injured; fell against door of caboose, account sudden stop, breaking his nose, West Oak Island, N. J. Frank A. Queen, conductor; Peter Kromer, engineman.

March 23d.—Andrew B. Struthers, trainman, non-fatally injured; while riding on rear car he wrenched his ankle, Jersey City, N. J. Fred H. Smart, conductor; George Erbe, engineman.

March 26th.—Tan Ulewiz, car repairer, non-fatally injured; finger bruised while unloading timbers, West Oak Island, N. J.

March 30th.—William F. Hunter, car checker, non-fatally injured; while attempting to hold up car door he sprained his back. Alpha, N. J.

April 2d.—William Opitz, non-employe, non-fatally injured; slipped on rail when alighting from excursion train and cut his chin, Phillipsburg, N. J. M. A. Kromer, conductor; Herbert Godley, engineman.

April 3d.—Joseph Toole, laborer, non-fatally injured; small toe of left foot injured by having tie fall on it, Oak Island, N. J.

April 4th.—Henry Stevenson, trainman, non-fatally injured; fell from top of car and bruised right hip and side, Roselle Park, N. J. James Hannon, conductor; Harry F. Mundy, engineman.

April 4th.—Michael Marsensock, laborer, killed by being struck by Engine 300, at Roselle Park, N. J.

April 10th.—John P. Harlesky, laborer, fatally injured by being struck by No. 8, at South Plainfield, N. J. Waterbor, conductor; Klack, engineman.

April 16th.—Mrs. Hunzeata Lombard, non-employe, fatally injured by being struck by Engine 644, Train No. 1, at Aldene, N. J. J. R. Jackman, conductor; C. Ferguson, engineman.

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April 27th.—Bert C. Bennett, trainman, non-fatally injured; fell from top of box-car to ground, bruising right leg and back, South Plainfield, N. J. George Hendrickson, conductor; Frank Carlin, engineman.

April 27th.—John Liss, laborer, non-fatally injured; fell off coal chute into empty coal car, South Plainfield, N. J.

April 29th.—George Bustlin, laborer, non-fatally injured; fell into ditch, bruising shinbone of right leg, South Plainfield N. J.

May 2d.—Eugene D. Goodfellow, trainman, non-fatally injured, hip sprained at Jersey City, N. J., by falling off top of car. M. Burgess, conductor; E. Johnson, engineman.

May 11th.—Frank Craighead, non-employe, injured at Neshanic, N. J., by falling in aisle of car, cutting his head; Kleckner, conductor; Appleton engineman.

May 13th.—Edw. P. Carpenter, conductor, non-fatally injured; left hip sprained at Greenville while releasing door catches. E. P. Carpenter, conductor; J. Kepre, engineman.

May 13th.—William Donelly, hostler, non-fatally injured; right ankle sprained account jumping off train while in motion, at Oak Island, N. J. F. G. Smith, conductor; G. Erbe, engineman.

May 14th.—Cortland C. Wood, non-employe, injured at Jersey City, N. J., by being dragged by Train No. 5. Halter, conductor; Schmidt, engineman.

May 14th,—Stanley C. Harris, non-employe, injured at Picton, N. J., by having hand caught in door.

May 14th.—Thomas Woods, trainman, non-fatally injured; ankle strained by jumping off moving cars at West Oak Island, N. J. J. J. Powers, conductor; J. Paquet, engineman.

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May 25th.—Frank Garrect, trainman, non-fatally injured, at Phillipsburg, N. J., by having hand caught between knuckle lever and end of car. An Angst, conductor; J. Jamison, engineman.

May 27th.—Andrew Gallus, car repairer, fatally injured, at Perth Amboy, N. J., by being thrown from cars by jerk and falling under same. Thos. Colfer, conductor; W. Ditchler, engineman.

May 28th.—James Roth, non-employe, injured at Pattenburg, N. J., by falling off excursion train. M. A. Kromer, conductor; S. Milheim, engineman.

May 28th.—Patrick Murphy, brakeman, non-fatally injured back, at Stanton, N. J. Caused by jar of engine on which he was riding. W. Decker, conductor; H. Loper, engineman.

May 29th.—Joseph Messina, ice-house laborer, non-fatally injured while removing ice boxes from truck, at Phillipsburg, N. J.

May 29th.—Martin Miller, trainman, non-fatally injured toes bruised at Perth Amboy, N. J., by having same caught under end sills of car. J. Bruiski, conductor; Harry Coyle, engineman.

June 5th.—Michael Demko, section laborer, non-fatally injured, at Perth Amboy, N. J., by being struck on hand by piece of hammer.

June 6th.—Edward Smith, trainman, non-fatally injured at Eaglewood, N. J., body bruised by falling from car. D. Gallagher, conductor; G. Millick, engineman.

June 7th.—Thos. Morrell, engineman, non-fatally injured at Jersey City while getting on engine.

June 10th.—Henry Shteer, car repairer, non-fatally injured, back and hips bruised, by being caught between cars at Oak Island. C. Tappen, conductor; W. Nevin, engineman.

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June 13th.—Jas. H. Lehr, conductor, non-fatally injured at Jersey City, hips and back bruised, fell while getting off No. 8. Jas. H. Lehr, conductor.

June 15th.—E. L. Smith, fireman, non-fatally injured; back strained, account slipping on apron of engine at Jersey City, N. J.

June 15th.—Lester F. Husted, fireman, non-fatally injured at Lincoln Bridge, N. J. Cinder flew in his eye. O. Waterbor, conductor; R. Schuit, engineman.

June 17th.—Thos. Colfer, conductor, non-fatally injured; stomach bruised by being squeezed at Perth Amboy. Conductor, T. Colfer; A. Warner, engineman.

June 19th.—John McClaren, yard clerk, non-fatally injured at Perth Amboy, N. J., by falling on tie.

June 19th.—Walter Crooshuski, trainman, non-fatally injured at Perth Amboy, N. J., by falling from car. John Kelley, conductor; H. Coyle, engineman.

June 22d.—Rudolph Padock, laborer, non-fatally injured at South Plainfield, N. J., while letting rail drop.

June 26th.—Isaac Zimmerman, engineman, non-fatally injured at Point Reading Junction; right eye burned by cinder flying in same. C. Peters, conductor; Zimmerman, engineman.

June 26th.—Hiram P. War, engineman, non-fatally injured at Perth Amboy, N. J., by jumping from engine as same was over-turning. P. Burke, conductor; H. Ward, engineman.

June 27th.—Wm. C. Davis, trainman, non-fatally injured at Jersey City; ankle fractured while stepping from one car to another. R. S. Hoffman, conductor; Peter Curren, engineman.

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July 6th.—Clarence R. Snyder, trainman, non-fatally injured at New Orange, N. J.; arm injured by being struck by brake. J. Horton, conductor; E. Smith, engineman.

July 9th.—Mrs. Annie Stier, non-employe, non-fatally injured; internal injuries received at Jersey City, N. J. F. Garrettson, conductor.

July 12th.—John Brinsko, trainman, non-fatally injured at Perth Amboy; elbow bruised by being hit by chain. J. Kelley, conductor; H. Coyle, engineman.

July 13th.—Jas. W. Devin, trainman, non-fatally injured at Phillipsburg, N. J.; head bruised by falling from car. J. Kostenbader, conductor.

July 14th.—Martin Delman, trainman, non-fatally injured at Bloomfield Siding, N. J.; left foot broken, lost balance and fell from car. M. A. Burnes, conductor; G. H. Mellick, engineman.

July 14th.—Nathan Kulp, conductor, non-fatally injured at Jersey city; shin injured by falling on semaphore signal. N. Kulp, conductor; T. Morrell, engineman.

July 17th.—Peter McGovern, trainman, non-fatally injured at Jersey City, N. J. Strained ankle by falling off car.

July 18th.—Reading Fluck, engineman, non-fatally injured at South Plainfield; ankle strained by over-turning his foot getting off train. Campbell, conductor; Fluck, engineman.

July 24th.—John Coli (Cawley), laborer, non-fatally injured at Irvington, N. J., by falling from car bruising left side. Foreman, J. Reilly; J. Kohler, engineman.

July 24th.—Chas. Billington, trainman, non-fatally injured at Newark, N. J.; knee sprained while getting off car. Jas. Horton, conductor; Thos. Sullivan, engineman.

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July 25th.—Abraham G. Monaghan, trainman, non-fatally injured at Jersey City, N. J.; wrist fractured by falling from car. Burgess, conductor; Johnson, engineman.

July 28th.—Mathew O'Brien, trainman, non-fatally injured at Perth Amboy, N. J.; leg injured by striking it against switch stand. M. C. Burnes, conductor; G. W. Trout, engineman.

July 30th.—Timothy Sullivan, trainman, non-fatally injured at Newark, N. J., by falling from train spraining wrist and bruising face. John Heffernan, conductor; P. Demphy, engineman.

August 1st.—John J. Heatherington, non-employe, non-fatally injured; throat, shoulder and hand injured at Newark, N. J. H. Godly, engineman; J. A. Trimmer, conductor.

August 1st.—Alfred Smith, East Oak Island yard clerk, non-fatally injured account leg coming in contact with switch stand. Daniel Quinn, conductor; Oscar De Hart, engineman.

August 3d.—D. W. Howley, trainman, non-fatally injured at South Plainfield by falling from engine. M. Morgan, conductor; E. Smith, engineman.

August 7th.— —— Brown, U. S. mail clerk, non-fatally injured at New Market by being cut in face with glass. E. J. Fearon, conductor; W. Early, engineman.

August 8th.—Joseph Chicken, laborer, non-fatally injured; finger crushed account falling off hand car at Oak Island, N. J.

August 10th.—J. J. Daley, fireman, non-fatally injured by falling from engine at Bellewood, N. J. J. C. Arner, engineman; J. Afflebach, conductor.

August 10th.—Paul Reshette, laborer, non-fatally injured; right hand injured at Perth Amboy, N. J.

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August 14th.—Edw. Pfister, trainman, non-fatally injured; ankle sprained account jumping off train at Phillipsburg, N. J. J. Scanhorst, conductor.

August 16th.—James Travers, trainman, non-fatally injured account barrel falling on him, bruising both legs and arms, at Three Bridges, N. J. M. Kromer, conductor; Chas. Kohler, engineman.

August 16th.—Paul Thomas, laborer, non-fatally injured; foot bruised by board falling on it at Perth Amboy, N. J.

August 19th.—Geo. C. Wolf, trainman, non-fatally injured; finger mashed account having it caught between lever chain and coupler at Phillipsburg, N. J. T. Angst, conductor; J. Jamison, engineman.

August 20th.—Miss Meda Danner, non-employe, non-fatally injured account jumping off moving excursion train at Newark, N. J. D. McCarthy, conductor; H. Nolf, engineman.

August 21st.—Chas. Xander, fireman, non-fatally injured by being struck by poker in neck, at South Plainfield, N. J. Chas. Freeman, conductor; L. Hall, engineman.

August 25th.—Walter Esrang, fireman, non-fatally injured; eyes burned by hot cinders flying into them at Pattenburg, N. J. Wm. Yale, conductor; T. Arner, engineman.

August 26th.—Martin Romatzik, trainman, non-fatally injured; hip and head injured by falling from engine at Perth Amboy, N. J. Ole Oleson, engineer; Jas. Burke, conductor.

August 28th.—John Morris, Jr., trainman, non-fatally injured; left hip and knee bruised by being caught between cars at Newark, N. J. Wm. Finley, conductor; John Koehler, engineman.

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August 31st.—Peter Rumra, laborer, non-fatally injured; back bruised by falling under hand car at Bound Brook, N. J.

September 1st.—Wm. Wolcski, hostler helper, non-fatally injured at Perth Amboy, N. J.; side bruised account falling off engine.

September 3d.—Harry Roth, trainman, non-fatally injured; ankle sprained account jumping off train at Phillipsburg, N. J. M. R. Shrope, conductor; Jas. Throope, engineman.

September 5th.—Robt. H. Fritzinger, conductor, non-fatally injured; eye cut, arm and leg bruised account train parting and throwing him from car at South Plainfield, N. J. J. Keiser, engineman.

September 5th.—Wm. R. Plummer, car inspector, non-fatally injured at Phillipsburg by being hit with bar.

September 9th.—Burt C. Bennett, trainman, non-fatally injured at West Oak Island; head cut, caused by switch lamp falling on it. J. J. Powers, conductor; J. Paquet, engineman.

September 9th.—John J. Rinker, fireman, non-fatally injured; stomach injured by being thrown against boiler at East Oak Island. Wm. Roberts, engineman; T. Dinan, conductor.

September 10th.—Eugene Goodfellow, trainman, killed by falling under engine at Jersey City. M. Burgess, conductor; E. Johnson, engineman.

September 16th.—Jos. Josinski, laborer, non-fatally injured; right foot injured by being caught in turntable at Perth Amboy.

September 16th.—John Cloony, laborer, non-fatally injured; head and shin lacerated account falling off end of car at Perth Amboy, N. J.

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September 18th.—Charles M. Stanley, conductor, non-fatally injured; ankle sprained by jumping off moving car at Jersey City, N. J.

September 21st.—Michael Day, hostler helper, non-fatally injured by falling from engine at Jersey City, N. J. T. Brewer, hostler.

September 26th.—Wm. Johnson, freight handler, non-fatally injured; left shoulder bruised account car door falling on it.

September 30th.—Thos. Dixon, car inspector, non-fatally injured; ankle sprained while stepping from car at Alpha, N. J.

October 2d.—John Plott, laborer, Perth Amboy Coal Company; head and spine injured at Perth Amboy, N. J.; while working on trestle he was thrown to the ground account trestle being knocked over by engine. Dan. Pateman, conductor; Jos. Kidd, engineman.

October 6th.—Samuel Percombe (Pridcodnick), section laborer, killed at Parkview, N. J., account being struck by train. Wm. Yenser, conductor; I. Zimmerman, engineman.

October 8th.—Thos. Rohrbach, fireman, back strained and bruised, between Musconetcong Curve and Bloomsburg, N. J., account falling into tank of engine. Schmidt, engineman.

October 12th.—John Kugler, fireman, nose fractured at Bound Brook, N. J., account being struck by bridge guard or tell tale. W. F. Esrang, conductor. L. Daubert, engineman.

October 16th.—Lawrence P. Kelly, trainman, hip injured at Phillipsburg account being squeezed while coupling cars. Edw Callahan, conductor; A. Bishop, engineman.

October 17th.—Theopholis Carty, fireman, leg, side and back bruised at South Plainfield, N. J., account falling from engine. Martin Falvey, conductor; Henry Clemmer, engineman.

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October 21st.—Wilson A. Sandt, trainman, rib broken at Phillipsburg, N. J., account slipping and falling from box car. John Hayden, conductor; D. H. Moser, engineman.

October 30th.—Harry Ennis, trainman, non-fatally injured at Jersey City, N. J., by being squeezed between cars. Fred. Shunmacher, conductor; D. Donnelly, engineman.

October 30th.—Victor Miller, fireman, back and right leg injured by falling from train at Bloomsbury, N. J. D. Quinn, conductor; O. DeHart, engineman.

November 1st.—Peter Curran, engineman, shoulder and hip bruised at Jersey City, account falling from engine while boarding same. P. Curran, engineman; R. Hoffman, conductor.

November 2d.—Jas. Donahue, trainman, hand and wrist crushed at Townley, N. J., account having hand caught while coupling cars. E. Metzgar, conductor; J. Brownmiller, Engineman.

November 6th.—Luther Dries, trainman, eye cut and bruised at Oak Island, N. J., account striking eye against car. Geo. Krerr, conductor; H. Fritchman, engineman.

November 7th.—Stephen Frankenfield, trainman, leg sprained at South Plainfield, N. J., while coupling air hose. W. A. Ebert, conductor; Benj. Bartolet, engineman.

November 9th.—Frank W. Torrey, conductor, foot bruised at Newark, N. J., account board falling on it. F. Torrey, conductor; . Osman, engineman.

November 14th.—Stephen Welsh, trainman, leg amputated at outh Plainfield, N. J., account cars moving while coupling air ose. C. Miller, conductor; J. Morrison, engineman.

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November 16th.—Florence Sullivan, fireman, hand crushed at Jersey City account getting on engine, it caught between tender and switch stand. M. F. Hanrahan, conductor; Michael Johns engineman.

November 17th.—Andrew Rechette, laborer, foot bruised at Perth Amboy, N. J., account rail falling on it.

November 17th.—John W. Hampton, trainman, face scraped at Oak Island, N. J., account being knocked off car by telegraph pole. Chas. Tappin, conductor; J. Hoffman, engineman.

November 17th.—Andrew Petrosky, laborer, finger injured at Perth Amboy, N. J., account having it caught by a tie.

November 21st.—Willard W. Hoppock, conductor, back wrenched at Phillipsburg account stepping on stone while getting off engine. W. W. Hoppock, conductor; A. A. Hatch, engineman.

November 22.—John D. Flannery, trainman, toes bruised account drawhead falling on it at West Oak Island, N. J. Chas. Tappan, conductor; T. Sullivan, engineman.

November 23d.—Phillip Buck, assistant yard master, killed at Jersey City, N. J.; account caught between couplers, while coupling cars. A. B. Meredith, conductor; Wm. Weber, engineman.

November 27th.—Robt. S. Hoffman, conductor, foot broken at Jersey City, N. J.; account striking pipe laying on bank. Robt. S. Hoffman, conductor; Peter Curran, engineman.

November 29th.—Wm. Friend, fireman, right hand bruised at Bloomsbury, N. J.; account striking it against fire box. Geo Heimbach, conductor; L. Hall, engineman.

November 29th.—Edw. Gutshall, assistant yard master, kille at South Plainfield, N. J., by jumping off car and striking othe

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cars which threw him under car he jumped from. S. Decker, conductor; T. Arner, engineman.

November 3d.—Peter McGovern, conductor, ankle sprained at Jersey City; account slipping on toggle pin. Peter McGovern, conductor; H. Coyle, engineman.

November 11th.—Elvin E. Teel, engineman, head cut at Bloomsbury, N. J.; account struck by some unknown object.

November 13th.—Jonas Hockenbury, trainman, hand mashed at Hughesville, N. J.; account catching hand between couplers while coupling. M. A. Kromer, conductor; J. Pharo, engineman.

November 13th.—James Woods, trainman, ankle sprained at Jersey City, N. J.; account slipping between ties.

December 1st.—Michael Liptock, section laborer, toe bruised at Jersey City, N. J., account rail falling on it.

December 7th.—Ed. C. Solt, brakeman, hip and side bruised at South Plainfield, N. J.; account falling from car. F. Rhoads, conductor; W. Arner, engineman.

December 7th.—O. Branch, fireman, head cut and arm and leg bruised at South Plainfield, N. J.; account falling from engine. E. O. Weiss, conductor; O. Messinger, engineman.

December 10th.—F. A. Thompson, non-employe, neck and shoulder bruised, somewhere between South Plainfield and Easton; account ventilator falling on her. D. T. McCarty, conductor; A. Clack, engineman.

December 12th.—Stephen Urchock, section laborer, thumb sprained at Jersey City, N. J.; account switch timber falling on it.

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December 12th.—Nathaniel Ward, fireman, back bruised at Cranford, N. J., by falling on floor of tender. Chas. Miller, conductor; Wm. Harrigan, engineman.

December 13th.—John H. Webber, fireman, Oak Island, N. J., wrist and shoulder bruised account falling on man hole of tank. M. Hannahan, conductor; M. Johns, engineman.

December 16th.—Roland F. Goddell, trainman, knee bruised at Perth Amboy, N. J.; account falling on running board. D. Pateman, conductor; J. Kidd, engineman.

December 13th.—Herbert G. Orton, trainman, back sprained at Picton, N. J.; account falling while piling bundles in car. M. Nelson, conductor; J. Donovan, engineman.

December 21st.—Patrick Mack, brakeman, ribs on right side fractured at Three Bridges; account air hose bursting and stopping train suddenly, throwing him against stove. M. Hurley, conductor; J. Pharo, engineman.

December 21st.—John Burns, fireman, left thumb mashed at Phillipsburg, N. J.; account hitting same with hammer while repairing locomotive (pusher engine, no conductor). Wm. McCormick, engineman.

December 22d.—Frank J. Carling, trainman, right foot injured at Phillipsburg, N. J.; account falling from train. Edward Shannon, conductor; J. Pendergast, engineman.

December 24th.—Albert H. Shananberger, engineman, back sprained at Flax Mills, N. J.; account collision. T. P. Gaynor, conductor; A. H. Shananberger, engineman.

December 27th.—Martin Miller, trainman, foot bruised at Perth Amboy, N. J.; account knuckle falling on it. J. Brinski, conductor; H. Coyle, engineman.

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December 24th.—Thos. P. Gaynor, conductor, contusion of left leg at Flax Mills, N. J.; account rope being caught and suddenly releasing striking him. T. P. Gaynor, conductor; A. Shanaberger, engineman.

December 28th.—Miss Augusta Case, non-employe, lip cut at Elizabeth, N. J.; account sudden stop of train, throwing her against seat. J. Afflerbach, conductor; J. C. Arner, engineman.

December 28th.—Miss Ada Leyser, non-employe, lip cut at Elizabeth, N. J., account sudden stop of train, throwing her against seat. J. Afflerbach, conductor; J. C. Arner, engineman.

December 28th.—Willis J. Hagerty, trainman, arm fractured at Jersey City, N. J. account falling from car. Edw. Ahearn, conductor; Wm. Drissel, engineman.

December 29th.—John Sheehan, trainman, left ankle and knee sprained at Jersey City, N. J., while getting off car. A. B. Meredith, conductor; W. Weber, engineman.

December 30th.—Wm. P. Krumm, brakeman, leg sprained at Landsdown, N. J.; account slipping and falling in engine tank. D. Hanecker, conductor; E. Batter, engineman.

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LODI BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

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

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of 1¾ miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of the operations and expenses 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.

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

F. D. UNDERWOOD.

Sworn and subscribed before me this 15th day of February, A. D. 1906.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds For New Jersey in New York.

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LONG DOCK COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Long Dock Company, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,177,272 87

The road extends from a point 210 feet north of centre of 17th street, in Jersey City, to intersection with the Paterson and Hudson River Railroad, a distance of 2.561 miles.

It is leased to the Erie Railroad Company, at an annual rental of $480,000 and taxes, including, also, all other property of the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general account of that company, and cannot be more specifically set forth.

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

State of New York, New York county, *ss.*—F. D. Underwood, 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. D. UNDERWOOD.

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Sworn and subscribed before me this 15th day of February, A. D. 1906.

[L. S.]

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

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LUCASTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lucaston Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$16,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$16,000 00

Dividends paid during the year 1905, and how paid—None.

The road extends from Gibbsboro, N. J., to Luscaston, N. J., a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers (horse car),	$588 49
Income from freight,	1,269 10
Income from other sources (carrying mail),	124 08
Total,	$1,981 67
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,981 67

REMARKS.

This road is operated solely in the interests of John Lucas & Co.

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P. O. address of the above company—Gibbsboro, N. J.

State of New Jersey, Camden county, *ss.*—Albert Lucas, being duly sworn, on his oath says, that he is President of the Lucaston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief

ALBERT LUCAS.

Sworn and subscribed before me this 5th day of January, A. D. 1906.

ALFRED L. HENDERSON,
Justice of Peace.

ACCIDENTS.

None.

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MACOPIN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Macopin Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$60,000 00
Bonded debt,	44,000 00
Cost of road and equipments,	$104,000 00

The road extends from Macopin Lake, Passaic county, to Macopin Junction, a distance of 1½ miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Macopin Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 15th day of February, A. D. 1906.

A. L. TRAVIS,

[L. S.] *A Foreign Commissioner of Deeds For New Jersey in New York.*

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MANAHAWKIN AND LONG BEACH TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manahawkin and Long Beach Transportation Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$8,900 00

Bonded debt—None.
Floating debt—None.

Cost of road and equipments—No data; owned by Pennsylvania Railroad Company, under name of Barnegat Railroad Company.

Dividends paid during the year 1905, and how paid—None.

The road extends from Barnegat City Junction to Barnegat City, a distance of 8.71 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$3,459 64
Income from freight,	2,395 69
Income from other sources,	1,851 54
Total,	$7,706 87

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$7,485 66

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P. O. address of the above company—1414 South Penn square, Philadelphia, Pa.

State of New Jersey, Gloucester county, *ss.*—W. H. Sayen, being duly sworn, on his oath says, that he is President of the Manahawkin and Long Beach Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

W. H. SAYEN.

Sworn and subscribed before me this 8th day of January, A. D. 1906.

H. C. LOUDENSLAGER,
Master in the Court of Chancery of New Jersey.

ACCIDENTS.

None.

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MANUFACTURERS' EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers' Extension Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ...	$53,700 00

The road extends from Albert street, Newark, to Mapes Works, a distance of 1.23 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.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Manufacturers' Extension Railroad Company, and that the forgoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds For New Jersey.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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MIDDLE BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Brook Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ...	$4,000 00

The road extends from Middle Brook to Chimney Rock, a distance of 1.85 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.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Middle Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

[L. S.]

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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MIDDLE VALLEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Valley Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $9,900 00

The road extends from Middle Valley to Quarries, a distance of 1.38 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.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Middle Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

[L. S.]

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$95,750 00
Bonded debt—None.	
Floating debt,	177,118 62
Cost of road and equipments,	$113,404 42

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.64 miles.

It is operated by Pennsylvania Railroad Company under authority of resolutions adopted by each company. This agreement is terminable on thirty days' notice. Rental, net earnings.

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

State of Pennsylvania, Philadelphia city and county, *ss.*—Samuel Rea, 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.

SAM'L REA.

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Sworn and subscribed before me this 31st day of January, A. D. 1906.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$4,725 93
Income from freight,	2,072 20
Income from other sources,	1,017 30
Total,	$7,815 43

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$20,382 98

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—26 Exchange Place, Jersey City, N. J.

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MORRIS COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Morris County Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$300,000 00
Bonded debt,	300,000 00
Floating debt,	65,234 15
Cost of road and equipments,	$665,234 15

The road extends from Morris County Junction to Green Pond Junction, a distance of 14½ miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$1,321 58
Income from freight,	43,092 09
Total,	$44,413 67
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$42,399 31

REMARKS.

Receipts and expenses of the Morris County Connecting Railroad and the Hibernia Branch Railroad are included in the above.

P. O. Address of the above company—Wharton, N. J.

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State of New Jersey, Morris county, *ss.*—Edward Kelly, being duly sworn, on his oath says, that he is Vice-President of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY.

Sword and subscribed before me this 9th day of March, A. D. 1906.

W. F. SMITH,
[L. S.] *Notary Public of New Jersey.*

ACCIDENTS.

None.

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MORRIS COUNTY CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Morris County Connecting Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$90,000 00
Floating debt,	424 00
Cost of road and equipments,	$90,424 00

The road extends from Wharton to Morris County Railroad, a distance of 1½ miles.

REMARKS.

Receipts and expenses are included in report of Morris County Railroad.

P. O. address of the above company—Wharton, N. J.

State of New Jersey, Morris county, *ss.*—Edward Kelly, being duly sworn, on his oath says, that he is Secretary-President of the Morris County Connecting Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY.

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Sworn and subscribed before me this 9th day of March, A. D. 1906.

W. F. SMITH,
Notary Public of New Jersey.

[L. S.]

ACCIDENTS.

None.

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MORRIS AND ESSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$15,000,000 00
Bonded debt,	31,000,000 00
Cost of road and equipments,	$45,092,214 62

The road extends from Hoboken to Phillipsburg, with Boonton Branch, additional, a distance of 118.90 miles.

It is leased by 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, and for further information required by law is furnished by that company.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

You Are Viewing an Archived Copy from the New Jersey State Library

Sworn and subscribed before me this fifth day of February, A. D. 1906.

LUDWIG R. MILLER,
A Foreign Commissioner of Deeds for the State of
[L. S.] *New Jersey, Residing in the State of New York.*

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$3,093,724 01
Income from freight,	4,822,769 66
Income from other sources,	1,861,010 78
Total,	$9,777,504 45

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $6,987,637 22

Dividends paid during the year 1905, and how paid—$1,050,000 directly to stockholders by lessee.

P. O. address of this company—26 Exchange Place, New York City.

ACCIDENTS.

January 1st.—O'Brien, switchman, three ribs broken and left leg bruised; releasing brake lost balance and fell from top of car to ground; Export Yard, Hoboken, N. J.

January 2d.—Connelly, Martin, brakeman, right knee bruised; attempted to jump upon side step of locomotive, leg struck against signal post throwing him to ground; Washington, N. J.

January 2d.—Mettler, James, blacksmith, ankle broken; fell off platform of car; Hackettstown.

January 3d.—Russ, John L., fireman, third finger on right hand bursted open; cleaning fire putting up front drop grates, lever slipped off and jammed finger between the top frame of door; Waterloo.

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January 3d.—Ross, W. W., tramp, back broken; fell from top of box car; Newark.

January 5th.—Lewis, David, milk wagon struck at crossing; no injury; Dover.

January 6th.—Mally, Patrick, laborer, chain in coal trestle broke, striking him on the head, scalp wound; Weehawken.

January 6th.—Gibson, Peter, laborer, neck and face scalded; steam escaping from man hole boiler; Hoboken.

January 7th.—Reilly, Dennis, driver of wagon struck at crossing; fracture of leg and scalp wound; Harrison, N. J.

January 9th.—Gash, J. J., engineman, knee cut, fell from engine; Hoboken.

January 10th.—Merritt, Jerome, crossing accident; fatal; Wharton.

January 10th.—Robinson, Mrs. E., passenger, collision, bruised; Dover.

January 10th.—Shopley, Mrs. M. B., passenger, collision, cut and bruised; Dover.

January 10th.—Buhl, A. M., passenger, collision, cut and bruised; Dover.

January 10th.—O'Brien, T., drillman, fell from car, injured internally; Hoboken.

January 12th.—Hiler Floyd, trespasser, box in freight-house upset on boy playing around station; Rockaway.

January 15th.—Cahn, Edwin D., passenger, broke glass in door attempting to open it, arm cut; Summit.

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January 16th.—Smith, Fred. C., superintendent washeries, car of coal fell from cradle on coal dock, right forearm, left leg broken; Hoboken.

January 24th.—Connors, Patrick, brakeman, collision of cars, injured internally; Hoboken.

January 28th.—Wilson, Thos. W., rig struck by cars, bruised on left shoulder and right knee; Hoboken.

January 29th.—Steiner, Nicholas, body found at Dover.

January 29th.—Kelly, John W., passenger trainman, fell from car, scalp wound, internal injuries; Orange.

January 29th.—Whalen, Thomas, drillman, car coming in contact with bank of snow threw him under car, left leg crushed; Hoboken.

January 31st.—Hackbar, Julius, car inspector, did not display inspector's flag, knocked down by cars being handled by drill crew, right leg fractured; Hoboken.

February 1st.—Harrison, John, passenger, boarding moving train, scalp wound, bruised around the body; Summit.

February 2d.—DeWolf, Victor, laborer, handling timbers, head cut slightly; Roseville.

February 5th.—Pratryitti, Carminio, engine coaler, frozen sand fell from engine, two fingers taken off; Secaucus.

February 7th.—Hittenger, John, rig struck at crossing, bruised; Mountain Station.

February 7th.—Britton, J. E., rig struck at crossing, bruised; Mountain Station.

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February 7th.—McCarroll, Owen, trackman, struck by train while oiling switch, serious bruise to back; Hoboken.

February 7th.—Righter, Cyrus D., rig struck at crossing, injuries unknown; Dover.

February 14th.—Crotsley, Isaac, engineman, fell in the turntable pit, fractured wrist; Hoboken.

February 15th.—Condon, Jos., brakeman, thrown from top of box car, caused by engine striking car too forcibly, sprain of left wrist, contusion of side of head; Hoboken.

February 21st.—Unknown man, walking track, struck and killed; Hoboken.

February 21st.—Hart, John, car repairer; contractors undermined frosted ground and left it unprotected, embankment caved in, falling on car and pinning him down by left ankle, bruised foot and ankle, body strained; Summit.

February 21st.—Cominska, Edward, driver, attempted to walk between cars and small boiler room, cars struck man knocking him down, scalp wound, right hand bruised, back injured; Newark.

February 24th.—Hulbert, Wm., bridge carpenter, loosing girder on bridge when one he was standing on gave way, falling with him to the ground, scull fractured.

March 8th.—Herman, Max, machinist, struck and killed at Dover.

March 8th.—Kuneski, Mike, laborer, struck by train, arm off; Secaucus.

March 10th.—King, Thos., struck and killed at Mountain Station.

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March 10th.—Scarney, John, car handler; coal trestle cable broke; leg hurt; Weehawken.

March 13th.—Stephenson, T. F., passenger, piece of glass in eye; Athenia.

March 14th.—Samuels, John, fireman, struck signal bridge, scalp wound; Dover.

March 16th.—Quinn, James, brakeman, fell from car, scalp wound; Phillipsburg.

March 18th.—Farley, John F., brakeman, coupling cars, fell, sprained knee; Hoboken.

March 25th.—Guernin, Miss Clara, passenger, finger squeezed between door and jamb; Washington.

March 28th.—DeHart, Clarence, brakeman, foot caught in switch, bruises; Paterson.

April 1st.—Corcoran, Mrs., passenger, fell alighting from car, scalp wound; Newark.

April 4th.—Betzein, August, switchman, fell from car, leg broken; Secaucus.

April 8th.—Briar, Wm., bridge builder, fell from bridge, arm sprained; Roseville.

April 13th.—Unknown man found dead between tracks at Orange.

April 13th.—Morrisey, Martin, brakeman, arm bruised while coupling; Hoboken.

April 13th.—Nelson, John, drillmaster, hand bruised while coupling; Secaucus.

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April 17th.—Gocabucci, Joe, wiper, fell against smoke stack, burning head and neck; Hoboken.

April 17th.—McNally, Jos. C., brakeman, fell boarding car, spraining instep; Washington.

April 22d.—Deenan, Thos., brakeman, hand bruised while coupling; Hoboken.

April 26th.—Wall, Thomas, collision, hurt about face and shoulder; Hoboken.

April 26th.—Cronin, J., collision, bruised about body at Hoboken.

April 29th.—McMahon, Timothy, struck and killed at Madison.

April 30th.—Crouse, Miss L., passenger, fell alighting, bruised; Newark.

May 10th.—Unknown man struck and fatally injured; Hoboken.

May 10th.—Brady, M., conductor, struck by cable while plowing dirt cars, two teeth out; Hoboken.

May 11th.—Hahn, Wm., passenger, finger squeezed in door; Dover.

May 17th.—Sheets, Daniel, fireman, cinder in eye; Hoboken.

May 18th.—Busch, Fred., brakeman, hand bruised while coupling at Harrison.

May 20th.—Rupp, George, conductor, fell from trestle, injuring three fingers; Newark.

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May 23d.—Jackson, Frank S., brakeman, struck dwarf signal, foot bruised; Hoboken.

May 27th.—Bowen, Helen, passenger, jar on train spilled boiling coffee over arm; Dover.

June 4th.—Hedden, A. E., brakeman, struck telegraph pole, head bruised; Harrison.

June 4th.—Newman, Mrs. Max, passenger, fell boarding train, side bruised; Roseville.

June 5th.—May, Mrs. F., passenger, fell alighting from train, knee bruised; East Orange.

June 8th.—Cavanaugh, Paul, laborer, fell on track, bruising leg; Hoboken.

June 10th.—Voorhees, ——, struck and killed at Newark.

June 14th.—Carpenilli, P., laborer, steam drill fell, fracturing his skull at Boonton.

June 15th.—Murray, Thos., brakeman, derailment, collar bone fractured; Paterson.

June 13th.—Brown, J. W., drillman, uncoupling, right leg bruised; Secaucus.

June 15th.—Adams, John, trespasser, fell between cars attempting to board moving train, left leg severed at knee; Netcong.

June 16th.—Thorpe, Wm. E., brakeman, struck by bridge, concussion of brain and contusion of head; Rockaway.

June 16th.—Hackett, Joseph, passenger, alighting from moving train; foot crushed; East Orange.

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June 17th.—Diroso, Frank, passenger, stepped from train while asleep, scalp wounds; Convent.

June 25th.—McConnell, Samuel R., passenger, alighting from moving train, head bruised; Port Morris.

June 27th.—Schoonover, Chas., drillmaster, knocked from car; head cut; Newark.

June 27th.—Brown, W. E., civil engineer, struck by train, leg off; Hoboken.

July 1st.—Erhard, Wm., brakeman, uncoupling cars; finger bruised; Madison.

July 2d.—McCann, Thos., drillman, uncoupling cars, ankle sprained; Secaucus.

July 14th.—Hardy, Geo., trespasser, found on track, fatal; Boonton.

July 14th.—Wolf, August, drillmaster, fell from car, hips bruised; Phillipsburg.

July 18th.—Birch, Chas., fireman, grate shaker fell, toe bruised; Hoboken.

July 18th.—Hartzell, Chas., drillman, fell from car, right arm lacerated; Phillipsburg.

July 21st.—Mazone, Jos., laborer, loading hand cars, hand crushed; Washington.

July 22d.—Gerando, Angelo, flagman, struck by train, arm cut; Newark.

July 22d.—Gaito, Carmine, laborer, struck by train, slightly injured; Orange.

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July 23.—Pierson, Fred., passenger, alighted from moving train, head cut; Secaucus.

July 28th.—McNany, James, passenger, alighting from moving train, face lacerated; Summit.

July 30.—Waymann, George, electrician; attempted to board moving train, fracture of knee cap; Port Morris.

July 30th.—Foley, R., drillmaster, collision of cars, bruises; Newark.

August 6th.—Myer, Cecelia, passenger, window fell, fingers bruised; Morris Plains.

August 9th.—Ridner, Jacob, passenger, collision, spine injured; Milburn.

August 9th.—McDonald, Thomas, wheel of truck fell on him, scalp wound; Hoboken.

August 11th.—Barry, C. J., fireman, arm burned; Newark.

August 12th.—Morganroth, Abbie E., passenger, collision, bruised; Hoboken.

August 12th.—Jefferson, ———, trespasser, struck by engine, rib fractured; Hoboken.

August 13th.—Wuelper, A., brakeman, fell from train, skull fractured; Port Morris.

August 15th.—Roholoff, Henry, drillman, fell from car, face lacerated; Paterson.

August 17th.—Walsh, Jos., drillman, caught between car and building, ribs fractured; Passaic.

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August 17th.—Henderson, Chas., brakeman, fell from car, foot crushed; Boonton.

August 21st. Bantony, Peter, trackman, finger crushed in dump car; Port Morris.

August 21st.—Roberts, Edward, coal chute lid fell down, hand lacerated; Delaware.

August 23d.—Breen, Patrick, collision, engineman, had foot crushed; Harrison.

August 23d.—Sunday, Tony, trucker, box fell, thumb crushed; Hoboken.

August 25th.— ——— ———, trespasser, struck by engine, head cut; Hoboken.

August 26th.—Slater, Frank, car cleaner, trying to raise window, finger cut; Hoboken.

August 26th.—Colick, Francis, trespasser, fell in ditch, bruised; Newark.

August 28th.—Oake, Homane, laborer, frog fell, toes crushed; Port Morris.

August 31.—Larock, Dominick, laborer, handling supplies, fingers pinched; Kingsland.

September 7th.— ——— ———, trespasser, struck and killed; Kingsland.

September 7th.—Jones, Harry, trainman, fell from car, right arm bruised; Madison.

September 9th.—Connelly, John, fell through bridge, bruised; Summit.

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September 13th.—Wilson, Sarah, passenger, fell alighting, leg bruised; Newark.

September 13th.—Crown, Simon, trespasser, struck, scalp wound; Netcong.

September 14th.—Peterson, H., laborer, fell from pile driver, sprain of wrist; Hoboken.

September 14th.—Harrington, Mas, trespasser, fell from train, scalp wound; Lincoln Park.

September 17th.—Felli, Louis, laborer, handling supplies, finger pinched; Hoboken.

September 17th.—Soap, Tony, laborer, handling supplies, toe lacerated; Hoboken.

September 19th.—Nagan, Daniel, car inspector, struck and killed; West Paterson.

September 19th.—McDonough, John, bridgeman, steam escaping from boiler, right arm burned; Hoboken.

September 30th.—Negastia, James, struck and killed at crossing; Newark.

October 1st.—Hartman, Aaron, brakeman, fell from train, scalp wound; Lincoln Park.

October 1st.—Schappell, Arthur, trainman, parting of trains, leg bruised; Lincoln Park.

October 1st.—Fitzsimmons, John, trainman, fell from car; Harrison; hand scratched.

October 3d.—Reilly, Michael, car oiler, caught between cars and platform, chest bruised; Hoboken.

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October 5th.—Warner, Mrs. Sylvia C., passenger, alighting, knee sprained; East Orange.

October 6th.—French, G., trainman, fell from platform, ribs bruised; Morristown.

October 6th.—McGuire, John, Porter, struck by engine, fracture of ankle; Hoboken.

October 9th.—Rhode, John R., passenger, window fell, fingers crushed; Hoboken.

October 10th.—Caulson, Chas., fireman, elbow struck by obstruction, compound fracture; Hoboken.

October 10th.—Smith, Mrs. Mary E., passenger, fell alighting, bruised; Orange.

October 11th.—Stockton, August, drillmaster, car derailed, ankle bruised; Hoboken.

October 19th.—Reilly, Albert, signal repairman, bicycle jumped track, sprain of left knee; Mountain View.

October 21st.—Kitts, George, trespasser, struck and killed; East Orange.

October 22d.—Parrick, John, car cleaner, collision of cars, sprain of knee; Hoboken.

October 23d.—Verler, Garner, laborer, handling supplies, finger crushed; Hackettstown.

October 23d.—Lutz, Jacob, bridgeman, handling supplies, ankle fractured; Newark.

October 24th.—Hall, William, rig struck, fatal; Little Falls.

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October 25th.—Newby W. Wiper, waste took fire, hands burned; Secaucus.

October 25th.—John, Thomas, engineman, fell from engine, feet bruised; Delaware.

October 30th.—Keeler, Mrs. E., passenger, fell crossing track, face bruised; Secaucus.

November 2d.—Rasmussen, C. F., brakeman, foot caught in trestle, foot bruised; Bloomfield.

November 13th.—Clark, James, fireman, jumped moving train, ankle sprained; Dover.

November 16th.—Losaw, Edward, brakeman, cylinder head blew out, body injured; Port Morris.

November 17th.—McCullough, Mrs., fell into ditch, bruised; Newark.

November 18th.—Ruban, Edward, fell from car, fatal; Milburn.

November 20th.—De Graw, Abram, laborer, struck by train, scalp wound; Waterloo.

November 26th.—Greenberg, Jacob, passenger, boarding moving train, leg crushed; Newark.

November 26th.—Cardellalo, C., rig struck, general contusions; Hoboken.

November 26th.—Perry, Mrs. Wm. S., passenger, fell alighting, bruised; East Orange.

November 26th.—Baichi, Wm., fireman, struck head against side of engine, bruised; Hoboken.

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November 27th.—Soick, August, car inspector, coupling cars, fatal; Hoboken.

Bifulio, Angelo, laborer, finger broken shifting planks; Hoboken.

December 1st.—Drennen, Stephen, drillmaster, fell from engine, killed; Secaucus.

December 1st.—Meade, John, conductor; struck by rail, killed; Hoboken.

December 1st.—Park, A. J., fireman, explosion of gas in firebox, face burned; Hackettstown.

December 2d.—Harrison, Wm. H., bridgeman, handling iron, fingers bruised; Dover.

December 5th.—Welch, Richard, trainman, fell from train, ankle sprained; Hoboken.

December 6th.—McCathern, John, conductor, caught between cars, arm cut and bruised; Hopatcong.

December 10th.—Booth, George S., engineer, struck by object projecting from platform, cut over eyes, shoulders injured; Hoboken.

December 16th.—Harney, Edward, brakeman, fell while coupling, face cut, right side injured; Dover.

December 21st.—Spencer, Miss, cut by glass caused by stone thrown through window; Hoboken.

December 24th.—Gentle, Mrs. James M., poker fell from engine, cut over left eye; Hoboken.

December 25th.—Whitney, Chas. brakeman, fell from roof of car, head and shoulders injured; Hoboken.

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MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$221,000 00
Floating debt,	56,644 57
Cost of road and equipments,	$277,644 58

The road extends from Paterson Junction to Paterson, a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad, under an agreement to pay four per cent. on its stock. Report of operations is included in report of latter 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.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says that he is President of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this fifth day of February, A. D. 1906.

[L. S.] LUDWIG R. MILLER,
A Foreign Commissioner of Deeds for the the State of New Jersey, Residing in the State of New York.

Dividends paid during the year 1905, and how paid—$8,840 directly to stockholders by the Delaware, Lackawanna and Western Railroad Company, as Lessee of the Morris and Essex Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

None.

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MORRISTOWN AND ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morristown and Erie Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	6,545 69
Cost of road and equipments,	$702,118 77

Dividends paid during the year 1905, and how paid—None.

The road extends from Morristown to Essex Falls, N. J., a distance of 10.68 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$6,560 88
Income from freight,	41,127 31
Ioncme from other sources,	781 11
Total,	$48,469 30
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$37,155 51

REMARKS.

The cost of road and equipment, as stated above, represents the amount of stock and bonds paid by this company; $100,000.00

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in bonds and $300,000.00 in stock paid to the Whippany River Railroad Company to secure road from Whippany to Morristown, its equipments, franchise rights, trade, good will and other assets of the Whippany River Railroad Company, $100,000.00 in stock and $175,000.00 in bonds, paid to the Whippany Construction Company for the construction of the road, appurtenances, right of way, real estate, station property and miscellaneous equipment between Essex Falls and Whippany, and $27,118.77 for betterments made by this company to January 1st, 1906.

P. O. address of the above company—Whippany, N. J.

State of New Jersey, Morris county, *ss.*—Richard W. McEwan, being duly sworn, on his oath says that he is President of the Morristown and Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this twenty-sixth day of March, A. D. 1906.

ISAAC W. CARPENTER,
Commissioner of Deeds
For State of New Jersey.

ACCIDENTS.

None.

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MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$95,650 00
Bonded debt,	75,000 00
Floating debt—None.	
Cost of road and equipments,	$170,650 00

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5.94 miles.

It is leased to the United New Jersey Railroad and Canal Company, at an annual rental of lease assigned to the Pennsylvania Railroad Company. The present annual rental is six per cent. on $45,050.00 of the capital stock, all taxes and $200.00 for maintenance of organization. Bonded debt, $75,000.00, assumed at maturity by lessee and interest ceased.

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and

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

SAMUEL REA.

Sworn and subscribed before me this first day of February, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$2,830 02
Income from freight,	4,342 62
Income from other sources,	542 22
Total,	$7,714 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$15,388 44

Dividends paid during the year 1905, and how paid—Two of three per cent. each on $45,050 stock, payable in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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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 (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Mount Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$160,000 00
Bonded debt—None.	
Floating debt (current accounts payable only),	3,369 75
Cost of road and equipments,	$150,880 08
Dividends paid during the year 1905, and how paid—December 20th, 1905, 5 per cent. in cash,	$8,000 00

The road extends from Wharton, N. J., to Mount Hope, N. J., a distance of 4.28 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from freight,	$19,325 42
Income from other sources,	643 19
Total,	$19,968 61
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$12,437 27

P. O. address of the above company—Catasauqua, Pa.

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State of Pennsylvania, Lehigh County, *ss.*—Leonard Peckitt, being duly sworn, on his oath says, that he is Vice-President of the Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

LEONARD PECKITT, Vice-President.

Sworn and subscribed before me this seventeenth day of February, A. D. 1906.

A. N. ULRICH,
Justice of the Peace.
My commission expires May 4th, 1908.

ACCIDENTS.

None.

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NATIONAL DOCKS RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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 from January 1st, 1905, to April 7th, 1905:

Capital stock paid in, ... $3,854,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $3,960,719 01

Dividends paid during the year 1905, and how paid—None.

The road extends from Jersey City, N. J., to Bayonne, N. J., a distance of 8.59 miles.

RECEIPTS AND EXPENSES FOR 1905.

The earnings and expenses of this company are included in those of the Lehigh Valley Railroad Company of New Jersey for the period January 1st, 1905, to April 7th, 1905, inclusive.

In accordance with joint agreement of consolidation of April 1st, 1905, the National Docks Railway Company was merged into the Lehigh Valley Railroad Company of New Jersey as of April 7th, 1905.

P. O. address of the above company—228 South Third St., Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—E. B. Thomas, being duly sworn, on his oath says that he is President

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of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this fifth day of March, A. D. 1906.

[L. S.] J. WM. ROBBINS,
A Foreign Commissioner of Deeds
For New Jersey in Pennsylvania.

ACCIDENTS.

Included in report of Lehigh Valley Railroad Company of New Jersey.

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NAVESINK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Navesink Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $701,900 00

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on pier at Atlantic Highlands.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, city and county of New York, *ss.*—Robert W. DeForest, being duly sworn, on his oath says that he is Vice-President of the Navesink Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this twentieth day of February, A. D. 1906.

[L. S.] EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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NEWARK BAY RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Newark Bay Railway Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$10,000 00
Floating debt,	3,178 83
Cost of road and equipments,	$13,178 83

The road extends from a point near the intersection of Murray street and Avenue T, Newark, N. J., to a point near the intersection of Morris Canal and Frederick street, Newark, N. J., a distance of 4.91 miles.

REMARKS.

Construction work on this road is not yet completed.

P. O. address of the above company—228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Newark Bay Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me this fifth day of March, A. D. 1906.

J. Wm. Robbins,
[L. S.] *A Foreign Commissioner of Deeds*
For New Jersey in Pennsylvania.

ACCIDENTS.

Included in report of Lehigh Valley Railroad Company of New Jersey.

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THE NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$103,850 00
Bonded debt—None.	
Floating debt,	188,436 70
Cost of road and equipments,	$292,286 70

The road extends from Roseville Junction to Montclair, a distance of 4.24 miles.

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

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

State of New York, New York County, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Newark and Bloomfield Railroad Company, and that the fore-

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

W. H. TRUESDALE.

Sworn and subscribed before me this fifth day of February, A. D. 1906.

LUDWIG R. MILLER,
A Foreign Commissioner of Deeds for the State of
[L. S.] *New Jersey, Residing in the State of New York.*

Dividends paid during the year 1905, and how paid—$6,231 directly to stockholders by the Delaware, Lackawanna and Western Railroad Company, as lessee of Morris and Essex Railroad Company.

P. O. address of this company—26 Exchange Place, New York City.

ACCIDENTS.

February 1st.—Ethel May Harrington, struck at crossing, bruises, contusions; Bloomfield.

February 2d.—Margaret McGrath, trespasser, struck and killed; Montclair.

June 13th.—Fred. Pollio, trainman, struck by bridge, killed; Glen Ridge.

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NEWARK AND HUDSON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State the Erie Railroad Company, as lessee of the Newark and Hudson Railroad Company, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$250,000 00
Bonded debt,	250,000 00
Floating debt—None.	
Cost of road and equipments,	$355,056 18

The road extends from Bergen Junction to Newark, N. J., a distance of 5.620 miles.

It is leased to the Erie Railroad Company at an annual rental of $33,000.00 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general account of that company, and cannot be more specifically set forth.

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says that he is Vice-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.

F. D. UNDERWOOD.

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Sworn and subscribed before me this fifteenth day of February, A. D. 1906.

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

[L. S.]

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

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NEW JERSEY JUNCTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,636,911 65

The road extends from Weehawken to Jersey City, a distance of 4.43 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, 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.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says that he is Vice-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.

J. CARSTENSEN.

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Sworn and subscribed before me this seventh day of March, A. D. 1906.

[L. S.] DE WITT H. HOUSE,
Notary Public in and for New York County, N. Y.
Certificate Filed in Westchester County.

RECEIPTS AND EXPENSES FOR 1905.

See affidavit below.

State of New York, county of New York, *ss.*—R. A. White, auditor 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 on the New Jersey Junction Railroad during the year ended December 31st, 1905, is correct and true to the best of his knowledge and belief.

R. A. WHITE.

Sworn and subscribed before me this 7th day of March, 1906.

[L. S.] DEWITT H. HOUSE,
Notary Public.

ACCIDENTS.

January 4th, 1905.—Joseph Costello, brakeman, at Hoboken, train No. 15, engine No. 876. Conductor, John Howley; engineer, Peter Fox. While throwing blocks lever flew back and struck him in face. Face cut and bruised.

February 28th.—Edward Starr and Henry Sommer, non-employes, at Hoboken, extra engine No. 570. Conductor, C. F. Emmet; engineer, Milliken. Walking on track and hit by engine and both killed.

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February 28th.—Ernest Sommer, non-employe, at Hoboken, extra engine No. 570. Conductor, C. F. Emmet; engineer, Milliken. Walking on track with the above named, and struck by engine and badly injured.

March 2d.—John Clancy, non-employe, at Jersey City, N. J., extra No. 342. Conductor, Shea; engineer, Mink. While climbing between cars he fell, and foot went under engine, cutting it off.

April 27th.—F. H. Smith, brakeman, Newark avenue, Hoboken, N. J., transfer No. 238. Conductor, P. Leonard; engineer, Peter Fox. Was riding on top of top car and was struck by overhead bridge, and his head was badly bruised.

July 10th,—Ira Metcalf, non-employe, at Hoboken, train No. 31, engine No. 701. Conductor, W. French; engineer, H. Smith. Jumped from train while in motion. Fact cut and bruised. Badly shaken up.

August 5th.—Dominick Mannus, laborer, at Hoboken, work train No. 765. Conductor, A. Craw; engineer, F. Hargraves. Train struck box car which he was standing near, and box car struck him, knocking him down, bruising left hip.

September 25th.—Thomas F. Agnew, brakeman, at Jersey City, N. J. yard, No. 316. Conductor, Michael McGough; engineer, Peter Fox. While attempting to board engine, his foot slipped and fell under wheel, and his right leg below knee was cut off.

September 25th.—Elmer Gee, brakeman, at Jersey City, N. J., work, No. 989. Conductor, A. Craw; engineer, T. Warnock. Caught his foot in a wire, the ends of which were stuck fast in the ground, and his right ankle was badly sprained.

October 13th.—William Trulia, non-employe, at Hoboken, N. J., transfer No. 311. Conductor, George Timms; engineer,

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M. O'Hare. While attempting to alight from train he slipped and his foot went under engine and was cut off.

November 13th.—Mrs. Lizzie McCaffrey, non-employe, at Hoboken, N. J., yard No. 316. Conductor, J. Coar; engineer, C. Mosier. While passing between two cars the cars came together, catching her right arm and crushing it so that amputation was necessary.

December 26th.—Unknown, non-employe, at Hoboken, N. J., train No. 7. Conductor, James Stewart; engineer, Martin O'Hare. While attempting to cross tracks he was struck by engine and killed.

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NEW JERSEY AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comtproller by the railroad companies of the State, New Jersey and New York Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,032,500 00
Floating debt,	67,402 37
Cost of road and equipments,	$3,328,502 37

Dividends paid during the year 1905, and how paid—None.

The road extends from New Jersey and New York Junction to New City, N. Y., a distance of 34.504 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$281,006 41
Income from freight,	124,498 97
Income from other sources,	20,164 75
Total,	$425,670 13
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$386,630 39

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State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New Jersey and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this fifteenth day of February, A. D. 1906.

A. L. TRAVIS,

[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

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THE NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The New Jersey and Pennsylvania Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$145,000 00
Bonded debt,	125,000 00
Floating debt,	302,881 68
Cost of road and equipments,	$563,253 98

Dividends paid during the year 1905, and how paid—None.

The road extends from White House, N. J., to Watnong, N. J., a distance of about 27 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$4,849 97
Income from freight (net),	32,840 16
Income from other sources,	1,512 52
Total,	$39,202 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$46,602 40

P. O. address of the above company—Morristown, N. J., and 37 Wall street, New York.

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State of New York, New York County, *ss.*—Louis E. Spencer, being duly sworn, on his oath says, that he is Treasurer of the New Jersey and Pennsylvania Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

LOUIS E. SPENCER.

Sworn and subscribed before me this twenty-eighth day of March, A. D. 1906.

[L. S.] HARRY L. FOLK,
Notary Public, New York County.

ACCIDENTS.

Personal, none.

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NEW JERSEY SHORE LINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$31,000 00
Floating debt,	14,924 29
Cost of road and equipments,	$10,992 65

The road as projected is to extend from Weehawken, N. J., to Harrington, N. J., a distance of 15½ miles.

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Shore Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.

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Sworn and subscribed before me this seventh day of March, A. D. 1906.

DEWITT H. HOUSE,
Notary Public in and for New York County, N. Y.
[L. S.] *Certificate Filed in Westchester County.*

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NEW JERSEY SOUTHERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in, preferred, $1,590,600; common, $1,000,000,	$2,590,600 00

Dividends paid during the year 1905, and how paid—None.

The road extends from Port Monmouth to a point between Atsion and Atco, with branches from Eatontown to East Long Branch, and East Long Branch to Highland Beach (formerly Long Branch and Seashore Railroad), a distance of 75.66 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$400,053 38
Income from freight,	394,949 03
Income from other souces,	$322,815 10
Total,	$1,117,817 51
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,068,809 35

Included in the operations of this company are the receipts and expenditures of the following companies: Buena Vista Railroad Company, Cumberland and Maurice River Railroad Company, Cumberland and Maurice River Extension Railroad Company, Freehold and Atlantic Highlands Railroad Company, Navesink

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Railroad Company, Toms River Railroad Company, Toms River and Barnegat Railroad Company, Vineland Railroad Company, West End Railroad Company, and also the steamboat route between New York and Atlantic Highlands.

P. O. address of the above company—143 Liberty street, New York City.

State of New York, City and County of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-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 1905 are correct and true, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this twentieth day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

[L. S.]

ACCIDENTS.

Collisions—Employes.

December 21st, 1905.—Frank Schlegel, brakeman, injured at Matawan. Engineer, Arthur Mulford; conductor, Edw. Manning.

Collisions—Non-Employes.

July 11th.—Mrs. A. S. VanBuskirk and two children, passengers, slightly injured at Matawan. Engineer, W. Howland; conductor, G. H. Allen.

Derailments—Employes.

January 26th.—Peter J. Gryson, engineman, killed, A. J. Dallett, conductor, Michael Dooling, fireman, George White, brake-

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man, Michael Sullivan and John Frawley, sectionmen, injured at Freehold. Engineers, Peter J. Gryson and M. C. Mooney; conductors, G. H. VanNote and A. J. Dallett.

Derailments—Non-Employes.

January 26th.—George B. Sandt, Mr. and Mrs. G. B. Arnold, H. S. Higginson, N. Walling, Mary Sickles, Lena Sickles, Jos. Wyman, Jacob B. Rue, passengers, injured at Freehold. Engineers, Peter J. Gryson and M. C. Mooney; conductors, G. H. VanNote and A. J. Dallett.

Falling from Trains, Locomotives or Cars—Employes.

August 1st.—Frank Thompson, brakeman, injured at West End. Engineer, D. Gautier; conductor, L. Poole.

Attempting to Board or Alight from Trains, Locomotives or Cars—Employes.

July 20th.—James D. Lemmon, brakeman, injured at Sea Bright. Engineer, F. Greene; conductor, L. G. Perrine.

Attempting to Board or Alight from Trains, Locomotives or Cars—Non-Employes.

February 18th.—Hirsch Scribner, passenger, injured at Rosenhayn. Engineer, S. C. Rhoads; conductor, H. S. Kenworthy.

October 9th.—Nicolo Ardarella, trespasser, injured at Highlands Beach. Engineer, John Cousin; conductor, J. V. Johnson.

Struck by Trains, Locomotives or Cars at Highway Crossings—Non-employes.

January 21st, 1905.—Lewis Carnery, injured near Pine Brook. Engineer, Theo. F. Brown; conductor, D. C. Johnson.

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February 13th.—John Sutphen, injured at Farmindale. Engineer, Martin Maloney; conductor, Al. Ridgway.

July 4th.—John B. Millspaugh, injured at Freneau. Engineer, W. Miles; conductor, H. Attison.

July 29th.—Mrs. E. Lerner, injured at Rosenhayn. Engineer, J. Warwick; conductor, C. H. Skillman.

November 18th.—Jas. H. Kaney, killed at Morganville. Engineer, M. C. Mooney; conductor, A. J. Dallett.

November 24th.—Alex. Goldstein, injured at Matawan. Engineer, J. Berry; conductor, W. D. Batson.

December 13th.—Kaan Adler, injured at Woodruffs. Engineer, M. Maloney; conductor, W. C. Oliver.

Struck by Trains, Locomotives or Cars at Points Along the Line—Employes.

August 10th, 1905.—A. Van Pelt, brakeman, injured at Mohingson Junction. Engineer, Jas. Thompson; conductor, G. B. Levalley.

November 1st.—John Scrapin, laborer, injured at Atlantic Highlands. Engineer, W. Miles; conductor, H. Attison.

Struck by Trains, Locomotives or Cars at Points Along the Line—Non-Employes.

April 17th.—Robert Leaming, trespasser, killed at Bacon's Neck. Engineer, Jas. Errickson; conductor, W. C. Oliver.

June 16th.—Pasquale Disont, laborer, injured at Lakehurst. Engineer, W. Morton; conductor, A. B. Phillips.

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July 10th.—Lillie Cohen (2 years), injured at Vineland. Engineer, John Manion; conductor, H. S. Kenworthy.

November 7th.—Hugh Reilly, trespasser, killed at Freneau. Engineer, Jas. Thompson; conductor, W. H. Crawford.

On or About Trains, Locomotives or Cars—Employes.

May 10th.—Clarence Bowne, brakeman, injured at East Long Branch. Engineer, J. B. Hurley; conductor, G. R. White.

July 18th.—Jas. Lamberson, brakeman, injured at Red Bank. Engineer, R. Thompson; conductor, G. R. White.

Persons Found Killed or Injured, Supposed to Have Been Struck by Trains—Non-Employes.

July 23d.—Unknown man, body found near Water Witch. Crew unknown.

Other Causes—Employes.

January 21st.—Daniel Hurley, section foreman, killed at Lanoka by train entering misplaced switch. Engineer, J. W. Wainwright; conductor, A. W. Clayton.

Other Causes—Non-Employes.

July 18th.—Hyman Bloom, passenger, injured at Highland Beach. Engineer, Ellis Davis; conductor, T. R. Bennett.

September 7th.—Child of M. M. Beekman, hand injured by falling car window. Engineer, T. F. Brown; conductor, D. C. Johnson.

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NEW JERSEY TERMINAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Terminal Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$500,000 00
Bonded debt,	250,000 00

The road extends from Rahway to Carteret, a distance of 5.575 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.

State of New York, City and County of New York, *ss.*— Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Terminal Railroad Company, and that the foregoing statement is true and correct, to the best of his knoweldge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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NEW YORK BAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York Bay Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$500,000 00
Bonded debt,	2,599,078 22
Floating debt,	5,702,858 50
Cost of road and equipments,	$8,801,936 72

The road extends from

	Miles.
4,037 feet east of Waverly Station to bulkhead line at Greenville Transfer Bridges,	6.66
4,184 feet east of Waverly Station to Kearney Junction,	4.32
Junction with Passaic Branch, 1,633 feet east of Plank Road, to Lister's Agricultural Chemical Works, Newark Terminus,	0.67
Junction with Passaic Branch, 2,415 feet east of Plank Road, to Terminus,	0.16
4,806 feet west of South Street Station to south side of Eighteenth avenue, Newark,	1.76
A total distance of	13.57

There is no lease. During the year 1905 the Pennsylvania Railroad Company paid a rental of $123,963.13, and taxes, for use of the road.

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

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State of Pennsylvania, Philadelphia County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the New York Bay Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this first day of February, A. D. 1906.

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

Dividends paid during the year 1905, and how paid—One of 4 per cent., paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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NEW JERSEY JUNCTION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New York (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the rialroad companies of the State, The New Jersey Junction Railroad Company, lessee in behalf of the New York and Fort Lee Railroad Company, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$1,000,000 00
Floating debt,	14,506 21
Cost of road and equipments, as shown by report of January 23d, 1871,	$269,601 72

The road extends from Jersey City to the division line between the States of New Jersey and New York. The road built was about two miles from Weehawken north. That portion which extends from the north line of the Delaware and Hudson Canal Company's property at Weehawken for a distance of $^{24}/_{100}$ miles, is leased to the New Jersey Junction Railroad Company, at an annual rental of taxes, assessments and expenses of organization, not exceeding $1,000 per annum. The remaining portion of the constructed road is included in the report of the West Shore Railroad Company.

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.

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State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-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.

J. CARSTENSEN.

Sworn and subscribed before me this seventh day of March, A. D. 1906.

DEWITT H. HOUSE,

[L. S.] *Notary Public in and for New York County, N. Y.*

Certificate Filed in Westchester County.

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NEW YORK AND GREENWOOD LAKE RAILWAY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Erie Railroad Company, as lessee of the New York and Greenwood Lake Railway, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$100,000 00
Bonded debt,	1,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,600,000 00

The road extends from Meadow Junction to Sterling Forest, a distance of 51.66 miles.

It is leased to the Erie Railroad Company, at an annual rental of $75,000 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 specifically set forth. Includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung Railway.

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is Vice-President of the New York and Greenwood Lake Railway Company, and that

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

F. D. UNDERWOOD.

Sworn and subscribed before me this fifteenth day of February, A. D. 1906.

A. L. TRAVIS,
A Foreign Commissioner of Deeds for New Jersey in New York.

[L. S.]

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

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NEW YORK AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,891,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of 38.04 miles.

It is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company under agreement.

State of New York, city and county of New York, *ss.*—Robert W. DeForest, being duly sworn, on his oath says that he is Vice-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.

ROBERT W. DE FOREST.

Sworn and subscribed before me this twentieth day of February, A. D. 1906.

[L. S.] EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

RECEIPTS AND EXPENSES FOR 1905.

The receipts and expenses are included in the accounts of the operating companies.

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P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

February 24th, 1905.—B. J. Manion, residence Asbury Park, N. J., agent North Asbury Park station, crossing tracks after P. R. R. passenger train No. 284 (north bound) was struck by P. R. R. freight train No. 439 (south bound) and instantly killed. Elmer Patten, conductor; Wm. H. Tilton, engineman.

Feburuary 25th.—Wm. L. Rinear, residence Matawan, N. J., walking along track, struck by passing trains between Cliffwood and Matawan; instantly killed. (None of the crews running north of Matawan had any knowledge of the accident.)

March 9th.—Timothy Justice, residence Spring Lake, N. J., while attempting to board C. R. R. train No. 325, near Spring Lake station, fell and sustained injuries resulting in his death. No witnesses to the accident.

April 24th.—Wm. P. Dey, residence Jamesburg, N. J., employed as brakeman on P. R. R. freight train No. 439, while coupling cars in Ocean Grove freight yard was seriously injured. J. Snedeker, conductor; Wm. H. Tilton, engineman.

May 5th.—Wesley V. Rogers, residence Bradley Beach, N. J., employed as brakeman on C. R. R. freight train No. 344, while coming down ladder on side of car, struck signal pole and was seriously injured. E. R. Edick, conductor; Wm. Ferguson, engineman.

May 7th.—Mrs. Clarence Johnson, residence Matawan, N. J., while walking along track near Farry's brickyard, was struck by south-bound train and killed. (Crews of none of the trains passing that point had any knowledge of the accident.)

June 5th.—Unknown man, crossing Raritan bridge, struck by some train during night, knocked overboard and drowned.

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Found by crew of C. R. R. extra freight, engine No. 420, at 4:53 A. M. Accident not witnessed by any trainmen or bridge employes.

June 28th.—Albert Levy, residence Newark, N. J., while walking across Raritan bridge was struck by C. R. R. passenger train No. 352 and seriously injured. D. S. Horton, Jr., conductor; Wm. Ferguson, engineman.

July 14th.—Thomas Whalen, residence Newark, N. J., employed as brakeman on C. R. R. train No. 301, while shifting cars at South Amboy station, struck overhead bridge and was slightly injured. J. E. Hess, conductor; Charles Mason, engineman.

July 14th.—Unknown man passed under gates at David street crossing, South Amboy, and was struck and knocked aside by the engine of C. R. R. passenger train No. 311. Not seriously injured.

July 19th.—George Harting, residence Kearney, N. J., while walking on track south of South Amboy, N. J., was struck by C. R. R. passenger train No. 310 and instantly killed. T. J. Duane, conductor; Lloyd Clarke, engineman.

July 20th.—Unknown man, crossing tracks near P. R. R. crossing, South Amboy, was struck by C. R. R. passenger train No. 333 and fatally injured. H. A. Boyd, conductor; Wm. Gorman, engineman.

August 12th.—James Barham, residence Matawan, N. J., while on south-bound track at Matawan station, was struck and fatally injured by P. R. R. extra passenger train, Engine No. 904, at 3:38 P. M. W. VanBuskirk, conductor; J. H. Waters, engineman.

August 14th.—Mrs. Weil, of Edgemere Inn, Allenhurst, N. J., a passenger on C. R. R. train No. 313, jumped from train after

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starting from North Asbury Park station and was slightly injured. F. W. Shinafield, conductor; Frank Riddle, engineman.

September 1st.—Wm. Slater, residence New Bedford, N. J., while walking across Morris Cove bridge, near Brielle, N. J., was struck by engine of C. R. R. passenger train No. 310 and thrown overboard. Not seriously injured. T. J. Duane, conductor; Lloyd Clarke, engineman.

September 4th.—Clarence Rogers, residence Asbury Park, N J., while attempting to cross tracks at Monroe avenue crossing, Asbury Park, was struck by P. R. R. engine No. 81, of extra passenger train, and slightly injured. D. B. Tice, conductor; Albert Bennett, engineman.

September 8th.—Richard Dalton, residence Asbury Park, N J., an employe of the U. S. Express Company, was struck and killed by some south-bound train during the early morning hours north of Corlies avenue, Ocean Grove. (None of the train crews had any knowledge of the accident.)

September 24th.—Mr. and Mrs. Ubarnetz, residence Perth Amboy, N. J., while walking across Raritan Bridge were struck by P. R. R. passenger train No. 709 and thrown overboard, the man dying from his injuries, the woman slightly injured. T. C. Morse, conductor; W. M. Rue, engineman.

October 20th.—Patrick McCarty, residence West End, N. J. while walking on track about one hundred yards north of West End station, was struck by engine of P. R. R. passenger train No. 396 and slightly injured. John G. Clark, conductor; Samuel Wilson, engineman.

November 19th.—Mrs. Julia Louduskey, residence South Amboy, N. J., a passenger on P. R. R. train No. 719, when getting off train at South Amboy after it had started from station, fell and was slightly injured. Theo. Goble, conductor; Albert Rodgers, engineman.

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November 24th.—Alex. Goldstein, residence South Amboy, N. J., while driving across tracks south of Matawan, was struck and seriously injured by engine of C. R. R. freight train No. 345. Wm. Batson, conductor; Johnson Berry, engineman.

December 14th.—S. Kurlinski, residence South Amboy, N. J., while attempting to drive across tracks at Henry street crossing, South Amboy, was struck and slightly injured by P. R. R. passenger train No. 222. J. H. Moore, conductor; J. M. Pickel, engineman.

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NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New York, Susquehanna and Western Railroad presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,499,000 00
Floating debt,	612,207 45
Cost of road and equipments,	$39,111,207 45

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of 101 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$468,590 02
Income from freight,	1,659,087 91
Income from other sources,	56,679 52
Total,	$2,184,357 45
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,489,383 27

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New York, Susquehanna and Western Railroad Company, and

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that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this fifteenth day of February, A. D. 1906.

A. L. TRAVIS,

[L. S] *A Foreign Commissioner of Deeds for New Jersey in New York.*

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NORTHERN RAILROAD OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Erie Railroad Co., as lessee of The Northern Railroad of New Jersey, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$1,000,000 00
Bonded debt,	654,000 00
Cost of road and equipments,	$1,654,000 00

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company, at an annual rental of $86,170 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 specifically set forth.

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Northern Railroad of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this fifteenth day of February, A. D. 1906.

A. L. TRAVIS,

[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

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OGDEN MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$450,000 00

The road extends from Nolan's Point to Ogden Mine, a distance of 9.86 miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of $23,000.00.

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

State of Pennsylvania, Philadelphia county, *ss.*—John L. Wilson, being duly sworn, on his oath says that he is Secretary and Treasurer of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN L. WILSON.

Sworn and subscribed before me this third day of January, A. D. 1906.

[L. S.] W. T. STEEL,
Commission expires 1/19/07.

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RECEIPTS AND EXPENSES FOR 1905.

Income from all sources,	$23,101 16
Total,	$23,101 16

Dividends paid during the year 1905, and how paid—Five per cent. in cash.

P. O. address of this company—Room 522, 608 Chestnut street, Philadelphia, Penna.

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PASSAIC AND DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$111,505 00
Bonded debt—None.	
Floating debt,	31,688 96
Cost of road and equipments,	$142,738 96

The road extends from Summit to Bernardsville, a distance of 14.11 miles.

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

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

W. H. TRUESDALE.

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Sworn and subscribed before me this 5th day of February, A. D. 1906.

LUDWIG R. MILLER,

[L. S.] *A Foreign Commission of Deeds for the State of New Jersey, residing in the State of New York.*

Dividends paid during the year 1905, and how paid—$5,552.50 directly to stockholders by lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

February 17th.—Alex. Annin, passenger, ventilator window dropped, scalp wound, Murray Hill.

September 9th.—A. J. Williams, laborer, struck and killed; Millington.

October 10th.—Duane H. Nash, struck and killed, Millington.

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PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$100,000 00

Bonded debt—None.
Floating debt—None.

Cost of road and equipments,	$100,000 00

The road extends from Bernardsville to Gladstone, a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad, as lessee of the Passaic and Delaware Railroad, under an agreement to pay four per cent. on its stock; report of operations included in Morris and Essex Railroad.

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

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this 5th day of February, A. D. 1906.

[L. S.] LUDWIG R. MILLER,
A Foreign Commissioner of Deeds
For the State of New Jersey,
Residing in the State of New York.

Dividends paid during the year 1905, and how paid—$4,000 directly to stockholders by Delaware, Lackawanna and Western Railroad Company, as lessee of the Passaic and Delaware Railroad Company.

P. O. address of this company—No. 26 Exchange place, New York City.

ACCIDENTS.

July 6th.—F. C. Hockenbury, flagman, fell on end of tie, injured internally, Gladstone.

August 17th.—L. H. Benjamin, fireman, strained back, operating ash pan, Gladstone.

December 13th.—Margaret Lanigan, foot caught in step while alighting, ankle sprained, Peapack.

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PASSAIC AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Passaic and New York Railroad Company presents the following report for the year ending December 31st, 1905:

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

The road extends from Passaic Junction to Passaic, Passaic county, N. J., a distance of 3 miles.

It is leased to the New York, Susquehanna and Western Railroad 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 account of that company and cannot be more particularly specified.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Passaic and New York Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 15th day of February, A. D. 1906.

A. L. TRAVIS,
A Foreign Commissioner of Deeds
For New Jersey in New York.

[L. S.]

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PASSAIC RIVER EXTENSION RAILROAD COMPANY

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic River Extension Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$7,700 00
Cost of organization and right of way,	$7,700 00

Dividends paid during the year 1905, and how paid—None.

REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad to a connection with the Newark and New York Railroad, a distance of about one mile. No construction has been done.

P. O. address of the above company—No. 143 Liberty street New York city.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

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Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,

[L. S.] *Foreign Commissioner of Deeds for New Jersey.*

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THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$630,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$630,000 00

The road extends from city of Paterson to Marion, in the county of Hudson, a distance of 13.950 miles.

It is leased to the Erie Railroad Company, at an annual rental of fifty-three thousand four hundred dollars, including land in Jersey City.

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

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of The Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

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Sworn and subscribed before me this 3d day of January, A. D. 1906.

WILLIAM NELSON,
Master in Chancery, New Jersey.

Dividends paid during the year 1905, and how paid—Eight per cent. paid in cash, $50,400.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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PATERSON AND HUDSON RIVER RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Erie Railroad Company as lessee of the Paterson and Hudson River Railroad presents the following report for the year ending December 31st, 1905:

The road extends from Paterson, N. J., to a point in Hudson county, a distance of 13.950 miles.

It is leased to the Erie Railroad Company, at an annual rental of $48,400 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 specifically set forth.

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessee of the Paterson and Hudson River Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 15th day of February, A. D. 1906.

A. L. TRAVIS,

[L. S.] *A Foreign Commissioner of Deeds For New Jersey in New York.*

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Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

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PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Paterson, Newark and New York Railroad, presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00
Floating debt—None.	
Cost of road and equipments,	$545,433 29

The road extends from Paterson, N. J., to Newark, N. J., a distance of 11.326 miles.

It is leased to the Erie Railroad Company at an annual rental of $35,000 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general account of that company and cannot

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

It is equipped and operated by the lessee.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessee of the Paterson, Newark and New York Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 15th day of February, A. D. 1906.

A. L. TRAVIS,
[L. S.] *A Foreign Commissioner of Deeds*
For New Jersey in New York.

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Cortlandt street, New York City.

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PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$298,000 00

Bonded debt—None.
Floating debt—None.

Cost of road and equipments, including cost of Union Railroad	$350,000 00

The road extends from Paterson northerly to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of twenty-six thousand five hundred dollars ($26,500).

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

State of New Jersey, Passic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

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Sworn and subscribed before me this 3d day of January, A. D. 1906.

WILLIAM NELSON,
Master in Chancery New Jersey.

Dividends paid during the year 1905, and how paid—Twelve per cent. paid in cash, $35,760.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, N. J.

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PATERSON AND RAMAPO RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Erie Railroad Company lessee of the Paterson and Ramapo Railroad presents the following report for the year ending December 31st, 1905:

The road extends from Paterson, N. J., to the State line, between Bergen county and the State of New York, a distance of 14.413 miles.

It is leased to the Erie Railroad Company, at an annual rental of $26,500 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 specifically set forth.

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessee of Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 15th day of February, A. D. 1906.

A. L. TRAVIS,

[A. L.] *A Foreign Commissioner of Deeds*
For New Jersey in New York.

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Erie Railroad Company, 21 Courtlandt street, New York City.

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PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
Floating debt—None.	
Cost of road and equipments,	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79.

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 county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Pemberton Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this 1st day of February, A. D. 1906.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$228,400 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$356,970 79

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.40 miles.

It is operated by the Pennsylvania Railroad Company by authority of resolutions adopted by each company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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

State of Pennsylvania, Philadelphia city and county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this 31st day of January, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$109,161 79
Income from freight,	116,737 22
Income from other sources,	12,876 19
Total,	$238,775 20

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $171,857 71

Dividends paid during the year 1905, and how paid—December 26th, 1905, 10 per cent. in cash, $22,840.

P. O. address of this company—26 Exchange place, Jersey City, N. J.

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PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Beach Haven Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	194,073 76
Cost of road and equipments,	$200,000 00

The road extends from Manahawkin, N. J., to Beach Haven, N. J., a distance of 12.03 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.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Philadelphia and Beach Haven Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this 1st day of February, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$6,032 72
Income from freight,	1,801 99
Income from other sources,	1,668 53
Total,	$9,503 24

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$22,502 66

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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PHILADELPHIA AND BRIGANTINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Brigantine Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—No information at hand; see former reports.

Dividends paid during the year 1905, and how paid—None.

The road extends from Brigantine Junction, on the Philadelphia and Reading Railroad, to the Island of Brigantine, a distance of 14 miles.

RECEIPTS AND EXPENSES FOR 1905.

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

REMARKS.

On October 9th or 10th, 1903, the company ceased all operations; on November 17th, 1903, R. D. A. Parrott, Esq., was

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appointed receiver; on April 15th, 1904, the property was sold under foreclosure and bought by John O. Heald, and on June 24th a deed was received, since which date the property has been held awaiting a purchaser and has not been operated in any part at any time from October 9th, 1903, to the date of this report.

P. O. Address of the above company—Purchaser, 141 Broadway, New York.

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says, that he is purchaser of the Philadelphia and Brigantine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this 11th day of January, A. D. 1906.

EMIL SCHULTZE,
Master in Chancery.

ACCIDENTS.

None.

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PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	287,516 93
Cost of road and equipments,	$1,547,520 63

The road extends from Birmingham, N. J., to Bay Head, N. J., 45.70 miles; Browns Mills Junction, N. J., to Browns-Mills-in-the-Pines, 1.80 miles; Island Heights Junction, N. J., to Island Heights, N. J., 1.18 miles; a total distance of 48.68 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.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, 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.

SAMUEL REA.

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Sworn and subscribed before me this 1st day of February, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$89,529 39
Income from freight,	34,481 60
Income from other sources,	8,554 38
Total,	$132,565 37

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $176,898 64

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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THE PORT READING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Port Reading Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments,	$3,794,816 67

Dividends paid during the year 1905, and how paid—None.

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 21.21 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers—None.	
Income from freight,	$799,981 61
Income from other sources,	5,571 91
Total,	$805,553 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$887,120 92

State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says, that he is Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER.

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Sworn and subscribed before me this 8th day of February, A. D. 1906.

[L. S.]

C. K. KLINK,
Notary Public,
My Commission Expires April 18th, 1907.

ACCIDENTS.

January 12th, 1905.—Nicholas J. Rose, employe, non-fatally injured; fell from car, Woodbridge Branch, N. J. Thomas Gallagher, conductor; David Overholt, engineer.

January 13th.—Joseph H. Roberts, employe, fatally injured; fell between cars, Port Reading, N. J. Charles W. Pennepacker, conductor; Samuel A. Goss, engineer.

January 22d.—William S. Rose, employe, non-fatally injured; fell from engine, Port Reading, N. J. J. A. Smith, conductor; M. R. Jones, engineer.

January 22d.—Nathan P. Rowland, employe, non-fatally injured; fell from engine, Port Reading, N. J. William Bernin, conductor; N. P. Rowland, engineer.

February 3d.—Charles Longstreet, employe, non-fatally injured; caught between cars, Port Reading, N. J. Charles Longstreet, conductor; H. Hall, engineer.

February 13th.—Csalia Harscinji, employe, fatally injured; fell under car, Port Reading, N. J. ——, conductor; ——, engineer.

February 22d.—Samuel Pim, employe, non-fatally injured; struck by engine, Port Reading, N. J. Thomas Gallagher, conductor; H. H. Hall, engineer.

February 23d.—James K. Brown, employe, non-fatally injured; caught between cars, Port Reading, N. J. George G. Woodruff, conductor; Alfred Bitting, engineer.

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February 24th.—Walter J. Braitling, employe, non-fatally injured; fell under engine, Port Reading, N. J. James C. Chance, conductor; Alfred Bitting, engineer.

February 24th.—Edward Everson, employe, non-fatally injured; foot caught between drawheads, Woodbridge Branch, N. J. Edward Everson, conductor; David Overholt, engineer.

March 26th.—Hans Larsen, employe, non-fatally injured; fell between cars, Port Reading, N. J. William Heller, conductor; H. Hall, engineer.

March 31st.—Patrick McIntosh, employe, non-fatally injured; fell through bridge, Port Reading, N. J. Patrick McIntosh, conductor; James Greisheimer, engineer.

April 5th.—Walter B. Campbell, employe, non-fatally injured; scalded by steam from engine, Port Reading, N. J. O. C. Beecher, conductor; James Carr, engineer.

April 11th.—Andrew Vroom, employe, non-fatally injured; struck by cars, Port Reading, N. J. J. J. Butters, conductor; G. W. Haines, engineer.

May 18th.—James Kane, employe, non-fatally injured; coupling cars, Port Reading, N. J. James Duffy, conductor; Joseph Neiviell, engineer.

May 25th.—Frank Cline, employe, non-fatally injured; uncoupling cars, Port Reading, N. J. George Geiss, conductor; Mahlon Romberger, engineer.

May 30th.—Robert A. Hamilton, employe, non-fatally injured; fell between cars, Port Reading, N. J. William Hess, conductor; William Cooper, engineer.

June 15th.—Antonio Prencipe, employe, fatally injured; run over by cars, Port Reading, N. J. James P. Duffy, conductor; Joseph R. Neiviel, engineer.

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July 1st.—Clemento Cofasso, employe, fatally injured; caught between cars, Port Reading, N. J. ——, conductor; ——, engineer.

July 3d.—Gordan Mather, employe, non-fatally injured; fell off engine, Port Reading, N. J. Harry Daub, conductor; John Deemer, engineer.

July 5th.—George Geiss, employe, non-fatally injured; fell off engine, Port Reading, N. J. George Geiss, conductor; Hartson Hall, engineer.

July 6th.—Thomas Carey, employe, non-fatally injured; fell under car, Port Reading, N. J. Charles Longstreet, conductor; M. Greisheimer, engineer.

July 25th.—Harry T. Vernon, employe, non-fatally injured; arm caught between drawheads, Port Reading, N. J. H. T. Vernon, conductor; Wilbur Turner, engineer.

October 5th.—Thomas Geis, employe, fatally injured; caught between cars, Port Reading, N. J. ——, conductor; ——, engineer.

November 18th.—Harry Booth, employe, non-fatally injured; foot run over, Port Reading, N. J. B. V. Bright, conductor; Harry Miles, engineer.

November 29th.—Louis Schumacher, employe, fatally injured; caught between coupling, Port Reading, N. J. Louis Schumacher, conductor; Harry Miles, engineer.

December 11th.—John Bamberger, employe, non-fatally injured; fell from engine, Port Reading, N. J. Thomas Gallagher, conductor; William Toal, engineer.

December 11th.—George W. Blair, employe, non-fatally injured; fell from engine, Port Reading, N. J. John Closkey, conductor; Wilbur Turner, engineer.

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December 13th.—John Kirk, employe, non-fatally injured; derailment of engine, Port Reading, N. J. William Heller, conductor; Edward Leimpeter, engineer.

December 23d.—Fred Kuester, employe, non-fatally injured; applying brake, Port Reading, N. J. Fred Kuester, conductor; Edward Leimpeter, engineer.

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RAHWAY VALLEY RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Rahway Valley Railroad presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$275,000 00
Bonded debt,	300,000 00
Cost of road and equipments,	$284,570 85

Dividends paid during the year 1905, and how paid—None.

The road extends from Aldine, Roselle Park, to Summit, a distance of 7.562 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$3,144 88
Income from freight,	7,162 78
Income from other sources,	1,123 28
Total,	$11,430 94
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$15,730 08

P. O. address of the above company—Kenilworth, N. J.

State of New York, Chemung county, *ss.*—W. W. Cole, being duly sworn, on his oath says, that he is President of the Rahway Valley Railroad, and that the foregoing statement and the an-

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nexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

W. W. COLE,
President.

Sworn and subscribed before me this 28th day of February, A. D. 1906.

J. J. CURTIS,
Notary Public.

[L. S.]

ACCIDENTS.

None.

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RARITAN NORTH SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan North Shore Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $66,400 00

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two branches, a total distance of 4.28 miles, of which there has been completed 1.75 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.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Raritan North Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

[L. S.]

EDWARD W. CONOVER,
Foreign Commissioner of Deeds
For New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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RARITAN RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Raritan River Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$400,000 00
Bonded debt,	400,000 00
Floating debt—None.	
Cost of road and equipments,	$856,184 20

Dividends paid during the year 1905, and how paid—Two dividends, two and two one-half per cent.; in all four and one-half per cent. on par value of capital stock paid in cash.

The road extends from South Amboy to New Brunswick, a distance of 12.63 miles. Branches, 9.02 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$5,459 54
Income from freight,	139,441 73
Income from other sources,	8,328 25
Total,	$153,229 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$93,140 16

P. O. address of the above company—Nos. 15-21 Exchange Place, Jersey City, N. J.

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State of New Jersey, Hudson county, *ss.*—William G. Bumsted, being duly sworn, on his oath says, that he is Vice-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 1905 are correct and true, to the best of his knowledge and belief.

WM. G. BUMSTED.

Sworn and subscribed before me this 9th day of March, A. D. 1906, at Jersey City, N. J.

WM. BRINKERHOF,
Master in Chancery of New Jersey.

ACCIDENTS.

February 1st, 1905.—Walter Mullen, brakeman, sprained ankle in jumping from freight car at South Amboy. Conductor, Morris Lucitt; engineer, Jas. Yetman.

August 17th.—Frank Bosic, trackman, fell from a tree while clearing right of way near South River and fractured right leg.

September 16th.—Daniel Holland, employe of American Enameled Brick and Tile Company, fell from freight car at South River and slightly injured. Conductor, Wm. Primka; engineer, Thos. Sharkey.

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RARITAN TERMINAL AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Raritan Terminal and Transportation Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	1,489 83

Dividends paid during the year 1905, and how paid—$18,000, 45 per cent.

The road extends from line of Lehigh Valley Railroad Company to Raritan river, a distance of 1 mile.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers—None.	
Income from freight,	$17,773 39
Income from other sources,	44,661 21
Total,	$62,434 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$48,040 18

State of New York, New York county, *ss.*—D. M. Rosenthal, being duly sworn, on his oath says, that he is secretary of the

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Raritan Terminal and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

D. M. ROSENTHAL.

Sworn and subscribed before me this 23d day of February, A. D. 1906.

MORRIS MYERS,
Notary Public.

[L. S.]

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ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Rockaway River and Montville Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$30,000 00
Floating debt,	30,000 00
Cost of road and equipments (including cost of abandoned portion),	$60,000 00

The road extends from Quarry, in Montville township, Morris county, N. J., to Junction with Morris and Essex Railroad Company, "Boonton Branch," a distance of 1.792 miles.

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

State of New Jersey, Hudson county, *ss.*—Joseph D. Bedle, being duly sworn, on his oath says, that he is President of the Rockaway River and Montville Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOSEPH D. BEDLE.

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Sworn and subscribed before me this 18th day of April, A. D. 1906.

WILLIAM D. EDWARDS,
M. C. C. of New Jersey.

P. O. address of this company—No. 1 Exchange Place, Jersey City, N. J.

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ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$45,600 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$45,654 14

The road extends from Kingston, N. J., to Rocky Hill, N. J., a distance of 2.38 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company, at an annual rental of 6 per cent. on $18,700. Capital stock held by individuals, taxes, and $100 for maintaining the organization.

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

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Sworn and subscribed before me this 1st day of February, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$2,265 55
Income from freight,	17,556 32
Income from other sources,	869 40
Total,	$20,691 27

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $13,379 06

Dividends paid during the year 1905, and how paid—Two of 3 per cent. on $18,700 stock, paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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SOUND SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sound Shore Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $149,200 00

The road extends from Elizabeth (Broadway), to Carteret, which, with spurs, equals a distance of 6.17 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.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Sound Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds
For New Jersey.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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SUSSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$1,638,600 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$1,929,475 45

Dividends paid during the year 1905, and how paid—None.

The road extends from Netcong to Franklin and branch from Branchville Junction to Branchville, a distance of 30.55 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$58,980 77
Income from freight,	134,589 23
Income from other sources,	28,657 21
Total,	$222,227 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$154,970 24

P. O. address of the above company—No. 26 Exchange Place, New York City.

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State of New York, New York county, *ss.*—B. D. Caldwell, being duly sworn, on his oath says, that he is President of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

B. D. CALDWELL,
Presdt.

Sworn and subscribed before me this 5th day of February, A. D. 1906.

LUDWIG R. MILLER,
[L. S.] *A Foreign Commissioner of Deeds for the State of New Jersey, Residing in the State of New York.*

ACCIDENTS.

June 16th, 1905.—E. B. O'Leary, brakeman, coupling, shoulder bruised. Branchville.

July 18th.—Charles Williams, passenger, attempting to raise window, fingers caught, bruised. Cranberry Lake.

August 23d.—John Hemer, laborer, unloading ties, foot bruised. Newton.

September 4th, A. R. Miller, brakeman, stepped from car, sprained left ankle. Branchville.

September 12th.—Jos. Betsar, laborer, foot injured while removing curbstone. Newton.

September 22d.—Chas. Bell, laborer, loading rails, hand squeezed. Cranberry Lake.

October 28th.—Albert Cooper, struck and killed. Andover.

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TOMS RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in, ... $240,000 00

The road extends from Lakehurst to Toms River, a distance of 7.57 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Toms River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

[L. S.]

EDWARD W. CONOVER,
Foreign Commissioner of Deeds
For New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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 Barnegate Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $75,300 00

The road extends from Toms River to Barnegat, a distance of 14.71 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, city and county of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this 20th day of February, A. D. 1906.

EDWARD W. CONOVER,
Foreign Commissioner of Deeds
For New Jersey.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Trenton, Lawrenceville and Princeton Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$200,000 00
Bonded debt,	100,000 00
Floating debt,	240,668 65

Dividends paid during the year 1905, and how paid—None.

The road extends from Trenton, N. J., to Stony Brook, N. J., a distance of 9.59 miles; Trenton, Lawrenceville and Princeton Extension Railroad, from Stony Brook to Princeton, 1.44 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$46,304 85
Income from freight,	3,565 81
Total,	$49,868 76

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$32,626 20

REMARKS.

This report includes Trenton, Lawrenceville and Princeton Extension Railroad Company. Capital stock, $50,000; no other debts.

P. O. address of the above company—Trenton, N. J.

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State of New Jersey, Mercer county, *ss.*—C. M. Bates, being duly sworn, on his oath says, that he is President of the Trenton, Lawrenceville and Princeton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this 16th day of March, A. D. 1906.

[L. S.] WILLIAM S. MILLS,
Notary Public of N. J.

ACCIDENTS.

June 10th, 1905.—Cars Nos. 101 and 211 were in collision at Five-Mile Woods, east of Lawrenceville, N. J., as a result of disregard of signals by motorman. Time of accident, 6:25 P. M. About fifty-five people were injured, of which all but one were of a superficial character. No fatalities occurred or have since resulted. The one seriously injured was L. H. Johnson, of Trenton, N. J., who has since practically recovered.

July 31st.—Car No. 100, on the trip leaving Trenton a 5 o'clock P. M.; time of accident, 5:15 P. M.; place of accident, between power-house at Ingham avenue and Prospect Heights; name of injured person, Anna Haines, of Trenton, N. J.

Extract from motorman's report of accident: "Just as I went around the corner below the power-house I saw a woman standing on the track. I blew the whistle, she stepped one side, but did not get far enough away to clear the step, and was struck and knocked in the ditch. She was taken to hospital. Injuries, broken arm and superficial bruises.

No other accidents involving injuries to persons.

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TRENTON AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Trenton and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$1,000,000 00
Bonded debt,	965,500 00
Floating debt,	44,219 13
Cost of road and equipments,	$1,858,693 13

The road extends from a point near the city of Trenton to a point near the borough of Milltown, just outside of New Brunswick, a distance of 23.107 miles.

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

State of Pennsylvania, Philadelphia county, *ss.*—I. H. Silverman, being duly sworn, on his oath says, that he is President of the Trenton and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

I. H. SILVERMAN.

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Sworn and subscribed before me this 14th day of February, A. D. 1906.

J. C. BOGGS,
[L. S.] *Notary Public,*
My Commission Expires January 21st, 1907.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$74,256 59
Income from other sources,	$894 74
Total,	$75,151 33
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$56,475 36

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—605 Land Title Building, Philadelphia, Pa.

ACCIDENTS.

May 25th, 1905.—George D. Wrench, employe, instep bruised by fall of jack.

June 7th.—Edward W. Page, employe, both hands burnt at switch-board.

August 24th.—Charles Cross, employe, leg and shoulder bruised jumping from car.

August 29th.—John Stottlemyer, employe, sprained ankle.

August 29th.—Julius Gustafson, fracture of right tibia.

August 29th.—Mrs. Nicholas Kienper, laceration of head and ear, leg bruised.

August 29th.—Anna M. Kienper, scalp wound back of head. several burns on body.

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August 29th.—Joseph T. Kienper, cut on back of head and back of left ear.

August 29th.—Genevieve Woolridge, several bruises on left leg.

August 29th.—Paul J. Schneval, right leg bruised below knee.

August 29th.—Howard C. Woodnutt, forehead and right leg cut, body bruised.

August 29th.—Mrs. John W. Cooke, incised wound over right eye, contusion of knee.

August 29th.—Henry C. Schubarth, forehead cut and bruised.

August 29th.—Georgiana MacIntyre, nose cut, knee bruised.

August 29th.—Sara Oliver, contusion over right eye.

August 29th.—Joseph Wilson, right elbow, stomach and back injured.

August 29th.—Arthur J. Foster, incised wound of left wrist.

August 29th.—Mary C. Phillips, sprained wrist and bruised.

August 29th.—Ellsworth T. Phillips, finger hurt and bruised.

August 29th.—Oliver L. Jenkins, bruised.

August 29th.—Nan R. Barnes, injury of nervous character and not of grave nature.

August 29th.—Joseph Kominsky, slight abrasion of knee and hand.

August 29th.—Joseph Kompa, slight abrasion of knee.

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August 29th.—Mrs. Bertha Osburn, contusion of left leg and bruised.

August 29th.—Marian Paxton, bruised.

August 29th.—Anna C. Paxton, bruised.

August 29th.—Mrs. Elmer Potts, slight cut and shaken up.

August 29th.—Mrs. Anna Astbury, contusion of nose, right knee and leg.

August 29th.—Alice B. Perry, contusion of left leg and shock.

August 29th.—David Braunstein, right knee injured.

August 29th.—George W. Brown, cut in forehead.

August 29th.—Joseph H. Smith, abrasion of both knees, contusion of bridge of nose.

August 29th.—Abram Brown, shaken up.

August 29th.—A. Hibbard, slight injuries to both legs.

August 29th.—Florence Hibbard, back, neck and shoulders slightly injured.

August 29th.—Emma Moore, badly bruised.

August 29th.—Ella Moore, badly bruised.

August 29th.—Eleanor Field, right arm bruised.

August 29th.—Annie W. Brown, contusion of leg and shaken up.

August 29th.—Elias Berger, abrasion of right knee.

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August 29th.—John Stottlemyer, motorman on work car, that caused collision, not in company's employ.

September 24th.—Charles Cross, employe, great toe crushed.

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TRENTON TERMINAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Trenton Terminal Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$2,000 00
Bonded debt,	15,000 00
Floating debt—None.	
Cost of road and equipments,	$17,000 00

The road extends from the City of Trenton to about 1 mile eastwardly, a distance of very near 1 mile.

It is leased to the Camden and Trenton Railway Company, at an annual rental of $1,000.

It is equipped and operated by the Camden and Trenton Railway Company and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Mitchell B. Perkins, being duly affirmed, on his affirmation says, that he is Treasurer of the Trenton Terminal Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

MITCHELL B. PERKINS.

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Affirmed and subscribed before me this 10th day of January, A. D. 1906.

JOHN H. HUTCHINSON,
A Foreign Commissioner of Deeds
For New Jersey.

[L. S.]

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TUCKERTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$550,991 54
Bonded debt,	99,882 50
Floating debt,	715 76
Cost of road and equipments,	$662,017 05

Dividends paid during the year 1905, and how paid—None.

The road extends from Tuckerton, N. J., to Whitings, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$26,865 87
Income from freight,	28,738 24
Income from other sources,	3,765 59
Total,	$59,369 70
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$57,111 19

P. O. address of the above company—Tuckerton, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Richard Ashhurst, being duly sworn, on his oath says, that he is President of

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the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

RICH'D ASHHURST,
President.

Sworn and subscribed before me this 12th day of January, A. D. 1906.

JOHN STOCKBURGER,
Notary Public.

[L. S.]

Commission Expires Jan. 19th, 1907.

ACCIDENTS.

None.

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UNION TRANSPORTATION COMPANY, LESSEES OF PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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 presents the following report for the year ending December 31st, 1905:

The road extends from Pemberton to Hightstown, a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79.

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

State of New Jersey, Ocean county, *ss.*—F. S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me this 2d day of March, A. D. 1906.

H. I. JAMESON,
Commissioner of Deeds.

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RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$33,963 14
Income from freight,	19,549 59
Income from other sources,	5,204 73
Total,	$58,717 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	54,858 46
	$3,859 00
Dividends paid during the year 1905, and how paid—Two and one-half per cent. on $19,250,	483 75
	$3,375 25

NEW JERSEY STATE LIBRARY

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THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$21,240,400 00
Bonded debt,	20,000,000 00
Cost of road and equipments,	$58,029,003 61

The road extends from Camden to Amboy, and from Trenton to Jersey City, with branches and connections, a distance of 475.03 miles, and also the canal from Bordentown to New Brunswick, 44 miles, and the Feeder, 22 miles, in all 66 miles.

It is leased by the Pennsylvania Railroad Company, at an annual rental of 10 per centum per annum on the 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.

State of New York, New York city and county, *ss.*—John C. Barron, 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.

JOHN C. BARRON.

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Sworn and subscribed before me this 6th day of February, A. D. 1906.

[L. S.] CHARLES EDGAR MILLS,
Commissioner of Deeds
For the State of New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$10,624,158 18
Income from freight,	16,915,397 30
Income from other sources,	2,732,163 73
Total,	$30,271,719 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	22,416,167 30
Net earnings,	$7,855,551 91

Dividends paid during the year 1905, and how paid—Ten per centum on Capital Stock, paid quarterly by the Pennsylvania Railroad Company, Lessee, ... $2,124,040 00

P. O. address of this company—Box 236, Trenton, N. J.

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured while Walking or Standing on the Tracks.

January 5th, 1905.—Matthew H. McPhee, killed at Rahway, N. J. E. L. Titus, conductor; E. Cubberly, engineman.

January 23d.—Julus Housser, killed at Waverly, N. J., W. & P. R. R. —— ——, conductor; E. F. Rowe, engineman.

January 27th, August Mayland, killed at Millstone Junction, N. J. C. Johnson, conductor; Geo. Roe, engineman.

February 8th.—Oscar E. Newburg, killed at Iselin, N. J. W. H. Post, conductor; J. H. Voorhis, engineman.

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February 17th.—Mrs. Geheut, injured at South Amboy, N. J. C. R. Evans, conductor; G. H. Burton, engineman.

April 2d.—Frank Denzer, killed at South street, Newark, N. J. J. B. Miller, conductor; A. Purt, engineman.

April 22d.—Unknown man, injured at Woodbridge, N. J., P. A. & W. R. R. G. M. Wilson, conductor; O. A. Lane, engineman.

May 8th.—Unknown man (colored), killed at Waverly, N. J. E. L. Titus, conductor; E. Killey, engineman.

May 11th.—Rose Molitiano, injured at Jersey City, N. J. L. Silance, conductor; J. W. Hartman, engineman.

May 17th.—Unknown man, killed at Elizabeth, N. J. H. G. Allen, conductor; A. Rogers, engineman.

May 19th.—Geo. Ramsthaler, Thomas Welsh, killed at Harrison, N. J. R. B. Duncan, conductor; J. Van Pelt, engineman.

May 22d.—Unknown man, killed at Merchantville, N. J., D. R. R. R. & B. B. J. F. Williams, conductor; Jas. Carter, engineman.

June 3d.—Wm. Davison, injured at New Brunswick, N. J. D. H. Bowne, conductor; C. T. Smith, engineman.

June 5th.—A. E. Collins, killed at Linden, N. J. E. B. Ammerman, conductor; Jos. Hall, engineman.

July 5th.—E. Beesley, killed at Harrison, N. J. C. P. Moore, conductor; F. C. Pierce, engineman.

July 19th.—Unknown man, killed at Harrison, N. J. William Gee, conductor; J. Van Pelt, engineman.

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July 24th.—Unknown woman, killed at Trenton, N. J. E. C. Jones, conductor; C. Ferguson, engineman.

July 25th.—William Duffy, injured at Waverly, N. J. J. T. Mason, conductor; J. Herbert, engineman.

August 25th.—William E. Stone, killed at Princeton Junction, N. J. Thos. Deltern, conductor; W. C. Carr, engineman.

August 26th.—R. E. Diston, killed at Metuchen, N. J. C. A. Wesley, conductor; B. Graham, engineman.

September 1st.—John Adams, killed at Waverly, N. J. E. E. Bossert, conductor; J. A. Henicker, engineman.

September 6th.—L. Bernard, injured at Waverly, N. J.; D. Kotanio, killed at Waverly, N. J. R. Buggy, conductor; F. Barber, engineman.

September 25th.—D. Demonaco, killed at Jersey City, N. J. C. Campbell, conductor; A. Hill, engineman.

November 23d.—Unknown man, killed at East Brunswick, N. J. H. Leonard, conductor; W. H. Cobaugh, engineman.

December 8th.—John Masourka, killed at Trenton, N. J. W. W. Terry, conductor; I. Vandegrift, engineman.

December 22d.—John Bettcher, injured at Harrison, N. J. —— ——, conductor; —— ——, engineman.

Persons Killed or Injured in Attempting to Get Off or On Moving Trains.

January 2d.—Reuben Barker, injured at South Trenton, N. J. W. Webber, conductor; W. Cluxton, engineman.

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January 11th.—Unknown man, injured at Newark, N. J. William H. Post, conductor; G. Conroy, engineman.

February 22d.—John McDonald, injured at Millstone Junction, N. J. J. B. Brink, conductor; W. H. Dingee, engineman.

February 24th.—Michael Angelo, injured at Trenton, N. J. George H. Williams, conductor; C. McIlvaine, engineman.

March 3d.—M. Thornton, injured at Princeton Junction, N. J. W. D. Hunter, conductor; J. Maloney, engineman.

March 19th.—Unknown man, injured at Waverly, N. J. J. J. Coll, conductor; William J. Steen, engineman.

March 28th.—George W. Smith, injured at Newark, N. J. L. P. Booz, conductor; A. Hill, engineman.

April 25th.—S. Russell, injured at Newark, N. J. L. P. Booz, conductor; M. Hogan, engineman.

May 5th.—Peter Mane, injured at Monmouth Junction, N. J. J. P. Stout, conductor; W. P. Van Horn, engineman.

May 19th.—D. J. McGinn, injured at Harrison, N. J. C. W. Parks, conductor; F. Barber, engineman.

July 1st.—Patsy Rich, injured at Harsimus Cove, Jersey City, N. J. G. McNally, conductor; E. Gwinnell, engineman.

August 9th.—George Dano, injured at Newark, N. J. E. Cook, conductor; W. Nunnamacher, engineman.

August 16th.—Edw. Wagner, injured at Elizabeth, N. J. Geo. Williams, conductor; E. C. Johnson, engineman.

September 23d.—V. Borcala, injured at Woodbridge, N. J. P. A. and W. R. R. J. F. Lyons, conductor; M. Hogan, engineman.

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October 25th.—John O'Connors, injured at North Elizabeth, N. J. E. Gunn, conductor; F. C. Krewson, engineman.

October 29th.—George Martin, injured at Rahway, N. J. H. H. Clayton, conductor; W. C. Jennings, engineman.

November 7th.—Michael Riley, injured at Elizabeth, N. J. ——, conductor; ——, engineman.

December 11th.—M. Csaboyo, injured at Trenton, N. J. J. Leland, conductor; F. Stoner, engineman.

Persons Found Killed or Injured Lying Alongside of Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump Off or On Moving Trains, Circumstance, What Trains, What Conductor or Engineman Unknown.

February 7th.—John Pealko, killed at Woodbridge, N. J. P. A. and W. R. R.

March 7th.—Unknown man, killed at Iselin, N. J.

March 15th.—William Kairus, killed at Beverly, N. J.

March 27th.—N. Myers, killed at Robinvale, N. J.

March 29th.—Thomas Duffy, injured at Metuchen, N. J.

March 31st.—Edward McGuire, injured at Rahway, N. J.

April 26th.—William Bean, killed at Rahway, N. J.

July 12th.—C. White, injured at South Trenton, N. J.

July 18th.—Rose Senes, injured at Harsimus Cove, Jersey City, N. J.

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July 22d.—Harry Dillon, injured at Meadows, N. J.

August 9th.—John Doherty, injured at Lawrence, N. J.

September 15th.—George Dooley, injured at Harrison, N. J.

September 16th.—B. Messiro, injured at South Trenton, N. J.

September 25th.—Charles Felce, killed at Rahway, N. J.

October 12th.—John Allen, injured at Waverly, N. J.

October 21st.—A. P. Wilson, killed at Franklin Park, N. J.

November 20th.—J. Robinson (colored), killed at Newark, N. J.

November 18th.—Unknown man, killed at Perth Amboy, N. J. P. A. and W. R. R.

December 11th.—A. Russo, killed at South Trenton, N. J.

December 13th.—A. Spearing (colored), killed at Jersey City, N. J.

Decmber 18th.—Unknown man, killed at Jersey City, N. J.

December 23d.—Lee Belgrave (colored), killed at Jersey City, N. J.

Persons Killed or Injured by Moving Trains While Crossing the Tracks.

March 25th.—G. Wohlen, killed at Millham, N. J. F. E. Van Dyke, conductor; C. Bogart, engineman.

April 12th.—Edard Daley, killed at Elizabeth, N. J. T. A. Brooks, conductor; E. D. Wright, engineman.

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May 9th.—Mrs. W. C. Fish, injured at Iselin, N. J. E. H. Elmhurst, conductor; T. A. Sheerin, engineman.

July 17th.—J. Wiraszwyk, killed at Newark, N. J. C. Schaffer, conductor; T. Griffin, engineman.

July 18th.—P. Murphy, injured at Harsimus Cove, Jersey City, N. J. P. Kelly, Jr., conductor; H. H. Blore, engineman.

October 7th.—E. Spangenburg, injured at Marion, N. J. E. C. Cline, conductor; G. Van Arsdale, engineman.

October 7th.—S. Dorland, injured at Jersey City, N. J. ——, conductor; ——, engineman.

October 31st.—Timothy Kelly, killed at Marion, N. J. James Rowland, conductor; O. Shipley, engineman.

November 3d.—Russell Robinson (colored), killed at Waldo avenue yard, Jersey City, N. J. ——, conductor. Thomas Towell, engineman.

November 30th.—Stephen Piske, injured at Jersey City, N. J. William Gee, conductor; J. C. Lee, engineman.

December 8th.—John Mayark, killed at South Trenton, N. J. ——, conductor; ——, engineman.

Persons Other than Employes Killed or Injured in Other Ways than as above mentioned.

January 1st.—C. L. Barnes, struck by glass from a broken lamp globe in train while en route at Newark, N. J. C. S. Kendig, conductor; C. Ferguson, engineman.

January 24th.—C. W. Jerolamen, struck by glass from broken car window while en route at Iselin, N. J. W. E. Brown, conductor; C. Cain, engineman.

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January 24th.—Maggie Statts, injured by falling from coal car at Waverly, N. J. G. Stewart, conductor; F. Disbrow, engineman

January 28th.—Otto Bohensee, hand injured by car door closing while alighting from train at Rahway, N. J. J. H. Lanning, conductor; T. Smith, engineman.

January 31st.—William Penn, fell while alighting from train at Newark, N. J. J. Dougherty, conductor; R. Golden, engineman.

February 3d.—Chas. Hulstin, struck by glass from broken car window in train at Waverly, N. J. J. H. Lanning, conductor; J. Monroe, engineman.

February 6th.—Unknown woman, fell while alighting from train at Jersey City, N. J. Wm. Gee, conductor; L. Ganong, engineman.

February 8th.—Unknow man, fell while alighting from train at Marion, N J. W. W. Branson, conductor; Wm. Gordon, engineman.

February 8th.—T. H. T. Martin, struck by some unknown object striking car window of train while en route at Monmouth Junction, N. J. R. W. Atkinson, conductor; G. H. Morrison, engineman.

February 9th.—Unknown man, fell while alighting from train at Trenton, N. J. S. R. Way, conductor; T. Jones, engineman.

February 11th.—Chas. McCool, cut by glass caused by falling against the car window in train at Jersey City, N. J. J. E. Beach, conductor; N. Bratton, engineman.

February 12th.—Mrs. J. C. Bruce, thrown against the side of car while boarding train, caused by engine coupling to train, at

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Jersey City, N. J. C. C. Howard, conductor; E. Vaughn, engineman.

February 15th.—Jos. Buger, struck by glass from broken car window in train at Millham Junction, N. J. A. C. Van Nostrand, conductor; G. Van Arsdale, engineman.

February 22d.—Mrs. W. Van Liew, fell while alighting from train at Rahway, N. J. G. H. Williams, conductor; W. A. F. Smith, engineman.

February 22d.—Miss N. Dewey, struck by glass from broken car window in train at Iselin, N. J. H. Danenhour, conductor; T. Maloney, engineman.

March 13th.—Miss F. Blakeney, struck by glass from broken car window in train at Harrison, N. J. J. B. Eshelman, conductor; T. Quinton, engineman.

March 20th.—Daniel Hughes, fell from platform of car to tracks at Jersey City, N. J. J. H. Trimmer, conductor; Amos Clark, engineman.

April 2d.—J. Frank, injured by car door closing on hand at Elizabeth, N. J. R. B. Duncan, conductor; D. Carr, engineman.

April 4th.—Mrs. C. Frost (colored), ankle sprained while alighting from train at Trenton, N. J. G. H. Williams, conductor; J. Meaney, engineman.

April 13th.—Unknown woman, struck by glass from broken car window at Merchantville, N. J., D. R. R. R. & B. B. W. W. Weeks, conductor; W. Albertson, engineman.

April 23d.—Unknown man, fell while jumping from off train at South street station, Newark, N. J. J. D. Nolan, conductor; Wm. Gurney, engineman.

May 6th.—C. Larue, H. Keyes, injured in collision at Plainsboro, N. J. W. H. Saunders, conductor; G. Conroy, engineman.

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May 6th.—J. Kerns, fell while alighting from train at Jersey City, N. J. C. W. Cox, conductor; Wm. Keef, engineman.

May 20th, H. Doty, fell in car while train was rounding curve at Rahway, N. J. H. F. Lander, conductor; W. Jennings, engineman.

May 21st.—Unknown woman, injured by car door closing on hand at Newark, N. J. J. M. Curran, conductor; J. Freeman, engineman.

May 26th.—G. Colabia, arm fractured by being struck by baggage falling at Jersey City, N. J. C. C. Howard, conductor; H Metz, engineman.

May 26th.—Mrs. P. N. Gilhooly, struck by glass from broken car window at Marion, N. J. J. R. Connell, conductor; J. Fagan, engineman.

May 27th.—Miss J. Cohn, fell while alighting from train at Newark, N. J. T. F. Goble, conductor; D. Carr, engineman.

May 30th.—Mrs. Harris, fell while alighting from train at Rahway, N. J. F. F. Vickery, conductor; H. Martindale, engineman.

June 6th.—E. Stack, injured by freight falling in car at Jersey City, N. J. W. McLoughlin, conductor; W. Gardner, engineman.

June 7th.—Mrs. F. O. Horton, fell while alighting from train at Newark, N. J. A. F. Waters, conductor; C. Lynch, engineman.

June 8th.—M. A. Spiro, struck by glass from broken car window at Meadows, N. J. William Gee, conductor; L. Ganung, engineman.

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June 15th.—Mrs. S. P. Savage, fell while alighting from train at Elizabeth, N. J. R. F. Buggy, conductor; C. Swem, engineman.

June 18th.—Mrs. E. Pohling, fell while alighting from train at Newark, N. J. F. E. Wyckoff, conductor; W. Gordon, engineman.

June 19th.—E. R. Ware, struck by glass from broken car window at Iselin, N. J. W. H. Burroughs, conductor; R. Schuchardt, engineman.

June 23d.—A. E. Force, struck by lamp deflector falling in car at Trenton, N. J. J. Dougherty, conductor; E. Vaughn, engineman.

June 23d.—Mrs. M. Van Aston, fell while alighting from train at Newark, N. J. T. C. Morse, conductor; H. Burton, engineman.

June 19th.—G. W. Jones (colored), struck by a stone thrown through car window at Rahway, N. J. T. A. Brooks, conductor; J. H. Emmons, engineman.

July 4th.—H. V. Sloan, struck by glass from broken car window at Jersey City, N. J. W. A. Boulton, conductor; E. Reynolds, engineman.

July 12th.—T. V. Elliott, William Smith, S. Suid, Mrs. O. Franker, struck by glass from broken car window at Meadows, N. J. F. E. Van Dyke, conductor; S. Hafner, engineman.

July 15th.—H. Woodward, struck by glass from broken car window at Lawrence, N. J. D. A. Barrett, conductor; H. J. Fackenthall, engineman.

July 17th.—H. Holmer, finger injured by car door closing on hand at Princeton Junction, N. J. C. R. Kendig, conductor; H. Martindale, engineman.

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July 18th.—C. A. Wingert, arm injured by car window falling in train at Jersey City, N. J. J. E. Clothier, conductor; P. F. Schaller, engineman.

July 18th.—J. Kugn, struck by glass from broken car window at Jersey City, N. J. J. B. Eshelman, conductor; T. Quinton, engineman.

July 20th.—Jos. France, fell from car while stealing ice at Jersey at Jersey City, N. J. A. P. Leland, conductor; W. E. Browning, engineman.

July 20th.—E. F. Hackenberger, struck by glass from broken deck light at Millham Junction, N. J. D. A. Barrett, conductor; D. Mahoney, engineman.

July 21st.—C. Garish, fell while alighting from train at Trenton, N. J. A. S. Hoffman, conductor; M. J. Meskill, engineman.

July 22d.—T. A. Glenn, finger injured by car window falling on hand at Jersey City, N. J. J. B. Eshelman, conductor; A. Purt, engineman.

July 23d.—L. H. Meyer, finger injured by car window falling on hand at Rahway, N. J. B. S. Quinland, conductor; W. Gurney, engineman.

July 24th.—E. C. Biggs, hand injured by car window falling in train at Elizabeth, N. J. C. R. Evans, conductor; G. M. Hogan, engineman.

July 29th.—F. L. Smith, struck by a piece of stone ballast coming through car window of train at Merchantville, N. J. D. R. R. R. and B. B. J. F. Williams, conductor; R. Crean, engineman.

August 8th.—John Daltin, both legs cut off by falling from train while stealing a ride at Newark, N. J. E. S. Bloodgood, conductor; C. W. Martin, engineman.

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August 8th.—Geo. Bell.—Fell while alighting from train at Jersey City, N. J. M. M. McLaughlin, conductor; G. Brame, engineman.

August 12th.—A. Numan, struck by glass from broken car window at Jersey City, N. J. T. E. Van Dyke, conductor; W. Kufe, engineman.

August 13th.—G. Jay, struck by glass from broken car window at Newark, N. J. J. F. Lyons, conductor; C. Cook, engineman.

August 17th.—L. De Boult, struck by glass from broken car window at Newark, N. J. J. M. Curran, conductor; T. J. Egan, engineman.

August 18th.—Unknown man, struck by glass from broken car window at New Brunswick, N. J. T. J. Zuckschwerdt, conductor. W. Conk, engineman.

August 26th.—Mrs. E. Elliott, fell while alighting from train at Jersey City, N. J. E. E. Bossert, conductor; J. K. Niece, engineman.

August 29th.—Mrs. F. Kuba, knee injured by falling in car at Newark, N. J. C. W. Parks, conductor; C. Devinney, engineman.

August 30th.—Mrs. Benzler, fell while alighting from train at Newark, N. J. W. A. Boulton, conductor; E. Reynolds, engineman.

September 5th.—A. Kohn, struck by glass from broken car window at Jersey City, N. J. W. A. Boulton, conductor; E. Reynolds, engineman.

September 11th.—S. Miller, thumb injured by window falling in car at Jersey City, N. J. J. W. Bostwick, conductor; C. Metz, engineman.

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September 18th.—Philip Rosen, struck by glass from broken car window at Harrison, N. J. B. I. Tallman, conductor; J. H. Waters, engineman.

September 23d, Chas. Rendis, hand injured by car window falling in train at Jersey City, N. J. W. H. Burroughs, conductor; G. Morrison, engineman.

September 25th.—W. Benish, struck by stone thrown through car window at Jersey City, N. J. J. F. Nolan, conductor; W. Gurney, engineman.

Employees Killed or Injured while Coupling or Handling Cars at Stations.

January 3d.—L. W. Eler, killed at Rahway, N. J. J. Brown, conductor; W. Lyons, engineman.

January 6th.—F. W. Tickert, injured at Harsimus Cove, Jersey City, N. J. P. Hand, conductor; E. Seward, engineman.

January 6th.—T. Stackhouse, injured at Harrison, N. J. T. Stackhouse, conductor; S. S. Cubberley, engineman.

January 8th.—W. D. Hunter, injured at Meadows, N. J. G. W. Allen, conductor; T. O. Connor, engineman.

January 8th—W D. Hunter, injured at Meadows, N. J. C. W. Allen, conductor; T. O. Connor, engineman.

January 10th.—T. K. Wilken, injured at Greenville, N. J. T. Foster, conductor; W. Cooper, engineman.

January 13th.—H. F. Berry, injured at Iselin, N. J. M. H. Garrigan, conductor; L. Overbaugh, engineman.

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January 14th.—Albert Sidler, injured at Meadows, N. J. A. Mitchell, conductor; H. Howarter, engineman.

January 15th.—Jas. J. Leonard, injured at Harsimus Cove, Jersey City, N. J. J. Weigaud, conductor; H. Smith, engineman.

January 16th.—Geo. G. Weidle, injured at Greenville, N. J. C. E. Osborn, conductor; N. Forman, engineman.

January 18th.—Harry Day, killed at East Rahway, N. J. David Wilson, conductor; O. A. Lane, engineman.

January 18th.—O. P. Barkman, injured at Harrison, N. J. C. P. More, conductor; F. E. Pierce, engineman.

January 19th.—Geo. W. Allen, Injured at Marion, N. J. Geo. W. Allen, conductor; W. G. Bartlett, engineman.

January 23d.—F. J. Culnen, injured at Meadows, N. J. Wm. W. Miller, conductor; G. Clark, engineman.

January 24th.—Wm. J. Ganz, injured at Greenville, N. J. O. F. Fleming, conductor; J. B. Doyle, engineman.

January 25th.—John Jacobs, injured at Trenton, N. J. J. Jacobs, conductor; J. Brady, engineman.

January 26th.—G. T. Geraghty, injured at Waverly, N. J. E. Howell, conductor; P. D. Regan, engineman.

January 27th.—John Cox, injured at Harsimus Cove, Jersey City, N. J. E. H. Elmhurst, conductor; W. Smith, engineman.

January 27th.—L. J. Reed, injured at Jersey City, N. J. L. J. Reed, conductor; F. Vanarsdale, engineman.

January 28th.—S. P. Hartzel, killed at Meadows, N. J. A. Mitchell, conductor; H. Howerter, engineman.

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January 31st.—Wm. Robinson, injured at Greenville, N. J. Wm. Burns, conductor; W. S. Campbell, engineman.

February 1st.—John Cavanaugh, injured at Jersey City, N. J. ——, conductor; T. Smith, engineman.

February 5th.—Edward Sheean, injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. W. Wood, engineman.

February 5th.—S. E. Pritchard, killed at Meadows, N. J. A. Mitchell, conductor; H. Howerter, engineman.

February 6th—Jos. M. Beck, injured at Monmouth Junction, N. J. J. S. Rogers, conductor; Wm. Knowles, engineman.

February 7th.—Wm. Jarmon, injured at Newark, N. J. W. H. Sullivan, conductor; F. B. Gilkyson, engineman.

February 8th.—Edward J. Dugan, injured at Harsimus Cove, Jersey City, N. J. E. J. Dugan, conductor; C. R. Oves, engineman.

February 8th.—P. H. Beresford, injured at Meadows, N. J. A. Krattz, conductor; W. H. Woolsey, engineman.

February 11th.—Thos. J. Reese, injured at Meadows, N. J. W. Wolfstirn, conductor; F. Ethridge, engineman.

February 12th.—William Hand, injured at Harsimus Cove, Jersey City, N. J. Wm. Hand, conductor; C. Oves, engineman.

February 14th.—John Holland, injured at Newark, N. J. H. Cheever, conductor; F. Disbrow, engineman.

February 14th.—Chas. H. Jelly, injured at Jersey City, N. J. M. McLaughlin, conductor; C. H. Van Nostrand, engineman.

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February 14th.—H. T. Lowenberg, injured at Marion, N. J. A. Schirrle, conductor; F. McMahon, engineman.

February 15th.—Thomas Grace, injured at Jersey City, N. J. William A. Guerton, conductor; C. H. Van Nostrand, engineman.

February 16th.—Charles H. Phillips, injured at Metuchen, N. J. Joseph Ward, conductor; F. Shotwell, engineman.

February 18th.—Charles H. Whitehouse, injured at Harsimus Cove, Jersey City, N. J. C. H. Whitehouse, conductor; W. Provost, engineman.

February 24th.—Charles H. Dey, injured at Monmouth Junction, N. J. W. T. Sharp, conductor. C. R. Stiner, engineman.

February 25th.—James J. Sinnott, injured at Meadows, N. J. William Creutzburg, conductor; W. Woolsey, engineman.

February 26th.—Robert Willis, injured at Jersey City, N. J. M. McLaughlin, conductor; C. Van Ostrand, engineman.

February 28th.—M. J. Earle, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; C. N. Van Dusen, engineman.

March 1st.—Floyd B. Lane, injured at Oak Island Junction, Waverly, N. J. J. H. Arnold, conductor; H. Hoseley, engineman.

March 2d.—Edw. Devers, injured at Harsimus Cove, Jersey City, N. J. C. Robinson, conductor; W. Johnson, engineman.

March 2d.—John Sload, fatally injured at Princeton Junction, N. J. John Sload, conductor; P. J. Beaver, engineman.

March 4th.—J. J. Wheelihan, injured at Jersey City, N. J. Robert Davis, conductor; F. Lee, engineman.

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March 7th.—John F. Riker, injured at Harsimus Cove, Jersey City, N. J. E. J. Dugan, conductor; C. R. Oves, engineman.

March 9th.—W. V. Fenton, injured at Princeton, N. J. C. N. Rich, conductor; J. Applegate, engineman.

March 13th.—D. McKenna, injured at Plainsboro, N. J. Joseph Ward, conductor; F. Shotwell, engineman.

March 25th.—Thomas D. Ford, injured at Greenville, N. J. F. P. Mulheim, conductor; J. Morrison, engineman.

March 26th.—E. H. Bendwin, injured at Greenville, N. J. P. O. Fitzsimmons, conductor; J. Morrison, engineman.

March 27th.—William W. Keyser, injured at Greenville, N. J. William Atchinson, conductor; C. Dewey, engineman.

March 29th.—D. H. Scully, injured at Waverly, N. J. W. H. Nunn, conductor; G. J. White, engineman.

March 31st.—T. J. Manning, injured at Jersey City, N. J. D. F. McDermott, conductor; C. M. Van Dusen, engineman.

April 1st.—William E. Farrell, killed at Meadows, N. J. M. King, conductor; T. F. Kealey, engineman.

April 2d.—F. Lentz, injured at Millham, N. J. E. Wilt, conductor; W. J. Vandegrift, engineman.

April 3d.—Thomas Lane, injured at Meadows, N. J. A. C. Maphet, conductor; L. B. Mead, engineman.

April 4th.—John Smith, killed at Metuchen, N. J. F. Amerman, conductor; W. Roberts, engineman.

April 4th.—W. E. Nelson, injured at Waverly, N. J. J. J. McCormick, conductor; E. L. Godfrey, engineman.

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April 6th.—C. L. Watson, J. B. Burk, injured at Meadows, N. J. J. B. Brink, conductor; W. H. Dingee, engineman.

April 7th.—George V. Lambert, injured at Harsimus Cove, Jersey City, N. J. E. J. Jones, conductor; T. Mooney, engineman.

April 8th.—George W. Shultz, injured at Colonia, N. J. S. Runyon, conductor; H. E. Mathews, engineman.

April 8th.—M. J. O'Rourke, injured at Harsimus Cove, Jersey City, N. J. M. J. O'Rourke, conductor; F. Shipman, engineman.

April 10th.—C. W. Peel, injured at Waverly, N. J. C. W. Peel, conductor; E. A. Titman, engineman.

April 11th.—John H. Trent, injured at Harsimus Cove, Jersey City, N. J. E. J. Jones, conductor; T. Mooney, engineman.

April 12th.—Edward Nolan, injured at Waverly, N. J. E. J. Coffey, conductor; J. W. Graham, engineman.

April 17th.—A. G. Schrader, injured at Harsimus Cove, Jersey City, N. J. J. F. Westcott, conductor; W. S. Cambell, engineman.

April 21st.—J. W. McDermott, injured at Harsimus Cove, Jersey City, N. J. P. J. Hand, conductor; S. C. Martin, engineman.

April 24th.—J. Fleming, injured at Newark, N. J. Wm. B. Simms, conductor; W. Hutchinson, engineman.

April 26th.—M. Redman, injured at Meadows, N. J. W. S. Sharp, conductor; C. R. Stein, engineman.

May 1st.—M. E. Bahan, injured at Marion, N. J. D. W. Ellison, conductor; W. S. Norton, engineman.

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May 2d.—James J. Cox, killed at Greenville, N. J. C. Shaffer, conductor; F. C. Myers, engineman.

May 3d.—Wm. E. Bradshaw, injured at Harsimus Cove, Jersey City, N. J. C. Wormelsdorf, conductor; E. F. Rowe, engineman.

May 4th.—Geo. A. Ford, injured at Waverly, N. J. Geo. A. Ford, conductor; W. Abos, engineman.

May 5th.—M. A. Gilseman, injured at Harsimus Cove, Jersey City, N. J. Thos. Boyle, conductor; C. Cozzens, engineman.

May 6th.—T. A. Stockton, injured at Plainsboro, N. J. W. H. Saunders, conductor; Geo. Conroy, engineman.

May 15th.—John Casey, injured at Millham Junction, N. J R. T. Elder, conductor; W. E. Carr, engineman.

May 18th.—Geo. W. Sharrock, injured at Waverly, N. J. D. Raitz, conductor; J. J. Sankey, engineman.

May 20th.—C. McDonald, injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. Wood, engineman.

May 20th.—H. W. Cropper, injured at Waverly, N. J. H. W. Cropper, conductor; A. Vanberg, engineman.

May 22d.—Thos. Pendergast, injured at Greenville, N. J. J. Grogan, conductor; W. Campbell, engineman.

May 24th.—C. J. Kenner, injured at Monmouth Junction, N. J. C. Rich, conductor; J. Applegate, engineman.

May 24th.—J. S. Rogers, injured at Trenton, N. J. J. S. Rogers, conductor; G. Lanning, engineman.

May 28th.—C. H. Meuchner, injured at Waverly, N. J. J. J. Creagan, conductor; F. M. Harris, engineman.

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May 28th.—R. J. Lynch, fatally injured at Harsimus Cove, Jersey City, N. J. J. F. Westcott, conductor; G. Buzze, engineman.

May 29th.—M. Jennings, injured at Harsimus Cove, Jersey City, N. J. P. Nolan, conductor; E. F. Coar, engineman.

June 1st.—F. E. Holzahfel, injured at Monmouth Junction, N. J. D. Kilcommons, conductor; G. A. Thomas, engineman.

June 1st.—B. F. Leathem, injured at Elizabeth, N. J. J. J. McCormick, conductor; H. E. Sterling, engineman.

June 2d.—C. W. Livezey, killed at Monmouth Junction, N. J. R. Allen, conductor; J. Johnson, engineman.

June 3d.—John Connor, injured at New Brunswick, N. J. John Cafferty, conductor; M. J. Shannon, engineman.

June 3d.—Robt. Dingley, injured at Meadows, N. J. Robt. Dingley, conductor; J. Daly, engineman.

June 4th.—S. J. Robertson, injured at Meadows, N. J. S. J. Robertson, conductor; C. Spillinger, engineman.

June 5th.—C. E. Smith, injured at Harsimus Cove, Jersey City, N. J. E. C. McGraw, conductor; F. Lozier, engineman.

June 11th.—Edward Sheean, injured at Newark, N. J. J. W. Kelly, conductor; C. Spillinger, engineman.

June 12th.—W. R. Duffort, injured at Newark, N. J. J. M. Knotts, conductor; C. Cubberly, engineman.

June 13th.—Wm Winters, killed at Waverly, N. J. Wm. Englehardt, conductor; T. F. O'Connor, engineman.

June 14th.—J. J. Nolan, injured at Jersey City, N. J. G. F. Wyckoff, conductor; T. H. Hall, engineman.

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June 19th.—Thos. P. Kealey, injured at Meadows, N. J. M. King, conductor; Thos. F. Kealey, engineman.

June 21st.—Geo. F. Kemp, injured at Harsimus Cove, Jersey City, N. J. J. W. Greenleaf, conductor; C. Ebs, engineman.

June 21st.—A. G. Schrader, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; Thos. Cody, engineman.

June 22d.—T. J. Golden, injured at Princeton Junction, N. J. S. Benard, conductor; F. Farrell, engineman.

June 22d.—A. Mitchell, injured at Meadows, N. J. A. Mitchell, conductor; G. H. Clark, engineman.

June 29th.—H. C. Gallagher, injured at Greenville, N. J. G. T. Russell, conductor; C. A. Dewey, engineman.

June 29th.—J. E. Reardon, injured at Greenville, N. J. Wm. P. Lawrence, conductor; J. H. Mason, engineman.

July 1st.—John M. Coffey, injured at Waverly, N. J. A. C. Rothacker, conductor; E. A. Titman, engineman.

July 3d.—S. W. Reese, injured at Greenville, N. J. H. F. Graham, conductor; L. Forsyth, engineman.

July 3d.—W. B. Simms, killed at Newark, N. J. W. B. Simms, conductor; W. Hutchinson, engineman.

July 8th.—H. Hartman, S. Mattson, J. Messler, S. Cottrell, killed at Marion, N. J.; T. Travers, injured at Marion, N. J. E. M. Cain, conductor; D. J. Kelleher, engineman.

July 12th.—G. A. Thomas, injured at Waldo avenue, Jersey City. ——, conductor; H. Vanarsdale, engineman.

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July 13th.—G. A. Hawse, injured at Harsimus Cove, Jersey City. J. P. Wescott, conductor; W. F. Gillen, engineman.

July 12th.—Charles Granis, injured at Meadows, N. J. R. Dingley, conductor; J. Daly, engineman.

July 15th.—George Lith, injured at Waverly, N. J. T. O. Fray, conductor; E. Vanberg, engineman.

July 19th.—A. E. Pienan, injured at Waverly, N. J. L. D. Bunn, conductor; J. S. Van Nostrand, engineman.

July 23d.—J. M. Lawlor, injured at Jersey City, N. J. William McLaughlin, conductor; W. G. Manning, engineman.

July 23d.—H. F. Kahle, injured at Jersey City, N. J. J. J. Wheelihan, conductor; J. T. Lowesbergs, engineman.

July 23d.—H. W. Bechler, injured at Greenville, N. J. W. J. Scott, conductor; J. J. Davis, engineman.

July 22d.—C. W. Knauss, injured at Trenton, N. J. P. Carmody, conductor; A. P. Swem, engineman.

July 23d.—H. Mitchell, injured at Harsimus Cove, Jersey City, N. J. M. Kane, conductor; H. Mitchell, engineman.

July 26th.—F. L. Herbert, injured at Greenville, N. J. W. R. Dwinnell, conductor; W. Wilson, engineman.

July 27th.—G. H. Stokes, injured at Monmouth Junction, N. J. C. Marquart, conductor; R. G. Vandegrift, engineman.

July 26th.—F. W. Griffin, injured at Harsimus Cove, Jersey City, N. J. F. J. Courtney, conductor; C. E. Robson, engineman.

July 28th.—George Egan, injured at Meadows, N. J. A. Mitshell, conductor; G. Groom, engineman.

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July 30th.—Charles Hock, injured at Greenville, N. J. F. Golden, conductor; J. B. Doyle, engineman.

August 1st.—S. R. Woodruff, injured at Newark, N. J. A. C. Horn, conductor; J. H. King, engineman.

August 1st.—J. A. Alexander, injured at Rahway, N. J. J. A. Alexander, conductor; W. C. Gaskill, engineman.

August 12th.—Edw. J. O'Brien, killed at Harsimus Cove, Jersey City, N. J. C. Cramer, conductor; J. West, engineman.

August 13th.—J. J. O'Connor, injured at Greenville, N. J. ——, conductor; W. Wilson, engineman.

August 20th.—John Mack, injured at Harsimus Cove, Jersey City, N. J. G. McNally, conductor; E. P. Hutton, engineman.

August 21st.—Elmer Rice, injured at Harrison, N. J. A. W. Abby, conductor; A. C. Terhune, engineman.

August 22d.—Joseph W. Ayers, killed at Monmouth Junction, N. J. H. H. Shaffer, conductor; J. B. Cooper, engineman.

August 24th.—Michael Lee, Jr., injured at Harsimus Cove, Jersey City, N. J. F. J. Jones, conductor; T. Mooney, engineman.

August 29th.—Thomas A. White, killed at Harsimus Cove, Jersey City, N. J. J. Flynn, conductor; H. Fliegauf, engineman.

August 26th.—R. E. Klausen, injured at Greenville, N. J. R. Barr, conductor; W. Mannion, engineman.

September 5th.—J. Flaherty, injured at Harsimus Cove, Jersey City, N. J. C. M. Robinson, conductor; W. Johnson, engineman.

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September 9th.—A. Beckerton, injured at Waverly, N. J. T. J. Mason, conductor; Joseph Herbert, engineman.

September 15th.—W. A. Brown, injured at Newark, N. J. W. A. Brown, conductor; C. Van Duesen, engineman.

September 21st.—William Leonard, killed at Rahway, N. J. J. A. Shinn, conductor; W. Lawrence, engineman.

September 22d.—G. W. Bevens, injured at Harsimus Cove, Jersey City, N. J. P. Kelly, Jr., conductor; H. H. Blore, engineman.

September 27th.—Charles R. Delone, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; T. Cody, engineman.

September 27th.—Frank G. Johnson, injured at Newark, N. J. W. A. Brown, conductor; C. M. Van Dusen, engineman.

September 29th.—S. L. VanBenhuysen, injured at Metuchen, N. J. S. Benard, conductor; G. H. Quigley, engineman.

October 1st.—T. Rudy, injured at Trenton, N. J. T. M. Hoffman, conductor; G. M. Kern, engineman.

October 1st.—F. E. Daly, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; T. Cody, engineman.

October 1st.—T. J. Wells, injured at Waverly, N. J. T. J. Wells, conductor; C. E. Petty, engineman.

October 2d.—R. J. Schrader, injured at Harsimus Cove, Jersey City, N. J. P. J. Hand, conductor; F. Seward, engineman.

October 4th.—George F. Eagan, injured at Harsimus Cove, Jersey City, N. J. C. Robinson, conductor; W. C. Johnson, engineman.

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October 7th.—A. G. Schrader, injured at Harsimus Cove, Jersey City, N. J. C. Cramer, conductor; J. West, engineman.

October 13th.—R. Rea, injured at Greenville, N. J. H. W. Truax, conductor; William Cooper, Engineman.

October 14th.—W. H. Whitmore, injured at Harsimus Cove, Jersey City, N. J. W. H. Banfield, conductor; F. Lozier, engineman.

October 31st.—W. J. Manning, injured at Elizabeth, N. J. P. F. Corey, conductor; C. H. Van Nostrand, engineman.

November 6th.—Jos. Wheatley, injured at Monmouth Junction, N. J. H. B. Perry, conductor; T. G. Cope, engineman.

November 7th.—F. P. Boland, injured at Waldo avenue, Jersey City, N. J. M. Duffy, conductor; T. F. Mallady, engineman.

November 7th.—Ernest Myers, killed at Waverly, N. J. W. Mulligan, conductor; H. Hoesly, engineman.

November 9th.—William Ward, killed at Deans, N. J. A. Reed, conductor; F. L. Bradbury, engineman.

November 13th.—Jos. M. Boss, injured at Harsimus Cove, Jersey City, N. J. M. Kane, conductor; A. F. Davis, engineman.

November 14th.—M. T. Flynn, injured at Harsimus Cove, Jersey City, N. J. C. Cole, conductor; E. C. Provost, engineman.

November 21st.—Theo. H. Brant, injured at Greenville, N. J. J. P. Kelly, conductor; W. J. Manion, engineman.

November 24th.—Howard Cozzens, injured at East Rahway, N. J. F. Amerman, conductor; W. Roberts, engineman.

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November 25th.—D. J. Lee, injured at Harsimus Cove, Jersey City, N. J. A. Snyder, conductor; G. B. Buzzee, engineman.

December 19th.—J. E. Gordon, injured at Greenville, N. J. H. Menig, conductor; E. Regan, engineman.

December 21st.—F. Gray, injured at Princeton Junction, N. J. A. Reed, conductor; F. L. Bradbury, engineman.

December 21st.—W. G. Yates, injured at Meadows, N. J. Chas. Wallace, conductor; W. Gillen, engineman.

Employes Killed or Injured by Accident, as Stated.

January 13th.—J. F. Kerrigan, while working on tracks at Rahway, N. J., struck by Extra No. 5159 and killed. A. R. Michaels, conductor; F. L. Miller, engineman.

January 29th.—John Lynch, caught and killed, while working between cars at Waldo avenue Yard, when engine coupled up. John Mooney, conductor; Peter Metz, engineman.

February 11th.—Richard Herman, fell from car in workmen's train at Meadows, N. J., cutting his knee. Daniel Reck, conductor; H. L. Roe, engineman.

February 17th.—Thos. Stevens, struck by cars while crossing tracks, Train Shed, Jersey City, N. J., inflicting scalp wound and cutting his left wrist. B. F. Ellison, conductor; F. H. Silvers, engineman.

February 26th.—T. M. Tomlinson, thrown against end of cabin car account of air hose bursting on car in train of Extra 2294, at Elizabeth, injuring his head, back and neck. T. M. Tomlinson, conductor; J. Killey, Jr., engineman.

March 10th.—Thos. Joyce, injured while shoveling coal in car at Harsimus Cove, Jersey City. T. J. Boyle, conductor; C. Cozzens, engineman.

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March 16th.—T. McIntyre, injured while jumping off train at South Street Station, Newark, N. J. W. A. Lee, conductor; F. L. Miller, engineman.

March 22d.—G. T. Van Doren, struck on right side of head by light engine No. 1504, Jersey City, while oiling switch. ——, conductor; T. Mount, engineman.

March 22d.—F. W. Clinton, struck by pole from a wagon that was struck by train 93, at Six Roads Crossing, Rahway, N. J. J. Dougherty, conductor; G. Conroy, engineman.

March 23d.—V. Bilardo, injured while climbing on a moving train at Millham, N. J. Thos. Doran, conductor; P. J. Lawton, engineman.

April 2d.—M. O'Neill, fell while boarding train, Waldo Avenue Yard, Jersey City, N. J. J. Stramp, conductor; W. Ryerson, engineman.

April 8th.—Jos. Miller, struck by car while oiling switch at New Brunswick. A. Buckalew, conductor; J. McGrady, engineman.

April 13th.—H. Milbauer, foot crushed by falling from car while boarding train in motion, Waverly, N. J. W. P. Lawrence, conductor; J. H. Mason, engineman.

May 2d.—J. Takacs, struck by piece of broken wheel from a wagon which was struck at Six Roads Crossing, Rahway, N. J. H. B. Rue, conductor; P. J. Lawton, engineman.

May 6th.—J. Burchell, killed by falling from car while walking over train at Plainsboro, N. J. T. C. Wharton, conductor; W. H. Miller, engineman.

June 5th.—B. Whitehead, struck in head by car step while repairing switch at Jersey City, N. J. ——, conductor; J. P. Rood, engineman.

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June 6th.—W. Smygel, nose and shoulder injured by jumping from moving train, Jersey City, N. J. W. A. Welsh, conductor; M. F. Lee, engineman.

June 23d.—Geo. W. McDermott, struck in the head by hammer falling from car, Harismus Cove, Jersey City, N. J. J. Devers, conductor; J. W. Boyce, engineman.

June 22d.—Harry W. Cannon, injured by being thrown against cabin car door account of sudden application of air, Waverly, N. J. J. Holpp, conductor; P. J. Lawton, engineman.

June 30th.—M. Cotril, struck and injured by train 74, while working on track at Rahway, N. J. L. Silance, conductor; J. W. Hartman, engineman.

June 29th.—B. Keszti, struck and killed by train while working on track at Monmouth Junction, N. J. T. J. Thomas, conductor; C. H. Traphagen, engineman.

July 4th.—P. Daire, killed at Waverly, N. J., by being struck by train while walking on track. ——, conductor; ——, engineman.

July 13th.—Thos. Corbett, struck by engine while walking on the track, Waverly, N. J. C. W. Cox, conductor; J. B. Sweet, engineman.

July 29th.—Edward Nolan, hand injured by being caught by angle cock and drawhead of car at Woodbridge, N. J. H. E. Oppel, conductor; E. S. Wilson, engineman.

August 3d.—W. R. Reese, struck by a board projecting from a freight car at Rahway, N. J. J. W. Clark, conductor; H. Lindville, engineman.

August 7th.—T. A. Tingley, struck by glass from broken car window, Lawrence, N. J. W. H. Burroughs, conductor; W. H. Lewis, engineman.

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August 8th.—Thomas Smygen, struck overhead bridge at Trenton, cutting his head. John D. Dyer, conductor; L. Rue, engineman.

August 16th.—Mrs. M. Tumblett, leg injured by being thrown in car she was cleaning, Jersey City, due to coupling cars together. H. Kahle, conductor; H. Cochrane, engineman.

August 17th.—George Cram, struck by tie which was thrown by derailed car, fracturing his leg, Meadows, N. J. Thomas Bruton, conductor; F. D. Cain, engineman.

August 25th.—Patrick Dunn, struck and killed by train 45, at Linden, N. J. J. Buckley, conductor; J. K. Neise, engineman.

September 11th.—John Bowen, tripped and fell while running over tracks, Waldo avenue yard, Jersey City, having left arm crushed by going under engine. E. Slade, conductor; S. Zanes, engineman.

September 30th.—John Noicia, killed while working on the track by being struck by Extra No. 324, at Harrison, N. J. F. F. Burke, conductor; C. Stickle, engineman.

October 14th.—Tony Chear, struck by train while crossing tracks at "RU," Jersey City, N. J. W. H. Merritt, conductor; T. Smith, engineman.

October 29th.—H. E. Sterling, C. A. Mervine and C. H. Eshleman, killed by explosion of boiler of engine 2,052, at Deans, N. J. F. Stackhouse, conductor; H. E. Sterling, engineman.

November 13th.—D. Manello, struck by train while working on track, South Elizabeth, N. J. William Gee, conductor; L. Ganong, engineman.

November 16th.—M. Shalabal, killed at Greenville, N. J., by being struck by engine while cleaning switch. H. Menig, conductor; E. Regan, engineman.

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December 11th.—William H. Connell, injured, account of being thrown while in cabin car, Meadows, N. J., account of application of air. J. W. Jordan, conductor; W. T. Towles, engineman.

AMBOY DIVISION.

REPORT OF ACCIDENTS TO PERSONS FOR THE YEAR ENDING DECEMBER 31ST, 1905.

Persons Killed while Crossing Tracks.

January 11th.—John Pierson, killed at Camden, N. J. T. J. Owens, conductor; F. Stults, engineer.

March 28th.—Mildred Smith, killed at Camden, N. J. E. A. Cross, conductor; S. Wilson, engineer.

May 30th.—Dennis Finnegan, killed at Riverton, N. J. W. E. Brown, conductor; Chas. Cain, engineer.

June 30th.—Patrick Ryan, killed near Mt. Holly, N. J. J. H. Duncan, conductor; E. S. Gulick, engineer.

July 28th.—Chas. A. Cooley, killed at Pavonia, N. J. B. Grigg, conductor; R. Stewart, engineer.

October 3d.—Unknown man, killed at Mt. Holly, N. J. E. W. Ancker, conductor; J. Downs, engineer.

Persons Injured by Trains while Crossing Tracks.

January 25th.—Miss Georgie Ready, side bruised, Merchantville, N. J. E. W. Ancker, conductor; H. Harris, engineer.

February 7th.—Horace Allen, head injured, River Road Crossing, west of Florence, N. J. G. W. Slimm, conductor; B. F. Lucas, engineer.

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May 11th.—Viola Brannin, back injured; Martie Worrel, back and shoulder injured; Wilbert Danley, head injured; at Mt. Holly, N. J. H. B. McCue, conductor; John Lewis, engineer.

June 2d.—Mrs. Chas. Lemming, head injured, at Lavallette, N. J. F. H. Dey, conductor; E. E. Bouse, engineer.

August 28th.—Asa Bogan, left side injured, at Spotswood, N. J. Conductor and engineman unknown.

September 6th.—Edward English, arm bruised, near Kinkora, N. J. T. H. Jones, conductor; J. Compton, engineer.

December 25th.—John Brennan, leg and head injured; Howard Sofield, skull fractured; Leon Apgar, head injured; Harry Dolan, left side and leg injured; Robert Apgar, head injured; Samuel Hampton, head and body injured; Jos. Barrett, head injured; Albert Barrett, body, arms and legs injured; at Freehold, N. J. J. Snedeker, conductor; A. Savidge, engineman.

Persons Injured by Trains while Walking or Standing on Tracks.

February 1st.—Alexander Mosscrynsky, right leg fractured, at Riverside, N. J. R. R. West, conductor; F. Richman, engineer.

April 19th.—Jacob Murray, body and arms bruised at Manasquan, N. J. T. H. Abbott, conductor; B. F. Lucas, engineer.

May 18th.—James Coll, arm fractured, at Camden, N. J. F. Lewis, conductor; C. Jobes, engineer.

July 28th.—Oscar Reidenbecker, body and head badly injured, at Horning Grove, N. J. A. L. Johnson, conductor; J. Kugler, engineer.

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October 20th.—Patrick McCarthy, slightly injured at West End Station, N. J. J. G. Clark, conductor; S. Wilson, engineer.

November 14th.—Neils Anderson, badly injured at Haddon avenue station, Camden, N. J. J. L. Richey, conductor; W. Griscom, engineer.

December 1st.—E. Johnson, head badly injured, near Ernston, N. J. Train not known.

December 18th.—Mrs. J. Walker, severely injured at Bordentown, N. J. J. K. MacMillan, conductor; W. B. Jobes, engineer.

Persons Killed or Injured Getting On or Off Moving Trains.

January 11th.—Andrew Collum, right side and hip bruised, getting off, Delanco, N. J. R. H. Robbins, conductor; J. Conrad, engineman.

January 22d.—J. C. Thornton, leg cut getting off, Burlington, N. J. J. L. Richey, conductor; R. Trueax, engineman.

January 30th.—Miss Emma Hinchman, side bruised getting off, Camden, N. J. S. G. Crockford, conductor; W. Emmons, engineman.

February 9th.—Joshua Wilkins, leg sprained getting off, Moorestown, N. J. E. Deacon, conductor; F. D. Bunting, engineman.

February 18th.—Amanda Seaman, left hand bruised getting on, Camden, N. J. J. G. Clark, conductor; R. Stewart, engineman.

May 18th.—Christian Boenitsch, body and hand cut getting off, Riverside, N. J. E. Stout, conductor; J. Jones, engineman.

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May 19th.—Mrs. Charlotte McGee, left shoulder hurt getting on, Camden, N. J. Joseph Dowell, conductor; J. Conrad, engineman.

June 23d.—Harry Giles, back and right arm injured getting on, Bordentown, N. J. W. A. Richart, conductor; Charles Downs, engineman.

July 3d.—William Newbecker, finger of left hand crushed getting on, Camden, N. J. F. P. Sewell, conductor; —— Rogers, engineman.

July 25th.—Jeremiah Palmer, hand bruised getting off, Bordentown, N. J. F. H. Jones, conductor; W. Riley, engineman.

July 26th.—Mrs. Abbie Jones, hand injured getting off, Camden, N. J. Frank H. Dey, conductor; W. C. Lewis, engineman.

August 28th.—Rev. R. Y. F. Pierce, both thighs and left arm injured getting on at Sea Side Park. J. H. Duncan, conductor; E. S. Gulick, engineman.

September 28th.—J. M. Chamberlain, left side bruised and eye cut getting on, Jamesburg. C. Hinchman, conductor; C. H. Smith, engineman.

October 11th.—Mrs. M. C. Hunt, head injured getting off, Camden, N. J. G. D. Moore, conductor; W. Barber, engineman.

November 7th.—Charles Martin, right foot and left ankle injured getting on, Pavonia. A. J. Steinmetz, conductor; W. Stratton, engineman.

December 2d.—S. Carmody, right hip and left leg injured getting off, Newtown, N. J. W. W. Gaskill, conductor; J. Wortz, engineman.

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December 28th.—Joseph Stack, right foot injured getting on, West Palmyra, N. J. H. M. Fritzinger, conductor; F. Goff, engineman.

Persons Killed or Injured by Other Causes.

January 9th.—Lillie Rose, knee bruised by falling crossing tracks at Riverside, N. J.

January 17th.—Chas. H. Camp, left shoulder and leg bruised by fall at Burlington, N. J.

January 25th.—M. C. Boyer, arm injured by fall at station, Riverton, N. J.

January 30th, G. L. Hewitt, face bruised by fall at station, Bordentown, N. J.

February 9th.—Joe. Dursky, Mike Novosky, John Shultz, injured by coal reloader, South Amboy.

March 30th.—John McCreary, head injured by lumber shifting in car at Camden, N. J.

May 4th.—Joseph Henderson, injured inwardly by fall at Asbury Park, N. J.

April 22d.—H. P. Shedaker, Wm. E. Price, John R. French, injured in collision, G. W. Slimm, conductor; W. G. Applegate, engineman.

June 14th.—Wm. Litchwark, head hurt striking seat in coach at Bordentown, N. J. W. H. Carr, conductor; F. C. Stults, engineman.

June 23d.—Mrs. Annie Moran, right side and arm bruised by baggage truck, Camden, N. J.

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June 27th.—Miss Flora Abbott, arm and head bruised by fall at Camden, N. J.

July 6th.—Wm. Edwards, head cut by fall at station, Camden, N. J.

July 6th.—Mrs. Lottie Donaghy, hand bruised by fall at Toms River, N. J.

July 8th.—Harry Farner, arm bruised by mail crane, Merchantville, N. J.

July 11th.—Mrs. Sarah A. Van Pelt, left arm cut by fall at Dayton, N. J.

July 15th.—Miss Clara Lehman, finger hurt by car window at Camden, N. J. A. G. Clement, conductor; —— Cross, engineman.

July 17th.—Miss Myrtle R. Snyder, finger of right hand hurt by car window. C. Hinchman, conductor; G. E. Morris, engineman.

August 8th.—Chas. H. Haentze, fracture of forefinger by car window at Camden, N. J. Geo. Alexander, conductor; C. Armstrong, engineman.

August 10th.—Miss Frances Quinlan, right hand injured by car window at Camden, N. J.

August 22d.—Jos. L. McGovern, body injured unloading ice at Beverly, N. J.

August 24th.—Mrs. E. M. Piatt, knees bruised in collision at Bordentown, N. J. H. M. Vannest, conductor; W. Bowe, engineman.

September 2d.—Mrs. M. W. Abbott, body and head bruised by fall at Camden, N. J.

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September 5th.—Frank Marhar, left hand hurt by car window at Island Height, N. J. H. G. Van Marter, conductor; G. R. Willitts, engineman.

October 6th.—Mrs. F. C. Ripley, right shoulder, arm, side and hip injured by fall at station, Camden N. J.

October 16th.—Edward Dilatusch, body bruised by fall in car at Newtown, N. J. E. L. Applegate, conductor; A. Savidge, engineman.

October 19th.—George K. Fogarty, killed, by fall from safety gate at Beverly, N. J.

October 26th.—W. H. Swindell, both knees cut and left hand bruised by fall at Camden.

October 30th.—Mrs. Julia Hoctor, ankle broken and face cut at E. Burlington.

December 23d.—Thos. J. Gilmore, Sr., head bruised by fall at Camden.

Employes Killed or Injured Coupling or Handling Cars.

January 12th.—P. J. Farrel, freight yard brakeman, shoulder bruised, Camden, N. J. W. Patterson, conductor; W. Birch, engineman.

February 2d.—Harry Blake, freight brakeman, killed, Bordentown, N. J. L. Hansel, conductor; R. K. Reynolds, engineman.

February 8th.—Owen A. McGeehan, freight brakeman, arm hurt, Old Bridge, N. J., Geo. Johnson, conductor; W. Everitt, engineman.

February 23d.—Albert E. Dietz, freight brakeman, right foot injured, Old Bridge, N. J. B. F. Hinkle, conductor; G. E. Kline, engineman.

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April 6th.—E. F. Roberts, freight brakeman, right thumb injured at Lewistown, N. J. C. T. Trout, conductor; W. Riley, engineman.

April 20th.—Jacob G. Hoffman, pipe fitter, wrist sprained at Camden, N. J., uncoupling cars.

April 24th.—Wm. P. Dey, freight brakeman, right hand injured at Asbury Park, N. J. J. Snedeker, conductor; W. H. Tilton, engineman.

April 29th.—F. J. McCluskey, feight brakeman, left hand bruised, Riverside, N. J. R. R. West, conductor; F. Goff, engineman.

May 2d.—C. T. Trout, freight conductor, head hurt at Delanco; D. Gleason, freight brakeman, body hurt, at Delanco. C. T. Trout, conductor; W. C. Everitt, engineman.

May 11th.—W. R. Richart, freight conductor, ankle sprained at Pavonia, N. J. W. R. Richart, conductor; R. Reynolds, engineman.

May 17th.—Jacob Hensberger, freight conductor, right foot injured at South Amboy. J. Hensberger, conductor; J. McGuire, engineman.

May 22d.—Joseph Doyle, freight conductor, back injured at Birmingham, N. J. E. A. Jemison, conductor; E. Trout, engineman.

May 25th.—Albert Furth, freight brakeman, body injured at Bordentown, N. J. J. W. Newell, conductor; A. Fennimore, engineman.

June 17th.—Chas. F. Dill, freight conductor, left leg hurt at Florence, N. J. C. F. Dill, conductor; Ed. Clymer, engineman.

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June 30th.—Richard Hart, freight brakeman, chest and left shoulder bruised, at Smithville, N. J. E. A. Jemison, conductor; W. Reynolds, engineman.

July 6th.—Elmer Middleton, freight flagman, body hurt at Morris, N. J. A. S. Curlis, conductor; W. Everham, engineman.

July 7th.—Geo. D. Strain, yard brakeman, body injured at Camden, N. J. L. R. Corson, conductor; R. Gaunt, engineman.

July 10th.—W. O. Bessey, freight yard brakeman, right hand hurt at Camden, N. J. G. H. Waters, conductor; J. Parsons, engineer.

July 15th.—J. J. Bleakley, freight yard brakeman, right leg injured at Camden, N. J. G. H. Waters, conductor; J. Parsons, engineer.

July 17th.—Frank Wysocki, topman, back sprained, South Amboy, N. J. Running cars.

July 21st.—E. H. Stobecker, freight brakeman, back and arm bruised, near Spotswood. Chas. R. Stewart, conductor; J. B. Watts, engineer.

August 2d.—Sidney Lowe, freight brakeman, right foot hurt at Asbury Park, N. J. J. Snedeker, conductor; J. Doory, engineer.

August 10th.—Wm. Elberson, freight brakeman, left hand hurt at Camden, N. J. F. O. Bacon, conductor; D. Bunting, engineer.

August 11th.—A. Furth, freight brakeman, arm, body and head injured at Riverton. Jos. A. Shinn, conductor; W. Lawson, engineer.

August 30th.—K. Pocebot, topman, body squeezed at South Amboy, running cars.

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September 8th.—P. G. Hayes, fireman, right ankle crushed at Howell, N. J. E. Patten, conductor; J. Doory, engineer.

September 16th.—John Abbott, freight flagman, body and hip hurt at Monmouth Junction. J. M. Hampton, conductor; R. F. Clayton, engineer.

September 23d.—W. H. Lewis, freight yard brakeman, right side and chest bruised at Pavonia. W. J. Thompson, conductor; J. Ireton, engineer.

September 29th.—P. S. Torbert, freight brakeman, head hurt near Jamesburg, N. J. J. Fidler, conductor; W. Bailey, engineer.

September 30th.—R. C. Stewart, fireman, head hurt at Monmouth Junction, N. J. J. T. Owens, conductor; J. Conrad, engineer.

October 5th.—Arthur E. Jones, fireman, killed at Camden, N. J. Ed. Severns, conductor; B. W. Steelman, engineer.

October 10th.—W. R. Trout, freight conductor, left hand bruised at Kinkora, N. J. W. R. Trout, conductor; G. Schuyler, engineer.

October 27th.—Thos. J. Kennedy, freight conductor, right side sprained at South Amboy. T. J. Kennedy, conductor; Jos. Martin, engineer.

Nov. 25th.—C. R. Stockton, freight brakeman, left leg injured at Jamesburg, N. J. H. S. Mount, conductor; W. Savidge, engineer.

November 27th.—J. J. Dawson, freight yard brakeman, leg, body and head injured at Camden. W. Hennessey, conductor; J. Robbins, engineer.

November 28th.—John Holton, freight brakeman, back and hip bruised at South Amboy. Running cars.

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December 1st.—W. H. Holland, freight yard brakeman, right leg sprained at Pavonia, N. J. W. S. Ross, conductor; E. Starkey, engineer.

December 5th.—E. Lapp, frieght yard brakeman, right hand injured at West Palmyra, N. J. R. R. West, conductor; F. Goff, engineer.

December 6th.—J. W. Boice, freight conductor, killed at South Amboy. J. W. Boice, conductor; W. M. Downs, engineer.

December 30th.—W. C. Todd, freight yard brakeman, right hand injured at Camden. D. Ryan, conductor; P. Wilson, engineer.

Employes Killed or Injured by Other Causes.

January 3d.—Stanislaw Zeranski, topman, foot hurt handling tools, South Amboy, N. J.

January 4th.—Clarence Wright, foreman F. G., foot hurt by crowbar at Burlington, N. J.

January 6th.—Irving Crispin, engine cleaner, thumb cut cleaning engine at Camden, N. J.

January 11th.—Kasinierz Gunski, topman, thumb cut by fall on pier at South Amboy, N. J.

January 14th.—Patrick J. Keays, freight brakeman, hand sprained by fall at South Amboy, N. J.

January 14th.—John Quinlan, topman, shoulder bruised carrying machinery at South Amboy, N. J.

January 17th.—Whitall Monroe, carpenter, foot punctured by nail at Camden, N. J.

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January 20th.—John Ratigan, track laborer, toe hurt by tie at Camden, N. J.

January 23d.—F. V. Reynolds, engine cleaner, eye cut by glass at Camden, N. J.

January 24th.—Jan. Golda, laborer, arm bruised by fall at Dayton, N. J.

January 27th.—A. J. Downs, engineman, head and leg hurt by fall at Mount Holly, N. J.

January 27th.—Alfred Taylor, laborer, ankle sprained by misstep at Camden, N. J.

January 28th.—Walter Atkinson, floatman, thigh fractured handling tow line at Camden, N. J.

January 28th.—Raffaile Mignacca, laborer, cheek bone fractured, chest squeezed by engine, Camden, N. J.

January 30th.—Thos. Prosukeski, topman, right leg bruised by lump of coal at South Amboy, N. J.

February 1st.—Frank S. Ralston, tug engineer, right arm bruised by lever at Camden, N. J.

February 1st.—Geo. W. Haines, laborer, right foot injured by casting at Camden, N. J.

February 2d.—Karal Wawiernia, topman, finger of right hand crushed handling coal, South Amboy, N. J.

February 7th.—Frank R. Buckelew, freight car repairman, nose cut getting off car at Camden.

February 8th.—Geo. J. Carney, machine shop helper, left ankle bruised handling material, Camden, N. J.

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February 10th.—Thos. B. White, freight brakeman, wrist sprained by fall, Jamesburg, N. J.

February 11th.—Elwood Riggs, freight brakeman, knee sprained getting on engine at Howell, N. J.

February 11th.—Guiseppe Giordana, track laborer, handling material at Camden, N. J.

February 12th.—Wm. Mills, freight brakeman, right knee sprained handling freight at Browns Mills, N. J.

February 13th.—F. A. Richter, freight flagman, fracture of collar bone by obstruction, Florence. E. Dock, Conductor; Chas. Downs, engineman.

February 13th.—Franciszek Stukowsky, topman, finger of right hand mashed handling tools at South Amboy, N. J.

February 14th.—J. D. Mullane, freight conductor, face cut by fall at South Amboy, N. J.

February 15th.—Arthur Williams, machine hand, right hand cut handling machinery, Camden, N. J.

February 15th.—Thomas Adams, car builder, thumb cut handling tools at Camden, N. J.

February 16th.—Franklin P. Tilton, carpenter, leg cut, struck by car at Camden, N. J.

February 16th.—Samuel F. Cubberly, laborer, side hurt by fall at Hightstown, N. J.

February 17th.—Nikodem Bombolis, topman, hand injured by lump of coal at South Amboy, N. J.

February 18th.—Alexander Tadusick, topman, right hand bruised handling tools, South Amboy, N. J.

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February 19th.—James Tyrell, Jr., track laborer, finger of right hand cut handling material, Fish House, N. J.

February 19th.—Albert Moorehouse, tug boat Pilot, hand bruised by wheel, Camden, N. J.

February 20th.—Martin Wisnierski, topman, head hurt handling coal at South Amboy, N. J.

February 20th.—Bronislaw Mylewsky, topman, head cut handling tools, South Amboy, N. J.

February 21st.—Michael Machunskie, topman, toe mashed handling timber, South Amboy, N. J.

February 21st.—W. W. Conner, freight brakeman, left ankle bruised against switch, Freehold, N. J.

February 23d.—George L. Scheidt, polisher, left hand cut handling tools, Camden, N. J.

February 23d.—W. H. H. Dey, Jr., sawyer, both legs hurt handling timber, South Amboy, N. J.

February 24th.—Giovannibattista Mercantina, track laborer, finger of left hand fractured handling ties at Bordentown, N. J.

February 24th.—B. J. Manion, agent, killed, struck by train at Asbury Park, N. J. E. Patton, conductor; W. Tilton, engineman.

March 2d.—Boleslaw Adaszkiewich, topman, side bruised handling tools, South Amboy, N. J.

March 7th.—Frank Guerin, freight brakeman, left ankle wrenched by misstep, South Amboy, N. J.

March 7th.—E. Coughlin, freight brakeman, foot punctured by nail, Riverside, N. J.

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March 8th.—E. A. Lewellyn, freight brakeman, right leg and hip injured by fall, Pavonia, N. J.

March 8th.—Michael Sawiel, topman, toe mashed by bar at South Amboy, N. J.

March 11th.—Alexander Wilson, laborer, finger fractured by coal tub, Camden, N. J.

March 11th.—Guy Chamberlain, laborer, instep of left foot bruised by steel plate, Camden, N. J.

March 15th.—Marcus S. Snedeker, freight flagman, hand bruised by door, Monmouth Junction, N. J.

March 17th.—A. B. Asson, Pilot, body squeezed by tug at Camden, N. J.

March 18th.—Adolph Linden, topman, left foot injured by wrench, South Amboy, N. J.

March 18th.—Edward Gallagher, machinist, left foot cut off, run over by engine, South Amboy.

March 24th.—Ernst Speicker, freight flagman, body bruised by fall at South Amboy, N. J.

March 27th.—Edward Claypoole, passenger brakeman, finger of left hand bruised by door, Maple Shade, N. J.

March 30th.—Charles Bennett, carpenter, head injured, struck by engine, Camden, N. J.

March 31st.—Frank Sowlkosky, topman, head cut by lump of coal, South Amboy, N. J.

April 1st.—Stanislaw Lewandoski, topman, left ankle and shin bruised by piece of coal, South Amboy, N. J.

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April 1st.—Prior Dougherty, track laborer, left foot punctured by pick, Bordentown, N. J.

April 3d.—Wojciech Mordrzejeszki, topman, head injured by lump of coal, South Amboy, N. J.

April 4th.—A. J. Steinmetz, freight conductor, right shoulder and arm bruised by fall, Bordentown, N. J.

April 7th.—Adam Zeranski, topman, left hand injured by bar, South Amboy, N. J.

April 7th.—Luizi Battista, track laborer, right foot crushed by wheel of hand-car at Bordentown, N. J.

April 8th.—Victor Todeusiak, topman, large toe of right foot mashed handling tools, South Amboy, N. J.

April 8th.—George J. Cooney, machine-shop helper, right hand and arm bruised handling tools at Pavonia Shops.

April 10th.—W. A. Pittman, freight yard conductor, right hip bruised against car at Camden, N. J.

April 11th.—Wm. Bessey, freight brakeman, back injured by fall at Camden, N. J.

April 11th.—Jacob Molzen, carpenter, left hand injured handling tools at South Amboy, N. J.

April 14th.—Guy Chamberlain, laborer, finger right hand mashed handling material, Camden, N. J.

April 21st.—Frederick Ill, car cleaner, foot injured by nail at Camden, N. J.

April 24th.—John L. McEwen, track laborer, right foot slightly bruised by lumber, Camden, N. J.

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April 28th.—C. Mastin, lineman, left foot cut handling tools, Yardville, N. J.

April 30th.—Edwin Williams, machinist, left foot injured handling tools, South Amboy, N. J.

May 1st.—R. M. Lamb, laborer, side injured by fall from hand-car, Mt. Holly, N. J.

May 2d.—Anton Zalewski, topman, left foot injured handling tools, South Amboy, N. J.

May 3d.—U. G. Dean, freight car repairman, back wrenched lifting jack, Pavonia shops.

May 4th.—Michael Sawiel, topman, finger of right hand injured handling tools, South Amboy.

May 13th.—Jan. Lata, topman, body bruised by fall at South Amboy, N. J.

May 21st.—John H. Berwick, machinist, right shoulder and arm bruised by fall, Camden, N. J.

May 21st.—Adam Soudoskie, topman, finger slightly cut by bolt, South Amboy, N. J.

May 23d.—H. F. Pierson, topman, right foot injured handling tools, South Amboy, N. J.

May 23d.—Victor Todeusiak, topman, left side bruised by fall at South Amboy, N. J.

May 28th.—C. H. G. Stiles, yard helper, back sprained throwing switch at Camden, N. J.

May 29th.—Joself Wojtkokowisk, topman, hand slightly injured by fall at South Amboy, N. J.

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May 29th.—Michael Cleary, gang foreman, hip bruised handling tools, South Amboy, N. J.

May 31st.—C. McCoy, freight brakeman, face injured by switch at Kinkora, N. J.

June 13th.—J. W. Davis, freight brakeman, side and back injured by overhead bridge at Bordentown, N. J.

June 17th.—H. N. Phillips, truck builder, left leg bruised handling tools, Pavonia Shops.

June 17th.—Jacob Sulvinski, topman, little finger of left hand mashed handling tools, South Amboy, N. J.

June 20th.—Harry McElhaney, machine shop helper, left shoulder bruised handling tools, Pavonia Shops.

June 24th.—Chas. Cox, fireman, head and back injured, struck by engine at Cranbury, N. J.

June 25th.—Agostino Mecco, track laborer, finger bruised handling material, Morris, N. J.

June 26th.—W. A. Bloom, ship carpenter, head hurt by fall at South Amboy, N. J.

June 27th.—W. O. Bessey, freight yard brakeman, large toe on right foot mashed handling material at Camden, N. J.

June 28th.—P. W. Shemele, freight yard conductor, both knees injured by plank from engine, Pavonia, N. J.

June 28th.—Francesco Di Lorenzo, track laborer, finger mashed handling timber, Camden, N. J.

June 30th.—Francizrek Swinicki, topman, hand injured handling tools, South Amboy, N. J.

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July 4th.—Warren Maxwell, deckhand, left arm sprained by fall at Camden, N. J.

July 4th.—James Manion, topman, right hand bruised by lump of coal, South Amboy, N. J.

July 6th.—Antonio Villeccio, Jr., track laborer, hand bruised handling tools at Edgewater Park, N. J.

July 6th.—Liberto Leone, laborer, left foot bruised by lump of coal, Camden, N. J.

July 10th.—David McDowell, boiler maker's helper, little finger of left hand crushed handling tools at Pavonia shops.

July 10th.—Chas. Shemeley, boiler maker's helper, right hand injured handling tools, Pavonia shops.

July 10th.—Wm. Griffith, track laborer, shoulder hurt by fall from hand car at Whitings, N. J.

July 12th.—Frank Leonard, trimmer, leg hurt by lump of coal, South Amboy, N. J.

July 13th.—Frank Kaspreiski, topman, right side injured handling tools, South Amboy, N. J.

July 16th.—Daniel Lynch, laborer, finger right hand crushed handling tools, Camden, N. J.

July 15th.—John Levy, topman, left side bruised, struck by cars at South Amboy, N. J.

July 22d.—S. G. Applegate, freight brakeman, head hurt by overhead bridge near Newtown, N. J. J. T. Reed, conductor; B. W. Steelman, Engineer.

July 26th.—Morris Odell, fireman, head slightly hurt, struck by engine at Camden, N. J.

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July 27th.—J. F. Sullivan, freight brakeman, right foot bruised by car door, Morris Junction.

July 28th.—John B. French, assistant weighmaster, ankle sprained by misstep, South Amboy, N. J.

July 27th.—J. Harry Meredith, blacksmith helper, hand cut handling tools, Pavonia shops.

August 2d.—Harry Ribecchi, laborer, right arm and side scalded at Camden, N. J.

August 4th.—Joseph Todeusick, topman, foot bruised handling tools, South Amboy, N. J.

August 4th.—John Kleinfelder, car inspector, body hurt handling tools, Camden, N. J.

August 5th.—S. Kaklinski, topman, foot injured handling tools, South Amboy, N. J.

August 7th.—R. S. Karr, laborer, right hand injured by fall at Old Bridge, N. J.

August 14th.—John Z. Britton, mason, left foot punctured by nail, Bordentown, N. J.

August 19th.—Jan Smolinski, topman, left leg bruised by lump of coal, South Amboy, N. J.

August 22d.—John H. McDermott, freight conductor, back injured by fall at Delanco, N. J.

August 23d.—George Jostling, laborer, foot bruised handling freight, Camden, N. J.

August 24th.—A. A. Dickinson, car repairman, right eye injured handling material, Pavonia.

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August 25th.—E. K. Scribner, machinist, left leg cut handling machinery at Pavonia.

August 26th.—C. M. Dyer, laborer, killed, struck by cars at Camden, N. J.

August 26th.—F. Kiwecinski, trimmer, left foot bruised by piece of coal, South Amboy, N. J.

August 26th.—Harry Newell, carpenter, right foot injured by piece of timber, Cranbury, N. J.

August 28th.—R. G. Downs, laborer, foot spraining handling material, Pavonia, N. J.

August 30th.—M. T. Grogan, blacksmith helper, thumb of right hand crushed handling material, Pavonia, N. J.

August 30th.—A. Subzda, topman, arm skinned, struck by cars, South Amboy, N. J.

August 31st.—C. Maratea, track laborer, leg cut by adze, Riverton, N. J.

September 4th.—F. L. Hughes, freight brakeman, right arm hurt by iron pipe at Bordentown, N. J.

September 6th.—J. T. Collins, machinist, right foot bruised handling material, Pavonia, N. J.

September 7th.—R. Linke, car repairman, left arm mashed handling tools, Old Bridge, N. J.

September 10th.—John Barrett, laborer, right hand hurt by car door, Camden, N. J.

September 11th.—Wm. Cresham, laborer, body bruised by lumber at Camden, N. J.

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September 13th.—E. L. Staples, laborer, right hand sprained by fall at Camden, N. J.

September 13th.—Chas. Jackel, machine shop hand, right hand cut handling tools, Pavonia, N. J.

September 14th.—I. D. Bennett, laborer, body bruised handling machiney at Camden, N. J.

September 12th.—M. Schlidwein, Jr., laborer, foot hurt handling freight, Camden, N. J.

September 18th.—A. S. Dill, topman, foot bruised by piece of iron, South Amboy, N. J.

September 19th.—Jan Napiurnowski, topman, left arm bruised handling bar, South Amboy, N. J.

September 21st.—J. O'Brien, trimmer, head cut handling tools at South Amboy, N. J.

September 22d.—Chas. S. Deets, laborer, back hurt handling material at Mt. Holly, N. J.

September 25th.—W. O. Rubright, freight car repairman, hurt inwardly handling tools, Pavonia shop.

September 26th.—F. Milowski, topman, body hurt, striking cars at South Amboy, N. J.

September 26th.—W. H. Elberson, freight yard brakeman, eye injured by cinder, Camden, N. J.

September 28th.—B. T. Lambertson, machinist, hand cut handling tools, South Amboy, N. J.

September 29th.—E. Riggs, freight brakeman, hand hurt handling freight, Jamesburg, N. J.

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October 4th.—S. Lewandoski, left leg fractured by fall at South Amboy, N. J.

October 4th.—Geo. S. Ford, carpenter, left foot injured handling tools at Columbus.

October 5th.—W. Liming, fireman, face injured by scoop, Florence, N. J.

October 5th.—Jan Perojinski, topman, back sprained handling tools, South Amboy, N. J.

October 5th.—W. Laverty, machine shop helper, thumb crushed handling machinery, Pavonia.

October 5th.—W. R. Bell, freight brakeman, leg and back bruised handling freight at Beverly.

October 6th.—Geo. A. Schwoebel, carpenter, right side injured handling timber, Columbus.

October 9th.—Andrew Krolisk, topman, back sprained handling tools, South Amboy, N. J.

October 12th.—Ed. F. Stelle, freight brakeman, left leg sprained by fall at South Amboy, N. J.

October 13th.—F. Deirk, topman, leg hurt by piece of coal at South Amboy, N. J.

October 16th.—F. O. Bacon, freight brakeman, right foot sprained throwing switch, Camden, N. J.

October 17th.—J. Von Dusky, laborer, back bruised by fall at South Amboy, N. J.

October 17th.—M. S. Kirby, captain of wharf, right foot injured by rope, South Amboy.

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October 24th.—Elmer C. Applegate, laborer, right foot injured handling lumber, South Amboy, N. J.

October 25th.—Peter Hussey, topman, ankle sprained by wrench at South Amboy, N. J.

October 25th.—A. Chessmar, Sr., trimmer, right hand bruised by lump of coal, South Amboy, N. J.

October 30th.—G. H. Waters, freight brakeman, left foot injured by fall at Camden, N. J.

November 1st.—John McCarthy, Sr., topman, right arm fractured by fall at South Amboy, N. J.

November 6th.—Arthur Jennings, fireman, back and side bruised by fall, Monmouth Junction, N. J.

November 10th.—Peter Pfeffer, freight car repairman, leg cut handling tools, Pavonia, N. J.

November 11th.—J. P. Hughes, machinist, left hand injured handling material, Camden, N. J.

November 13th.—J. F. Boulden, tinsmith, leg and arm bruised by fall, Pavonia, N. J.

November 15th.—M. Kelly, laborer, finger right hand injured handling ties, Kinkora, N. J.

November 16th.—W. Wiegand, car inspector, left leg crushed, run over by car, Camden, N. J.

November 18th.—A. Seaman, switchman, right ankle sprained by fall at South Amboy, N. J.

November 23d.—Michael Dalton, laborer, right hand bruised handling freight, Camden, N. J.

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November 24th.—F. Stukowsky, topman, back and arm bruised by car, South Amboy, N. J.

December 5th.—E. H. Wright, carpenter, both ankles and back sprained by fall at Delanco, N. J.

December 8th.—Martin Carroll, topman, left foot bruised handling tools, South Amboy, N. J.

December 13th.—D. Gleason, freight brakeman, right hand injured by draw head, Mt. Holly, N. J.

December 13th.—H. J. Sutton, machine shop helper, right hand injured by fall at Pavonia, N. J.

December 17th.—H. McQuigg, car cleaner, left knee sprained by fall at Camden, N. J.

December 15th.—L. E. Jacobs, carpenter, left side injured handling tools, South Amboy, N. J.

December 22d.—H. Furth, freight brakeman, left shoulder injured handling freight at Florence, N. J.

November 25th.—F. J. Schuck, turn-table operator, left hand injured by cog-wheel, Camden, N. J.

December 27th.—W. R. Richart, freight brakeman, left hand injured handling crane at White Hill, N. J.

No conductor or engineman has been discharged on account of any of the above accidents.

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VINCENTOWN BRANCH OF BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vincentown Branch of Burlington County Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in,	$25,000 00
Bonded debt,	15,000 00
Floating debt—None.	
Cost of road and equipments,	$40 000 00

The road extends from Ewansville, N. J., to Vincentown, N. J., a distance of 2.76 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroan Company at an annual rental of six per cent. on the $15,000.00. Capital stock held by individuals, interest on funded debt of $15,000.00, assumed and paid by Pennsylvania Railroad Company at maturity and taxes.

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

State of Pennsylvania, Philadelphia county, *ss.*—John P. Green, being duly sworn, on his oath says that he is President of the Vincentown Branch of the Burlington County Railroad Com-

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pany, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN P. GREEN.

Sworn and subscribed before me this thirtieth day of January, A. D. 1906.

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

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$1,571 81
Income from freight,	2,235 62
Income from other sources,	759 80
Total,	$4,567 23
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	6,173 48

Dividends paid during the year 1905, and how paid—Two dividends of 3 per cent. each on $15,000 stock, payable in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

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VINELAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in, ... $600,000 00

The road extends from Atsion to Bayside, a distance of 46.82 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, City and County of New York, *ss.*—Robert W. De Forest, being duly sworn, on his oath says, that he is Vice-President of the Vineland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this twentieth day of February, A. D. 1906.

[L. S.]

EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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THE WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	2,652 93
Cost of road and equipments,	$3,196,652 93

The road extends from New Hampton Junction to Delaware River, a distance of 18.82 miles.

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

State of New York, New York County, *ss.*—B. D. Caldwell, being duly sworn, on his oath says, that he is Vice-President of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

B. D. CALDWELL, *Vice-President.*

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Sworn and subscribed before me this fifth day of February, A. D. 1906.

LUDWIG R. MILLER,

[L. S.] *A Foreign Commissioner of Deeds for the State of New Jersey, Residing in the State of New York.*

Dividends paid during the year 1905, and how paid—$126,000 directly to stockholders by lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

February 22d, 1905.—J. F. Dolphin, brakeman, slipped on ice, dislocation of shoulder, Delaware.

February 24th, Stephen Toth, trespasser, struck and killed, Oxford Furnace.

November 21st.—Charles Gerry, laborer, struck by train, laceration of scalp, ankle sprained, Oxford Tunnel.

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WEST END RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in, ... $43,700 00

The road extends from East Long Branch to West End, a distance of 1.36 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and for the further information required by law is furnished by that company.

State of New York, city and county of New York, *ss.*—Robert W. DeForest, being duly sworn, on his oath says that he is Vice-President of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this twentieth day of February, A. D. 1906.

EDWARD W. CONOVER,
[L. S.] *Foreign Commissioner of Deeds*
For New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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WEST JERSEY AND SEASHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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 Seashore Railroad Company presents the followng report for the year ending December 31st, 1905:

Capital stock paid in,	$6,320,050 00
Bonded debt,	5,961,800 00

Floating debt—None.

Cost of road and equipments, $12,016,868 35

Dividends paid during the year 1905, and how paid—one of two and one-half per cent. and one of three per cent. on common capital stock and two of three per cent. each on special guaranteed stock, all paid in cash.

The road extends from

	Miles.
Camden, south of Haddon avenue station, to Cape May, New Jersey,	80.84
Woodbury to Penns Grove, New Jersey,	19.99
Woodbury to Salem, New Jersey,	28.39
Riddleton Junction to Elmer,	10.38
Alloway Junction to Quinton,	4.22
917 feet north of station, Salem, New Jersey, to 1,580 feet south of Broadway, Salem, New Jersey,	1.27
Glassboro to Bridgeton,	19.68
Main street, north of old passenger station, to Pearl and Lemon streets, Bridgeton,	1.67
Newfield to junction with Atlantic City Division, near Atlantic City,	32.60

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	Miles.
Pleasantville to Somers Point,	7.14
Manumuskin to Maurice River, opposite Port Norris,	9.76
Sea Isle Junction to Second street pier, Ocean City, New Jersey,	16.47
Sea Isle City to Stone Harbor,	9.14
Anglesea Junction to Holly Beach,	7.24
Camden, Cooper's Point, to Atlantic City,	58.73
Haddonfield to Medford,	11.95
Junction at Drawbridge, Atlantic City, to junction with Atlantic avenue branch, south of Providence avenue,	1.23
Atlantic City, Absecon Inlet, to 158 feet north of Albany avenue, Atlantic City,	3.04
Junction, 158 feet north of Albany avenue, Atlantic City, to Longport, New Jersey,	5.49
A total distance of	329.23

RECEIPTS AND EXPENSES FOR 1905.

Income from passengers,	$2,902,271 60
Income from freight,	1,270,153 00
Income from other sources,	391,764 11
Total,	$4,564,188 71
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$3,300,706 39

P. O. address of above company—Broad Street Station, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—John P. Green, being duly sworn, on his oath says that he is First Vice-President of the West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1905 are correct and true, to the best of his knowledge and belief.

JOHN P. GREEN.

Sworn and subscribed before me this thirtieth day of January, A. D. 1906.

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

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ACCIDENTS.

January 7th, 1905.—Michael Coleman, struck and killed by shifting engine at Cooper's Point, Camden, N. J.

January 17th.—Paul T. Bennett, a brakeman, run over and seriously injured by freight cars at Woodbury.

January 24th.—Edward McDowell, struck and instantly killed by train No. 628 at Linderwold.

February 1st.—Elsie Baylor, a minor, struck and instantly killed by train No. 17, while trespassing on tracks at North Woodbury.

February 2d.—Unknown man, found dead along side tracks at North Woodbury.

March 11th.—George W. Lake, struck and injured by train No. 65, while driving over tracks at Mickle street, Camden, N. J.

April 17th.—Henry Whiteside, struck and killed by train No. 60 while trespassing on tracks at May's Landing.

April 24th.—Mary E. Campbell, struck and killed by train No. 5, at Landis avenue, Vineland.

April 27th.—S. Strimple, a brakeman, injured by falling from car of train No. 839, at Gibbstown.

May 7th.—Gustave Marckle, struck and killed by train No. 640 while trespassing on tracks at Atco.

May 25th.—Piero Francesco, injured by being struck by cars being drilled, at Camden, N. J.

May 26th.—Paul Wolf, a minor, injured while stealing ride on train No. 42 near Egg Harbor.

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June 18th.—Peter Hughes, struck and seriously injured by train No. 79, while asleep on tracks, near Egg Harbor.

June 25th.—Emma A. Robb, Stella E. Miehle, Mary M. Bowden, Mary E. Arzt, George A. Berle, Elizabeth Revere, Sarah Vaughan and A. M. Bullock, fireman, injured in derailment of Extra 6017 at Sea Isle Junction.

June 30th.—Josephine Norcross, struck and killed by train No. 50 while trespassing on tracks near Mays Landing.

July 1st.—Nora Shea, struck and killed by train No. 64 at South Gloucester.

July 4th.—H. T. Strong, struck and killed by extra train 800, while trespassing on tracks near Egg Harbor.

August 4th.—Mamie Pike, struck and killed by train No. 250 while crossing tracks near Kaighn avenue, Camden, N. J.

August 17th.—Elizabeth Pine, struck and killed by train No. 492 while crossing tracks at Kirkwood.

August 23d.—William Bishop, struck and killed by train No. 76 while crossing tracks at Elmer.

August 27th.—Wm. J. Brennan, Jr., struck and killed by train No. 631 in crossing tracks at Atlantic City.

August 30th.—Sarah Boulton, struck and killed by train No. 256, at West Berlin, while crossing tracks.

August 10th.—Abraham Valentine, struck and killed by train No. 46 while driving over tracks at Kaighn avenue, Camden, N. J.

August 31st.—Otto Glassnappe and Emma L. Weyman, injured while driving over tracks at Manumuskin.

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September 5th.—C. E. Parker, fireman, struck and killed by train 296 at Waterford.

October 2d.—Stanley Morgan, struck and killed by train No. 17 at Viola avenue, Camden, N. J.

October 15th.—Unknown man, struck and killed by train No. 100 at South Camden.

October 17th.—Anna Robinson, fell from train No. 73 and injured, at Finley, N. J.

December 17th.—Deborah Smith, struck and killed by train No. 112 at Glassboro.

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WEST SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), 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, 1905:

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,000,000 00
Floating debt,	3,858,333 28
Cost of road and equipments,	$63,858,333 28

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 423.50 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds, secured by a mortgage not to exceed fifty million dollars.

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

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN.

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Sworn and subscribed before me this seventh day of March, A. D. 1906.

DE WITT H. HOUSE,
Notary Public in and for New York County, N. Y.
Certificate Filed in Westchester Co.

RECEIPTS AND EXPENSES FOR 1905.

See affidavit below.

Dividends paid during the year 1905, and how paid—None.

P. O. Address of this company—Grand Central Station, New York City.

State of New York, County of New York, *ss.*—R. A. White, auditor of the New York Central and Hudson River Railroad 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 ended December 31st, 1905, is correct and true, to the best of his knowledge and belief.

R. A. WHITE.

Sworn and subscribed before me this seventh day of March, 1906.

DE WITT H. HOUSE,
Notary Public in and for New York County, N. Y.
Certificate Filed in Notary Public.

ACCIDENTS.

January 7th, 1905.—A. Hunniken, brakeman, at Weehawken, yard No. 255; engineer, Griffin. While going down ladder he missed his hold and fell to the ground, badly bruising right heel.

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January 8th.—C. Dueben, brakeman, at Weehawken, train No. 48; conductor, Stilwell Joy; engineer, Coonan. Tripped over signal wires while attempting to board train. Hand and leg bruised.

January 9th.—Casimo Cerce, non-employe, at Granton, train No. 63, engine No. 971; conductor, O. M. Underwood, engineer, Madden. Walking on track, paid no attention to whistle and was struck by engine. Arm broken.

January 11th.—Frank Massic, car cleaner, at Weehawken; engineer, Griffin. Standing on steps of coach polishing hand rails. When cars came against car which he was standing on he was thrown against vestibule and his left leg was badly bruised.

January 19th.—J. Brennan, brakeman, at Weehawken, yard engine No. 1611; conductor, Glavin; engineer, Flood. Car on which he was riding came against other cars and he was thrown against the brake wheel. Chest badly injured.

January 20th.—C. F. Weber, brakeman, at Weehawken, yard engine No. 311; conductor, Glavin; engineer, Flood. While climbing down from car he missed his hold on grab iron and fell to the ground. Back badly injured.

January 23d.—B. J. Walsh, conductor, yard No. 1831; engineer, Grimm. While giving engine water, spout suddenly fell, and his foot was caught between spout and rod, throwing him backward, badly spraining his right ankle.

January 25th.—George Timms, brakeman, at Weehawken yard, No. 342; conductor, Shea; engineer, Mink. Fell into hole filled with snow, causing him to fall on rail. Right knee cap badly injured, badly injured in groin.

January 27th.—Charles Schultz, conductor, at Weehawken yard, No. 131; engineer, Barker. While attempting to board car his foot stuck in snow and he fell on track, badly injuring right leg.

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February 10th.—Charles Brown, conductor, at Weehawken yard, No. 2227; engineer, Colbourne. While riding on stirrup of box car his foot came in contact with pair of wheels which stood too close to track and his both feet were badly squeezed.

February 11th.—John Lahieve, brakeman, at Weehawken yard, No. 1584; conductor Halligan; engineer, Boyd. Riding car in on ash pit track, car came in contact with engine No. 342, which was standing on ash pit, throwing him against pilot. Forehead badly cut.

February 24th.—Frank Sperduti, laborer, at Weehawken yard, No. 342; conductor, George Timms; engineer, Mink. While crossing track was struck and run over. Killed.

February 23d.—E. J. Kelly and William H. Hoddinott, brakemen, at Tappan, extra No. 1587; conductor, W. J. Weyant; engineer, Enright. Crown sheet of engine dropped out, and they were standing in passageway of engine, and the flames shot out of fire box, badly burning them.

March 6th.—Helene Rademan, passenger, at Ridgefield Park, train No. 15, engine No. 561; conductor, John Howley; engineer, Johnson. Door of coach slammed shut, catching her hand, badly cutting three fingers of left hand.

March 7th.—Fred Nangle, brakeman, at West Englewood, extra No. 1501; conductor, Hannah; engineer, Stein. Engine broke away from lead car, causing slack to run out, and he was thrown against grab iron, badly bruising left side of face and discoloring left eye.

March 14th.—Walter Ousterhondt, fireman, at Tappan, O. & W. No. 102, engine No. 75; conductor, Doell; engineer, Puffenburger. Water bar blew out, and he was badly shaken up.

March 27th.—John Bowers, brakeman, at Weehawken yard, No. 2213; conductor, Vimms; engineer, Colbourne. His foot got caught in plate while getting out of box car, breaking left leg.

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March 30th.—Elmer E. Palen, passenger, train No. 3, engine No. 878; conductor, A. Cornelius; engineer, H. E. Pepper, Sr. Ventilator in coach which he was riding in fell and struck his left hand, badly injuring it.

March 31st.—William Shea, conductor, at Weehawken yard, No. 342; engineer, Mink. Telephone wire caught him under chin while riding on top of box car, causing him to fall to deck and badly injuring his back.

April 17th.—E. Nolan, engineer, at Little Ferry; conductor, William H. Keener; train No. 51, engine No. 878. Struck in head by portion of running board from a box car. Head bruised.

April 22d.—Edward Coney, laborer, at Weehawken, train No. 72, engine No. 1009; conductor, O. M. Underwood; engineer, Maylan. Alighted from train before it came to a stop and fell on his hands and face, badly bruising face.

May 3d.—George Adams, brakeman, at Weehawken yard, No. 368; conductor, Kelley; engineer, Milliken. Left arm caught between bumpers while making cut, and his arm was badly bruised.

May 8th.—William Slater, brakeman, at Weehawken yard, No. 390; conductor, McCue; engineer, Roach. While riding on side of car, his foot got caught in switch stand, which pulled him off car, and his right ankle and knee were sprained.

May 15th.—James Wilson, non-employe, at Granton, train No. 79; conductor, Sever. While stealing a ride, he fell under train. Right leg cut off.

May 20th.—Thomas A. Grogan, brakeman, at Weehawken yard, No. 290; conductor Schultz. While going down end ladder of box car, he slipped and fell to the ground, injuring left hip.

May 22d.—William H. Osborne, brakeman, at Weehawken, extra No. 1611; conductor, Brink. Engine parted from cars, and

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he was thrown against side of caboose. Back and shoulders bruised.

May 22d.—W. J. Gibbon, brakeman, at Weehawken, extra No. 1611; conductor, Brink. Engine parted from cars and he was thrown against side of caboose. Shoulders, hip and back bruised.

May 27th.—Mrs. S. P. Lozier, passenger, at West Englewood, train No. 63, engine No. 971; conductor, O. M. Underwood; engineer, Madden. While stepping from coach, her ankle turned under her, causing her left knee to be wrenched.

June 10th.—Fred. Wendt, air-brake inspector, at New Durham, engine No. 1650. While examining engine a lump of coal fell from tank of engine, striking him on the head. Head badly cut.

June 13th.—Daniel Murphy, yard conductor, at Weehawken yard, No. 341; conductor, Timms. Struck by engine while crossing tracks and was killed.

June 14th.—Charles O'Brien, yard brakeman, at Weehawken; conductor, J. Kelley. While trying to cut cars, his fingers were caught. Fingers on right hand slightly bruised.

June 15th.—Miss C. B. Moore, passenger, at Harrington Park, train No. 67, engine No. 762; conductor, J. M. Stewart; engineer, Eegeman. While passing out of door of coach, door slammed shut, catching the fingers of her right hand, badly bruising them.

June 28th.—James Earle, non-employe, at New Durham, pony No. 25; engineer, A. L. Milliken. While driving over crossing, horse and wagon was struck by pony. Horse killed, wagon badly damaged.

July 5th.—H. B. Goetches, passenger, between Teanack and Bogota, train No. 49; conductor, F. A. Hardenburgh; engineer, Wm. Coonan. Fastening of window which he was sitting by was

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defective and window fell down, striking his left arm, badly bruising it.

July 6th.—Thomas F. Agnew, yard brakeman, at Weehawken yard, No. 370; conductor, W. Geiser; engineer, C. Mink. Caught his foot under foot board of engine while opening knuckle, badly spraining left ankle.

July 6th.—Mrs. Carrie Eckstein, passenger, at Dumont, train No. 63, engine No. 971; conductor, G. E. Mansfield; engineer, W. Elliott. Window fell on her hand, account of defective fastenings, bruising right hand.

July 6th.—Michael Kappes, yard brakeman, at Weehawken yard, No. 131; conductor, G. Timms; engineer, F. Barker. While coupling up cars he stepped on piece of wood which had a nail in it, nail going into foot, badly injuring it.

July 6th.—Frank O'Brien, yard conductor, at Weehawken yard, No. 255; engineer, G. Clancy. While getting on a box car he missed grab iron and fell on track, badly injuring his back.

July 10th.—Timothy Zimmerman, machinist helper, at Weehawken, air-jack flew up and he was caught between a truck and top of jack, badly crushing his body.

July 13th.—Joseph Shea, non-employe, near Ridgefield Park, train No. 12, engine No. 889; conductor, F. A. Marshall; engineer, A. Francesco. Jumped from train while in motion. Skull fractured and badly injured about the body.

July 19th.—Louis H. Eckhardt, brakeman, at Weehawken, work engine No. 341; conductor, Comabey; engineer, E. Mehr. While standing on top of box-car he was struck by over-head bridge. Head badly cut.

July 24th.—Simon Wurcrurger, passenger, train No. 33, engine No. 874; conductor, O. M. Underwood. Window fell on

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his left hand, account of defective fastenings, and his hand was bruised.

July 27th.—Mrs. Letitia Kratochwil, passenger, at Ridgefield Park, train No. 41, engine No. 774; conductor, Stilwell Joy; engineer, J. Fetter. Slipped on platform of coach while alighting and slid down steps to the ground, and her left arm was badly injured, and also received a bad shaking up.

July 31st.—Elizabeth Downes, passenger, at Ridgefield Park, train No. 49; conductor, Stilwell Joy. While alighting from coach train started to move, and she was thrown against side of coach, and she turned on her right ankle, badly wrenching it.

July 31st.—Antonio Madio, car inspector, at Weehawken. While under car inspecting it the train in which car was in was suddenly moved, the wheel of one of the trucks running over part of his toes of left foot, badly crushing them, and injuring right leg.

August 2d.—Miss Edna Riggs, passenger, at Weehawken, train No. 35, engine No. 701; conductor, W. French; engineer, H. Smith. While alighting from coach she slipped on platform and slid to the ground, the elbow of her right arm being bruised.

August 7th.—Max Garfenkel, passenger, at Weehawken, train No. 31, engine No. 875; conductor, T. B. Franklin; engineer, Johnson. While standing in vestibule of coach train went around a sharp curve, and his arm went through glass of vestibule, badly cutting it.

August 9th.—Elmer E. Emmet, conductor, at Dumont, extra No. 1523; engineer, J. Keating. Attempted to board engine, which was in motion, and his foot slipped, causing his ankle to be sprained.

August 10th.—Henry Rottman, yard clerk, at Granton, train No. 59; conductor, L. E. Hedge; engineer, W. Elliott. Jumped from train while in motion. Groin and testicles strained.

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August 25th.—Thomas A. Grogan, brakeman, at New Durham, extra yard No. 1518; conductor, B. J. Wilson; engineer, J. Reese. Stood on steps between tank and engine while coming out of Peerless Rubber Company's works, and struck overhead bridge, and was knocked off of engine, and his face and arm were badly cut and bruised.

August 26th.—Miss Cora Sahler, passenger, at Weehawken, train No. 3, engine No. 701; conductor, W. French; engineer, H. Smith. Slipped on last step of coach while in the act of alighting, and struck on her back on steps, badly wrenching it.

September 9th.—Mrs. Hannah Whittiker, passenger, at West Englewood, train No. 68, engine No. 971; conductor, L. E. Hedge; engineer, W. Elliott. Window fell on hand, account of defective fastenings, slightly bruising hand.

September 14th.—Anton Dausch, night watchman, at Weehawken yard, No. 290; conductor, J. O'Connor; engineer, J. Savage. While walking across track was struck by engine and knocked down. Head badly cut, body bruised.

September 16th.—Charles Donnelly, brakeman, at Weehawken yard, No. 241; conductor, J. Callon; engineer, Eckerson. Jumped from box car, thinking that cars in train were going to strike cars on the same track, injuring his left knee quite badly.

September 19th.—James Downey, brakeman, at Weehawken yard, No. 367; conductor, T. F. Agnew; engineer, Griffin. While alighting from car, steam from engine obstructed his view of next track, and he struck the end of a car on next track, cutting a severe gash in forehead.

September 20th.—Miss Lucy L. Padden, passenger, at New Durham, train No. 93, engine No. 701; conductor, W. French; engineer, H. Smith. As she was passing out of coach, the door slammed shut, catching her right hand, injuring her fingers.

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September 24th.—F. Fitzgerald, non-employe, at Weehawken, train or engine unknown. Was probably stealing a ride and fell down under car and was killed.

October 6th.—John Kennedy, passenger, at West Englewood, train No. 69; engine No. 1009; conductor, O. M. Underwood; engineer, Maylan. Alighted from train while in motion and was slightly injured.

October 6th.—James Phillips, farmer, at Teanack, engine No. 1833; conductor, L. E. Hedge; engineer, Sunbrine. Wagon struck by engine on crossing. Wagon damaged.

October 7th.—Mrs. S. N. Goldberg, passenger, at West Englewood, train No. 69, engine No. 1009; conductor, O. M. Underwood; engineer, Maylan. Screw which holds seat back in coach which she was sitting in projected and caught her dress, badly tearing it.

October 7th.—H. B. Sugden, passenger, at New Durham, train No. 63, engine No. 971; conductor, O. M. Underwood; engineer, W. J. Johnson. Catch on ventilator became loose, account of wood becoming rotten, and fell, striking him on chin, slightly cutting it.

October 21st.—Miss Anna Huston, passenger, at Dumont, train No. 69, engine No. 779; conductor, William H. Keener; engineer, Enclon. Whilte getting off coach she slipped or stumbled in some manner and fell to the ground, badly spraining her right ankle and injuring right hip.

November 1st.—Patrick J. Laffey, yard brakeman, at Weehawken yard, 2227; conductor, M. Donnelly; engineer, M. Murray. Fell from top of box car, due to cars parting while backing down track with seven cars. Right leg and back injured.

November 2d.—James Holsman, brakeman, at Weehawken yard, No. 255; conductor, Smith; engineer, E. Mehr. Was rid-

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ing on top of box car while other brakeman was trying to make cut. He stood a few feet from rear of car, and cutting lever refused to work, causing slack to run out, and he was thrown down between the cars, his head being badly cut, and fingers of right hand badly cut. Body also bruised.

November 6th.—Valentine Bjorkman, passenger, at Haworth, train No. 62, engine No. 3801; conductor, William H. Keener; engineer, W. Elliott. After getting aboard train he found that he did not have his commutation ticket with him, and just as the train started to pull out, he jumped off and fell to the ground, breaking his left arm.

November 11th.—Louis H. Eckhardt, brakeman, at New Durham, work engine No. 785; conductor, Wm. Mabey; engineer, Patrick Eagan. Slipped from tank of engine while pulling water spout around to take water. Left arm broken.

November 13th.—Mrs. A. Sieg, passenger, at Weehawken, train No. 41, engine No. 774; conductor, G. E. Wilson; engineer, J. Fetter. While going through Weehawken tunnel the coach which she was riding in was dark, and a man coming into coach left door open. Just as she was in the act of closing it, a man passenger closed it, catching the thumb of her right hand, cutting the top of it off.

November 16th.—Ernest Damenburg, wiper, at New Durham, engine No. 1671. He put oil on fire to start it, and the flames shot out, striking him on the hands and face, badly burning him.

November 16th.—D. F. Kelleher, fireman, at Tappan, extra No. 1698; conductor, Caytes; engineer, Geo. Klothe. While shoving fire hook under coal in fire box to loosen coal, his right hand struck dumping lever, badly bruising it.

November 21st.—J. Colton, Jr., brakeman, at Weehawken yard, No. 241; conductor, J. Colton, Sr.; engineer, Eckerson. While running along flat car to cut it off, his right foot struck a piece of wood which lay on car, causing him to fall to the ground, badly spraining his right knee.

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November 23d.—A. Kaubel, machinist helper, at New Durham, engine No. 1839. While working in cab of engine, the engine being separated from tank, he slipped and fell down between them, fracturing three ribs on left side.

November 26th.—E. C. Dumond, flagman, at New Durham, extra No. 1548; conductor, Doolittle; engineer, D. Kidd. While cleaning globe of lantern, it broke, cutting artery in wrist of left hand.

December 1st.—Mrs. Harvey DeBaun, passenger, at Weehawken, train No. 61; conductor, G. E. Wilson. Screw which held seat back projected, and as she went to sit down, it caught her dress, tearing a large rent in it.

December 9th.—William Springmyer, fireman, at Weehawken, engine No. 1049; A L. Milliken, engineer. Was raising iron tank box to put block under it, and it slipped from his grasp, falling on his right foot, badly cutting it.

December 12th.—Eugene Mehr, engineer, at Weehawken yard, No. 255; conductor, F. Smith. Mehr's engine and engine No. 131 came together, and he was thrown against back of cab, badly cutting his upper lip.

December 23d.—Paul H. Sommer, fireman, at Weehawken yard, No. 370; conductor, W. Downey; engineer, Furlong. While walking down between tracks No. 13 and No. 14, he was struck by stirrup of one of the cars in train which was being pulled up track No. 14, and his nose and lips were badly cut.

December 24th.—John Bedell, fireman, at Weehawken, engine No. 171; engineer, Peter Fox. While taking water at water column, water spout fell down, and he was thrown to the ground. Head, shoulders and hip bruised.

December 31st.—Nelson E. Baker, brakeman, at Weehawken yard, No. 312; conductor, C. Forms; engineer, Huber. While climbing up ladder of box car, he was struck by tunnel car which was on next track, and knocked to the ground, landing on rail on his back. Hurt inwardly. Back injured.

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WEST SIDE CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Side Connecting Railroad Company presents the following report for the year ending December 31st, 1905:

Capital stock paid in, ... $125,400 00

The road as constructed extends from Danforth avenue to a connection with the Newark and New York Railroad, all in the city of Jersey City, a total distance of eighty-nine one hundredths (.89) of a mile.

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

State of New York, city and county of New York, *ss.*—Robert W. DeForest, being duly sworn, on his oath says that he is Vice-President of the West Side Connecting Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

ROBERT W. DE FOREST.

Sworn and subscribed before me this twentieth day of February, A. D. 1906.

[L. S] EDWARD W. CONOVER,
Foreign Commissioner of Deeds for New Jersey.

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RECEIPTS AND EXPENSES FOR 1905.

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

Dividends paid during the year 1905, and how paid—None.

P. O. address of this company—No. 143 Liberty street, New York City.

ACCIDENTS.

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

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Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1905.

COMPANIES.	Miles.	Capital Stock.	Bonded Debt.	Floating Debt.	Cost of Road and Equipments.	INCOME. From Passengers.	INCOME. From Freight.	INCOME. Other Sources.	INCOME. Total Income.	Expenses.	DIVIDENDS PAID IN 1905.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad,	167.56	$3,625,000 00	$3,757,492 00		$7,848,040 25	$934,613 13	$546,843 72	$51,720 18	$1,533,177 03	$1,299,873 47	None,		
Baltimore and New York Railway,	5.35	350,000 00	350,000 00	$114,504 19	814,504 19		140,869 56		140,869 56	241,353 82	None,		
Barnegat Railroad,	7.73	50,000 00			50,000 00						None,		Manahawkin and Long Beach Trans. Co.
Bay Shore Connecting Railroad,	1.194	5,000 00		10,396 41	15,396 41						None,	Road under construction and not yet operated,	
Belvidere-Delaware Railroad,	80.89	1,253,000 00	2,749,000 00		4,134,836 86	291,315 79	1,170,233 61	30,838 13	1,492,387 53	1,153,280 81	One of 5 per cent., paid in cash,		Pennsylvania Railroad Company.
Bergen County Railroad,	9.821	200,000 00	200,000 00		613,216 78						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Bergen and Dundee Railroad,	2.105	40,000 00			40,000 00						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Brigantine Transportation Company,	*										None,	See remarks in report,	
Buena Vista Railroad,	1.03	21,400 00									None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	
Camden and Burlington County Railroad,	29.77	381,925 00	350,000 00	32,162 75	763,993 75	134,120 04	82,389 79	53,038 94	269,548 77	275,587 88	Two of 3 per cent. each, payable in cash,		Pennsylvania Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	6.94	150,000 00	150,000 00		314,016 78	15,872 85		2,334 51	18,207 36	31,020 02	None,		
Carteret Extension Railroad,	1.82	23,600 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Carteret and Sewaren Railroad,	1.25	24,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Central Railroad Company of New Jersey,	154.09	27,431,800 00	51,855,000 00			2,886,455 81	7,891,403 97	2,506,427 19	13,284,286 97	7,868,384 21	Four of 2 per cent. each—in all, 8 per cent. on par value of stock, paid in cash,	Report includes receipts and expenditures of the Carteret and Sewaren R. R., Carteret Extension R. R., Dover and Rockaway R. R., Elizabeth Extension R. R., Hibernia Mine R. R., Lafayette R. R., Manufacturers' Extension R. R., Middle Brook R. R., Middle Valley R. R., New Jersey Terminal R. R., Ogden Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R.,	
Chester Railroad,	10.04	98,500 00		127,654 78	228,188 91						None,	Operations included in report of lessee company. Scrip stock, $2,054.13,	Morris and Essex Railroad Company.
Cumberland and Maurice River Railroad,	21.20	252,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Cumberland and Maurice River Extension Railroad,	1.23	16,200 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Delaware and Bound Brook Railroad,	30.81	1,800,000 00	1,800,000 00		3,546,001 33	522,714 20	1,235,694 84	88,629 62	1,847,038 66	1,021,220 19	Quarterly, 2 per cent. each—February, May, August and November,		Philadelphia and Reading Railway Company
Delaware River and Atlantic Railroad,	52.00	194,716 67									None,	Road not constructed. See report,	
Delaware River Railroad and Bridge Company,	10.27	1,300,000 00	1,300,000 00		2,600,000 00	87,509 06	114,437 27	589 74	202,536 07	80,216 93	June 26, 1905, 2 per cent. in cash, $26,000; Dec. 26, 1905, 2 per cent. in cash, $26,000,		Pennsylvania Railroad Company.
Docks Connecting Railway,	3.448	9,000 00			9,187 50								Erie Railroad Company.
Dover and Rockaway Railroad,	5.12	140,000 00	35,000 00								Six per cent., paid in cash,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
East Jersey Railroad and Terminal Company,	.694	4,000 00		2,480 00	4,990 00		14,054 59		14,054 59	12,419 20	None,		
East Trenton Railroad,	3.03	59,000 00			59,000 00						None,	Operations included in report of the Delaware and Bound Brook R. R. Co.,	Philadelphia and Reading Railway Company
Elizabeth Extension Railroad,	.89	30,000 00									None,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
Erie Railroad,	136.11	176,271,300 00	193,684,744 81	10,351,913 20	355,476,320 02	1,092,346 74	1,590,095 90	148,770 01	2,831,212 65	2,120,220 59	$1,915,696 on first preferred stock; $320,000 on second preferred stock,	Report includes earnings and expenses of Long Dock Co., Paterson and Hudson River R. R., Paterson and Ramapo R. R., Bergen County R. R., Bergen and Dundee R. R., Docks Connecting R. R., Paterson, Newark and New York R. R., Newark and Hudson R. R., New York and Greenwood Lake Ry., and Northern R. R. Co of N. J.,	
Ferro Monte Railroad,	2.52	30,000 00			50,309 27			474 31	474 31				
Freehold and Atlantic Highlands Railroad,	24.47	650,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Freehold and Jamesburg Agricultural Railroad,	27.29	295,600 00	498,600 00		807,726 31	134,260 89	86,272 37	14,703 62	235,236 88	155,578 84	None,		Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co
Hibernia Mine Railroad,	5.20	200,000 00			188,941 17			13,435 00	13,435 00	13,056 87	$12,000 as follows: $6,000 paid semi-annually, April and October,		Central Railroad Company of New Jersey.
Hibernia Underground Railroad,	1.03	100,000 00			100,000 00		9,787 80		9,787 80	8,324 95	None,		
Hoboken and Manhattan Railroad,	*	34,900 00		207,617 25	242,517 25						None,	Road is under construction,	
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.101	238,000 00		108,504 14	346,504 14		81,769 32	1,179 00	82,948 32	74,394 85	None,		
Hopatcong Railroad,	.89	10,000 00			17,485 25						None,	Operations included in report of lessee company,	Morris and Essex Railroad Company.
Hudson and Manhattan Railway,	.75	7,600 00		40,156 15	47,756 15						None,	Road is under construction,	
Inter-City Link Railroad,	**	6,100 00			1,303 57						None,	In process of construction,	
Irvington Railroad,	2.96	7,000 00		199,663 61	206,663 61						None,	Receipts and expenses included in report of Lehigh Valley R. R. Co. of N. J.,	
Jersey City and Bayonne Railroad,	5.00	13,500 00		1,195 52	1,195 52						None,	Road not constructed,	
Jersey City Belt Line Railway,	5.83	12,000 00		44,881 76	56,881 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.41	40,000 00		7,169 21	40,000 00	8,137 55	10,514 08	5,835 94	24,487 57	25,688 06	None,		Pennsylvania Railroad Company.
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	63.20	1,100,000 00	1,390,301 00	100,100 00	2,722,194 00	20,465 69	385,421 91	16,390 89	422,278 49	252,225 56	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R. Co. See report,	
Lehigh and New England Railroad,	23.90	1,000,000 00	2,380,000 00	205,000 00	3,585,000 00	4,728 60	35,648 17	137 68	40,514 45	32,684 41	None,		
Lehigh Valley Railroad Company of New Jersey,	85.87	20,308,000 00	16,350,000 00	285,765 63	27,751,370 70	651,544 32	4,656,873 05	550,850 57	5,859,267 94	4,295,718 26	None,	See report as to receipts and expenditures,	
Lodi Branch Railroad,	1.75	60,000 00			60,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		1,177,272 87						None,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Lugaston Railroad,	1.23	16,000 00			16,000 00	588 49	1,269 10	124 08	1,981 67	1,981 67	None,	Operated solely in the interests of John Lucas & Company,	

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Freehold and Jamesburg Agricultural Railroad,	27.29	295,600 00	498,600 00		807,726 31							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00								
Hibernia Mine Railroad,	5.20	200,000 00			188,941 17			13,435 00	13,435 00	13,056 87	$12,000 as follows: $6,000 paid semi-annually, April and October,		Central Railroad Company of New Jersey.
Hibernia Underground Railroad,	1.03	100,000 00			100,000 00		9,787 80		9,787 80	8,324 95	None,		
Hoboken and Manhattan Railroad,	*	34,900 00		207,617 25	242,517 25						None,	Road is under construction,	
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.101	238,000 00		108,504 14	346,504 14		81,769 32	1,179 00	82,948 32	74,394 85	None,		
Hopatcong Railroad,	.89	10,000 00			17,485 25						None,	Operations included in report of lessee company,	Morris and Essex Railroad Company.
Hudson and Manhattan Railway,	.75	7,600 00		40,156 15	47,756 15						None,	Road is under construction,	
Inter-City Link Railroad,	**	6,100 00			1,303 57						None,	In process of construction,	
Irvington Railroad,	2.96	7,000 00		199,663 61	206,663 61						None,	Receipts and expenses included in report of Lehigh Valley R. R. Co. of N. J.,	
Jersey City and Bayonne Railroad,	5.00	13,500 00		1,195 52	1,195 52						None,	Road not constructed,	
Jersey City Belt Line Railway,	5.83	12,000 00		44,881 76	56,881 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.41	40,000 00		7,169 21	40,000 00	8,137 55	10,514 08	5,835 94	24,487 57	25,688 06	None,		Pennsylvania Railroad Company.
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	63.20	1,100,000 00	1,390,301 00	100,100 00	2,722,194 00	20,465 69	385,421 91	16,390 89	422,278 49	252,225 56	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R. Co. See report,	
Lehigh and New England Railroad,	23.90	1,000,000 00	2,380,000 00	205,000 00	3,585,000 00	4,728 60	35,648 17	137 68	40,514 45	32,684 41	None,		
Lehigh Valley Railroad Company of New Jersey,	85.87	20,308,000 00	16,350,000 00	285,765 63	27,751,370 70	651,544 32	4,656,873 05	550,850 57	5,859,267 94	4,295,718 26	None,	See report as to receipts and expenditures,	
Lodi Branch Railroad,	1.75	60,000 00			60,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		1,177,272 87						None,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	588 49	1,269 10	124 08	1,981 67	1,981 67	None,	Operated solely in the interests of John Lucas & Company,	
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Manahawkin and Long Beach Transportation Company,	8.71	8,900 00				3,459 64	2,395 69	1,851 54	7,706 87	7,485 66	None,		
Manufacturers' Extension Railroad,	1.23	53,700 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Brook Railroad,	1.85	4,000 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Valley Railroad,	1.38	9,900 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Millstone and New Brunswick Railroad,	6.64	95,750 00		177,118 62	113,404 42	4,725 93	2,072 20	1,017 30	7,815 43	20,382 98	None,		Pennsylvania Railroad Company.
Morris County Railroad,	14.50	300,000 00	300,000 00	65,234 15	665,234 15	1,321 58	43,092 09		44,413 67	42,399 31		Receipts and expenses of the Morris County Connecting R. R. and the Hibernia Branch R. R. are included,	
Morris County Connecting Railroad,	1.50	90,000 00		424 00	90,424 00							Receipts and expenses included in report of Morris County Railroad,	
Morris and Essex Railroad,	118.90	15,000,000 00	31,000,000 00		45,092,214 62	3,093,724 01	4,822,769 66	1,861,010 78	9,777,504 45	6,987,637 22	$1,050,000.00 by lessee,		Delaware, Lackawanna & Western R. R. Co.
Morris and Essex Extension Railroad,	1.92	221,000 00		56,644 58	277,644 58						$8,840.00 by lessee,	Operations included in report of the Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Morristown and Erie Railroad,	10.68	400,000 00	300,000 00	6,545 69	702,118 77	6,560 88	41,127 31	781 11	48,469 30	37,155 51	None,		
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00		170,650 00	2,830 02	4,342 62	542 22	7,714 86	15,388 44	Two of 3 per cent. each on $45,050.00 stock, payable in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.28	160,000 00		3,369 75	150,880 08		19,325 42	643 19	19,968 61	12,437 27	Five per cent., paid in cash, $8,000.00,		
National Docks Railway,	8.59	3,854,000 00			3,960,719 01						None,	See report as to receipts and expenses,	
Navesink Railroad,	4.66	701,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Newark Bay Railway,	4.91	10,000 00		3,178 83	13,178 83							Construction work not yet completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		188,436 70	292,286 70						$6,231.00 by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	5.620	250,000 00	250,000 00		355,056 18						None,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,636,911 65							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	34.504	2,228,600 00	1,032,500 00	67,402 37	3,328,502 37	281,006 41	124,498 97	20,164 75	425,670 13	386,630 39	None,		
New Jersey and Pennsylvania Railroad Company,	***/100	145,000 00	125,000 00	302,881 68	563,253 98	4,849 97	32,840 16	1,512 52	39,202 65	46,602 40	None,		
New Jersey Shore Line Railroad,	15.50	31,000 00		14,924 29	10,992 65							Road not constructed,	
New Jersey Southern Railway,	75.66	2,590,600 00				400,053 38	394,949 03	322,815 10	1,117 817 51	1,068,809 35	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.575	500,000 00	250,000 00								None,		Central R. R. Co. of N. J.,
New York Bay Railroad,	13.57	500,000 00	2,599,078 22	5,702,858 50	8,801,936 72						One of 4 per cent., paid in cash,		Pennsylvania Railroad Company.
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21	269,601 72							Remaining portion of the constructed road is included in report of West Shore Railroad,	
New York and Greenwood Lake Railroad,	51.66	100,000 00	1,500,000 00		1,600,000 00						None,	Operations and expenditures included in report of lessee company.	New Jersey Junction R. R. Co. Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	1,891,000 00									Receipts and expenses included in accounts of operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	612,207 45	39,111,207 45	468,590 02	1,659,087 91	56,679 52	2,184,357 45	1,489,383 27			
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	654,000 00		1,654,000 00							Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Ogden Mine Railroad,	9.86	450,000 00			450,000 00			23,101 16	23,101 16		Five per cent. in cash,		Central Railroad Company of New Jersey.
Passaic and Delaware Railroad,	14.11	111,050 00		31,688 96	142,738 96						$5,532.50 by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000.00 by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.00	70,000 00	70,000 00		140,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	*	7,700 00			7,700 00						None,	No construction has been done,	
Paterson and Hudson River Railroad,	13.950	630,000 00			630,000 00						Eight per cent., paid in cash, $50,400.00,		Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00		545,433 29						None,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						Twelve per cent., paid in cash, $35,760.00,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,		Union Transportation Company.
Perth Amboy and Woodbridge Railway,	6.40	228,400 00			356,970 79	109,161 79	116,737 22	12,876 19	238,775 20	171,857 71	Ten per cent. in cash, $22,840.00,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.03	200,000 00		194,073 76	200,000 00	6,032 72	1,801 99	1,668 53	9,503 24	22,502 66	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report.	
Philadelphia and Long Branch Railroad,	48.68	765,000 00	750,000 00	287,516 93	1,547,520 63	89,529 39	34,481 60	8,554 38	132,565 37	176,898 64	None,		Pennsylvania Railroad Company.
Port Reading Railroad,	21.21	2,000,000 00	1,500,000 00		3,794,816 67		799,981 61	5,571 91	805,553 52	887,120 92	None,		
Rahway Valley Railroad,	7.562	275,000 00	300,000 00		284,570 85	3,144 88	7,162 78	1,123 28	11,430 94	15,730 08	None,		
Raritan North Shore Railroad,	1.75	66,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	21.65	400,000 00	400,000 00		856,184 20	5,459 54	159,441 73	8,328 25	153,229 52	93,140 16	Two dividends—2 and 2½ per cent.—in all, 4½ per cent. on par value of capital stock, paid in cash,		
	1.00	40,000 00		1,489 83			17,773 39	44,661 21	62,434 60	48,040 18	Forty-five per cent., $18,000.00,		
	4.91	10,000 00		3,178 83	13,178 83							Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.

Morris County Connecting Railroad,	1.50	90,000 00			424 00								
Morris and Essex Railroad,	118.90	15,000,000 00	31,000,000 00		45,092,214 62	3,093,724 01	4,822,769 66	1,861,010 78	9,777,504 45	6,987,637 22	$1,050,000.00 by lessee,		Delaware, Lackawanna & Western R. R. Co
Morris and Essex Extension Railroad,	1.92	221,000 00		56,644 58	277,644 58						$8,840.00 by lessee,	Operations included in report of the Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Morristown and Erie Railroad,	10.68	400,000 00	300,000 00	6,545 69	702,118 77	6,560 88	41,127 31	781 11	48,469 30	37,155 51	None,		
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00		170,650 00	2,830 02	4,342 62	542 22	7,714 86	15,388 44	Two of 3 per cent. each on $45,050.00 stock, payable in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.28	160,000 00		3,369 75	150,880 08		19,325 42	643 19	19,968 61	12,437 27	Five per cent., paid in cash, $8,000.00,		
National Docks Railway,	8.59	3,854,000 00			3,960,719 01						None,	See report as to receipts and expenses,	
Navesink Railroad,	4.66	701,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Newark Bay Railway,	4.91	10,000 00		3,178 83	13,178 83							Construction work not yet completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		188,436 70	292,286 70						$6,231.00 by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	5.620	250,000 00	250,000 00		355,056 18						None,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,636,911 65							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	34.504	2,228,600 00	1,032,500 00	67,402 37	3,328,502 37	281,006 41	124,498 97	20,164 75	425,670 13	386,630 39	None,		
New Jersey and Pennsylvania Railroad Company,	***	145,000 00	125,000 00	302,881 68	563,253 98	4,849 97	32,840 16	1,512 52	39,202 65	46,602 40	None,		
New Jersey Shore Line Railroad,	15.50	31,000 00		14,924 29	10,992 65							Road not constructed,	
New Jersey Southern Railway,	75.66	2,590,600 00				400,053 38	394,949 03	322,815 10	1,117 817 51	1,068,809 35	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.575	500,000 00	250,000 00								None,		Central R. R. Co. of N. J.,
New York Bay Railroad,	13.57	500,000 00	2,599,078 22	5,702,858 50	8,801,936 72						One of 4 per cent., paid in cash,		Pennsylvania Railroad Company.
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21	269,601 72							Remaining portion of the constructed road is included in report of West Shore Railroad,	New Jersey Junction R. R. Co.
New York and Greenwood Lake Railroad,	51.66	100,000 00	1,500,000 00		1,600,000 00						None,	Operations and expenditures included in report of lessee company.	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	1,891,000 00									Receipts and expenses included in accounts of operating companies.	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	612,207 45	39,111,207 45	468,590 02	1,659,087 91	56,679 52	2,184,357 45	1,489,383 27			
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	654,000 00		1,654,000 00							Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Ogden Mine Railroad,	9.86	450,000 00			450,000 00			23,101 16	23,101 16		Five per cent. in cash,		Central Railroad Company of New Jersey.
Passaic and Delaware Railroad,	14.11	111,050 00		31,688 96	142,738 96						$5,532.50 by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000.00 by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.00	70,000 00	70,000 00		140,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	*	7,700 00			7,700 00						None,	No construction has been done,	
Paterson and Hudson River Railroad,	13.950	630,000 00			630,000 00						Eight per cent., paid in cash, $50,400.00,		Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00		545,433 29						None,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						Twelve per cent., paid in cash, $35,760.00,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,		Union Transportation Company.
Perth Amboy and Woodbridge Railway,	6.40	228,400 00			356,970 79	109,161 79	116,737 22	12,876 19	238,775 20	171,857 71	Ten per cent. in cash, $22,840.00,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.03	200,000 00		194,073 76	200,000 00	6,032 72	1,801 99	1,668 53	9,503 24	22,502 66	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.68	765,000 00	750,000 00	287,516 93	1,547,520 63	89,529 39	34,481 60	8,554 38	132,565 37	176,898 64	None,		Pennsylvania Railroad Company.
Port Reading Railroad,	21.21	2,000,000 00	1,500,000 00		3,794,816 67		799,981 61	5,571 91	805,553 52	887,120 92	None,		
Rahway Valley Railroad,	7.562	275,000 00	300,000 00		284,570 85	3,144 88	7,162 78	1,123 28	11,430 94	15,730 08	None,		
Raritan North Shore Railroad,	1.75	66,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	21.65	400,000 00	400,000 00		856,184 20	5,459 54	159,441 73	8,328 25	153,229 52	93,140 16	Two dividends—2 and 2½ per cent.—In all, 4½ per cent. on par value of capital stock, paid in cash,		
Raritan Terminal and Transportation Company,	1.00	40,000 00		1,489 83			17,773 39	44,661 21	62,434 60	48,040 18	Forty-five per cent., $18,000.00,		
Rockaway River and Montville Railroad,	1.792	30,000 00		30,000 00	60,000 00							Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Rocky Hill Railroad and Transportation Company,	2.38	45,600 00			45,654 14	2,265 55	17,556 32	869 40	20,691 27	13,379 06	Two of 3 per cent. each on $18,700 stock, paid in cash,		Pennsylvania Railroad Company.
Sound Shore Railroad,	6.17	149,200 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Sussex Railroad,	30.55	1,638,600 00			1,929,475 45	58,980 77	134,589 23	28,657 21	222,227 21	154,970 24	None,		
Toms River Railroad,	7.57	240,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Toms River and Barnegat Railroad,	14.71	75,300 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Trenton, Lawrenceville and Princeton Railroad,	9.59	200,000 00	100,000 00	240,668 65		46,304 85	3,565 81		49,868 76	32,626 20	None,	This report includes Trenton, Lawrenceville and Princeton Extension R. R. Co. See report,	
Trenton and New Brunswick Railroad,	23.107	1,000,000 00	965,500 00	44,219 13	1,858,693 13	74,256 59		894 74	75,151 33	56,475 36	None,		Camden and Trenton Railway Co.
Trenton Terminal Railroad Company,	1.00	2,000 00	15,000 00		17,000 00								
Tuckerton Railroad,	29.00	550,991 54	99,882 50	715 76	662,017 05	26,865 87	28,738 24	3,765 59	59,369 70	57,111 19	None,		
Union Transportation Company,	24.42					33,963 14	19,549 59	5,204 73	58,717 46	54,858 46	Two and one-half per cent. on $19,250.00,		Pennsylvania Railroad Company.
United New Jersey Railroad and Canal Company,	475.03	21,240,400 00	20,000,000 00		58,029,003 61	10,624,158 18	16,915,397 30	2,732,163 73	30,271,719 21	22,416,167 30	Ten per cent., $2,124,040.00, by lessee,		Pennsylvania Railroad Company.
Vincentown Branch Railroad,	2.76	25,000 00	15,000 00		40,000 00	1,571 81	2,235 62	759 80	4,567 23	6,173 48	Two dividends of 3 per cent. each on $15,000 stock, payable in cash,		
Vineland Railroad,	46.82	600,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Warren Railroad,	18.82	1,800,000 00	1,394,000 00	2,652 93	3,196,652 93						$126,000.00 by lessee,	Operations included in report of Morris and Essex Railroad Co.,	Delaware, Lackawanna & Western R. R. Co.
West End Railroad,	1.36	43,700 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
West Jersey and Seashore Railroad,	329.23	6,320,050 00	5,961,800 00		12,016,868 35	2,902,271 60	1,270,153 00	391,764 11	4,564,188 71	3,300,706 39	One of 2½ per cent. and one of 3 per cent. on common capital stock, and two of 3 per cent. each on special guarantee stock, all paid in cash,		
West Shore Railroad,	423.50	10,000,000 00	50,000,000 00	3,858,333 28	63,858,333 28						None,	Earnings and expenses merged in accounts of lessee company,	N. Y. Central & Hudson River R. R. Co.
West Side Connecting Railroad,	.89	125,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.

* About one mile.
** Between one and two miles.
*** About twenty-seven miles.

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