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1899.

State of New Jersey.

Railroad and Canal Reports.

1899.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 14th, 1900.

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 1899, 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,

WM. S. HANCOCK,
Comptroller of the Treasury.

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State Director's Report.

TRENTON, N. J., February 19th, 1900.

To His Excellency Foster M. Voorhees, Governor of the State of New Jersey, Trenton, N. J.:

DEAR SIR—As required by law, I have the honor to submit my annual report as State Director of the "United New Jersey Railroad and Canal Company" for the year ending December 31st, 1899.

The statement herewith contains an itemized account of the receipts and disbursements of the various divisions operated under lease by the Pennsylvania Railroad Company, showing a net profit, after all charges, of $153,960.41. A further statement contains the 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, 1899, inclusive, showing a debit balance, January 1st, 1900, of $10,885,494.89.

The State of New Jersey owns 3,242 shares of the capital stock of the United New Jersey Railroad and Canal Company, viz.:

State Fund—1,887 shares (par $100),	$188,700
School Fund—1,355 shares (par $100),	135,500
Total,	$324,200

An annual dividend of ten per cent. (10%) has been received on this, for particulars of which I beg to refer you to the annual report of the State Treasurer.

The entire property is well cared for, and the road operated in a model manner and in accordance with the terms of the lease.

Very respectfully,

CHARLES BRADLEY,
State Director.

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Statements.

Statement Showing the Result of the Operation 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, 1899.

GROSS EARNINGS FROM OPERATION.

From Freight Traffic,	$11,903,271 33	
Passenger Traffic,	7,806,800 82	
Express Traffic,	763,104 64	
Transportation of Mails,	421,188 48	
Miscellaneous Sources,	208,751 56	
Rents,	272,324 89	
Delaware and Raritan Canal,	285,068 21	
Total,		$21,660,509 93

OPERATING EXPENSES.

For Maintenance of Way and Structures,	$2,555,484 63	
Maintenance of Equipment,	2,168,712 67	
Conducting Transportation,	10,524,711 75	
General Expenses,	257,225 99	
Delaware and Raritan Canal,	343,501 23	
Total,		15,849,636 27
Net Earnings from Operation,		$5,810,873 66

To which add—

Dividend on Belvidere Delaware Railroad Company Stock,	$50,420 00	
West Jersey and Seashore Railroad Company Stock,	43,427 50	
Associates of the Jersey Company Stock,	50,000 00	
Philadelphia and Camden Ferry Company Stock,	17,530 00	
Camden and Burlington County Railroad Company Stock,	11,418 00	
Trenton Delaware Bridge Company Stock,	7,912 00	

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Dividend on 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	
Income from miscellaneous sources,	64,140 79	
		$253,884 29
Total Income,		$6,064,757 95

Comptroller's Office,
Pennsylvania Railroad Co.,
Philadelphia, Pa., January 31st, 1900.

R. W. DOWNING,
Comptroller.

Total income,		$6,064,757 95
From which deduct payments as follows:		
United New Jersey Railroad and Canal Company—		
Dividend on $21,240,400 stock at ten per cent.,	$2,124,040 00	
Interest on loan of 1901, $5,669,000 at six per cent.,	340,140 00	
Interest on loan of 1908, $841,000 at six per cent.,	50,460 00	
Interest on loan of 1923, $1,824,000 at four per cent.,	72,960 00	
Interest on loan of 1929, $6,020,000 at four per cent.,	240,800 00	
Interest on loan of 1944, $5,646,000 at four per cent.,	225,840 00	
Organization,	10,000 00	
Commissions, paying interest and dividends,	1,087 40	
Taxes (including Transit Duty),	459,552 97	
Interest on Mortgages and Ground Rents,	94,604 48	
Interest on $2,000,000 P. R. R. Co. First Mortgage four per cent. Bonds, issued account purchase N. Y. Pier Properties,	80,000 00	
Interest at four per cent. on advances to Connecting Ry. for Construction, year 1899,	50,999 93	
		$3,750,484 78
Philadelphia and Trenton Railroad Company—		
Dividend on $494,100 Stock at ten per cent.,	$49,410 00	
Tax on Capital Stock paid State of Pennsylvania,	10,248 30	
		59,658 30

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Camden and Burlington County Railroad Company—		
Dividend on $381,925 Stock at six per cent.,	$22,915 50	
Interest on $350,000 Bonds at four per cent.,	14,000 00	
Organization,	500 00	
		$37,415 50
Vincentown Branch Railroad Company—		
Dividend on $15,000 Stock at six per cent.,		900 00
Mount Holly, Lumberton and Medford Railroad Company—		
Dividend on $95,650 Stock at six per cent.,	$5,739 00	
Interest on $75,000 Bonds at 3½ per cent.,	2,625 00	
Organization,	200 00	
		8,564 00
Rocky Hill Railroad and Transportation Company—		
Dividend on $18,700 Stock at six per cent.,	$1,122 00	
Organization,	100 00	
		1,222 00
Connecting Railway Company—		
Dividend on $1,278,300 Stock, at six per cent.,	$76,698 00	
Interest on $991,000 Bonds, at six per cent.,	59,460 00	
Taxes,	16,394 76	
		152,552 76
Trenton Delaware Bridge Company—		
Rental and Taxes,		35,016 86
River Front Railroad Company—		
Rental and Taxes,		34,071 46
Kensington and Tacony Railroad Company—		
Dividend on $355,900 Stock, at four per cent.,	$14,236 00	
Taxes,	1,335 66	
		15,571 66

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New York Bay Railroad Company—		
Dividend on $500,000 Stock, at four per cent.,	$20,000 00	
Interest on $467,073.99 Deb. Certificate, at four per cent.,	18,682 96	
		$38,682 96
Fair Hill Railroad Company—		
Dividend on $150,000 Stock, at four per cent.,	$6,000 00	
Interest on $183,000 Deb. Certificate, at four per cent.,	7,320 00	
Taxes,	1,422 92	
		14,742 92
Delaware River Railroad and Bridge Company—		
Net earnings,	$188,733 00	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	45,436 24	
Belvidere Delaware Railroad Company—		
Net earnings,	403,327 44	
Philadelphia, Germantown and Chestnut Hill Railroad Company—		
Net earnings,	23,969 99	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	39,207 72	
Columbus, Kinkora and Springfield Railroad Company—		
Net earnings,	656 73	
Pennsylvania Annex—		
Net earnings,	9,252 13	
		710,583 25
Real Estate Expenditures, 1899:		
United New Jersey Railroad and Canal Company,	$99,235 90	
Philadelphia and Trenton Railroad,	878 99	
Right of Way and Real Estate Expenditures in 1899:		
Harsimus Cove,	10 45	

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Construction Expenditures in 1899:			
United New Jersey Railroad and Canal Company,	$552,435 06		
Harsimus Cove,	114,898 52		
Philadelphia and Trenton Railroad,	34,008 20		
Connecting Railway,	18,545 76		
Kensington and Tacony Railroad,	3,092 74		
Fair Hill Railroad,	2,128 89		
Roxborough Railroad,	2,005 65		
Advances to Philadelphia, Germantown and Chestnut Hill Railroad Company, for Construction and other purposes,	47,280 93		
Equipment –			
Barges, Car Floats and Canal Boats,	140,810 00		
Steamboats and Tug Boats,	36,000 00		
		$1,051,331 09	
			$5,910,797 54
Net profit,			$153,960 41

R. W. DOWNING,
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, 1899, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1898, . .	$14,115,960 00	
Amount expended in 1899, ...	552,435 06	
		$14,668,395 06

Cr.

By Proceeds from sale of Bonds, Equipment and other property to December 31st, 1898, . .	$6,913,761 68	
Proceeds from sales in 1899, ...	Nothing.	
		6,913,761 68
Debit balance, January 1st, 1900, ...		$7,754,633 38

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1898, . .	$2,773,090 00	
Amount expended in 1899, ...	440,020 90	
		$3,213,110 90

Cr.

By Proceeds from sale of Real Estate, Materials, etc., to December 31st, 1898, ...	$643,200 55	
Proceeds from sales in 1899, ...	340,785 00	
		983,985 55
Debit balance, January 1st, 1900, ...		$2,229,125 35

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1898, . .	$2,773,070 31	
Amount expended in 1899, ...	114,898 52	
		$2,887,968 83

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, 1898, ...	61,518 49	
Proceeds from sales in 1899, ...	Nothing.	
		2,320,227 04
Debit balance, January 1st, 1900, ...		$567,741 79

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HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1898, . .	$1,075,575 37	
Amount expended in 1899, ...	10 45	
		$1,075,585 82

Cr.

By United New Jersey Railroad and Canal Company's stock, ...	$741,291 45	
Proceeds from sale of Buildings and Materials to December 31st, 1898, ...	300 00	
Proceeds from sales in 1899, ...	Nothing.	
		741,591 45
Debit balance, January 1st, 1900, ...		$333,994 37

SUMMARY.

Dr.

To Cost of Construction, ...	$14,668,395 06	
Real Estate, ...	3,213,110 90	
Harsimus Cove Construction, ...	2,887,968 83	
Harsimus Cove—Right of Way and Real Estate, ...	1,075,585 82	
		$21,845,060 61

Cr.

By Proceeds from sale of Bonds, Equipment, Real Estate, Materials and other property, . .	$7,959,565 72	
United New Jersey Railroad and Canal Company's stock, ...	3,000,000 00	
		10,959,565 72
Debit balance, January 1st, 1900, ...		$10,885,494 89

R. W. DOWNING,
Comptroller.

E. and O. E.
Philadelphia, Pa., January 31st, 1900.

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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, the Atlantic City Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$2,200,000 00
Bonded debt,	2,213,377 00

Floating debt—None.

Cost of road and equipments,	$5,225,449 16

Dividends paid during the year 1899, 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 Junction, N. J., to Mount Ephraim, N. J.; a distance of eighty-three and twenty-one hundredths miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$717,768 63
Income from freight,	343,629 64
Income from other sources,	32,433 81
Total,	$1,093,832 08

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$840,098 70

P. O. address of this Company—Kaighn's Point Ferry House, Camden, N. J.

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State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this 31st day of January, A. D. 1900.

C. K. KLINK,
Notary Public.

ACCIDENTS.

January 11th.—James Gibson, non-employe, non-fatally injured by being struck by engine while walking on track at Camden. N. Laycock, conductor; E. M. Chaney, engineer.

January 14th.—Frank Carpino, employe, non-fatally injured by having finger caught by rail at Williamstown Junction. —— ——, conductor; —— ——, engineer.

January 25th.—Dominic Seglio, employe, non-fatally injured by having finger caught by rail at Elwood. —— ——, conductor; —— ——, engineer.

February 6th.—J. M. Hunter, employe, non-fatally injured while coupling cars at Williamstown. Joseph Poole, conductor; W. H. Murns, engineer.

February 7th.—Edward Stratton, employe, non-fatally injured while coupling cars at Winslow Junction. W. F. Neaster, conductor; P. Stohlberger, engineer.

February 8th.—Samuel Fry, employe, non-fatally injured while coupling cars at Camden. William Lodge, conductor; M. Rattigan, engineer.

March 3d.—J. M. Anderson, employe, non-fatally injured by having finger caught by lading shifting at Camden. W. P. Gibson, conductor; Enoch Parker, engineer.

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March 29th.—James Sheln, employe, non-fatally injured by having hand caught by rail at Fruit Growers' Union. J. Thomas, conductor; J. Simmons, engineer.

April 22d.—J. M. Anderson, employe, non-fatally injured while uncoupling cars at Brigantine Junction. W. F. Neaster, conductor; W. Ward, engineer.

April 26th.—Frank Price, employe, non-fatally injured in falling from car at Camben. C. H. Wagner, conductor; M. Rattigan, engineer.

April 28th.—David Smith, employe, non-fatally injured by having arm caught by flying reverse lever at Winslow Junction. C. G. Stowman, conductor; David Smith, engineer.

June 3d.—Wilbert Reed, employe, non-fatally injured while coupling cars at Glassboro. Joseph Poole, conductor; Charles McFadden, engineer.

June 12th.—Charles Rumsey, employe, non-fatally injured in uncoupling cars at Cedar Brook. W. F. Neaster, conductor; Frank Lantry, engineer.

June 22d.—Isaac E. Hires, non-employe, non-fatally injured by being struck by engine while crossing track at Cedar Brook. J. A. Oldham, conductor; E. M. Chaney, engineer.

July 13th.—Samuel A. Long, employe, non-fatally injured by having hand caught in fire-box door at Williamstown Junction. W. J. Cartwright, conductor; W. H. Murns, engineer.

August 5th.—Mrs. Annie Maylin, non-employe, non-fatally injured by being struck by train while crossing track at Camden. J. H. Ashton, conductor; John Moore, engineer.

August 20th.—John Regan, employe, non-fatally injured while uncoupling cars at Clementon. W. Hofflinger, conductor; John Black, engineer.

August 30th.—Mrs. Bertha Sherer, non-employe, fatally injured by being struck by train while crossing track at Atlantic City. F. C. Simkins, conductor; David Smith, engineer.

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September 7th.—William Bleakley, non-employe, fatally injured by being struck by train while crossing track at Haddon Heights. F. B. E. Thompkins, conductor ; John Crane, engineer.

September 8th.—James Jones, non-employe, non-fatally injured by being struck by train while asleep on track at Albion. W. F. Neaster, conductor ; Frank Lantry, engineer.

October 11th.—Isaiah Christian, employe, non-fatally injured by falling from station platform at Winslow Junction. W. M. Spaulding, conductor ; F. H. Meese, engineer.

November 9th.—Charles Parker, Sr. and Jr., non-employes, non-fatally injured by being struck by train while crossing track at Camden. N. Laycock, conductor ; E. M. Chaney, engineer.

November 18th.—Mark Higbee, non-employe, non-fatally injured by being struck by train while crossing track at Atlantic City. C. G. Stowman, conductor ; Albert Hinkley, engineer.

November 27th.—John H. Keeler, employe, non-fatally injured while coupling cars at Atlantic City. J. W. Dungan, conductor ; D. R. Williams, engineer.

November 29th.—Jacob Mochle, non employe, fatally injured by being struck by train while walking on track at Glassboro. Joseph Poole, conductor ; W. H. Murns, engineer.

December 3d.—Matto Ordille, non-employe, non-fatally injured in jumping from train at Hammonton. J. S. Coleman, conductor ; Philip Stohlberger, engineer.

December 15th.—Harry E. Ruth, employe, non-fatally injured by being struck by train while working on track at Camden. John Shartel, conductor ; Daniel Morris, engineer.

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THE 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, 1899:

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt—None.	
Cost of road and equipments,	$485,137 15

Dividends paid during the year 1899, and how paid—None.

The road extends from Cranford, N. J., to Arthur Kill bridge, a distance of 5.30 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from freight,	$79,072 12
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $125,965.31 (taxes, $1,146.31),	$127,111 62

P. O. Address of this Company—Foot of Whitehall street, New York City, N. Y.

State of New York, New York county, ss.—J. Van. Smith, being duly sworn, on his oath says, that he is President 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 1899 are correct and true, to the best of his knowledge and belief.

J. VAN. SMITH.

Sworn and subscribed before me this fifteenth day of January, A. D. 1900.

S. P. KRETZER,
Notary Public, Richmond County, N. Y.
Certificate Filed in N. Y. County.

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ACCIDENTS.

April 3d, 1899.—John Mullins, aged 57 years, a section laborer on Baltimore and New York Railway, Cranford Junction, foot crushed, head cut and legs broken. Injured at 11 A. M. Died in Elizabeth, N. J., Hospital, Tuesday, April 5th, 1899, at 8:50 P. M.

April 13th, 1899.—J. Schwartz, of Jersey City, trespassing on tracks at Cranford, N. J., whilst intoxicated. Central Railroad of New Jersey engine No. 423 was pushing cars toward the Junction. Schwartz evidently fell in front of the first car, which run over his neck.

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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, the Barnegat Railroad Company presents the following report for the year ending December 31st, 1899 :

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, N. J., to Barnegat City, N. J., a distance of seven and seventy-three hundredths miles.

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

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

State of New Jersey, Camden county, *ss.*—W. J. Sewell, 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.

W. J. SEWELL.

Sworn and subscribed before me this 2d day of February, A. D. 1900.

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—General Office Pennsylvania Railroad Company, Philadelphia, Pa.

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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, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,749,000 00
Floating debt—None.	
Cost of road and equipments,	4,138,709 36

The road extends from—	Miles.
Trenton, N. J., to Manunka Chunk, N. J.,	67.49
Junction with Martin's Creek Branch, Bangor and Portland Ry., Pa., to State line, middle Delaware river,	0.15
State line, middle Delaware river, to Junction of Belvidere Delaware Railroad near Martin's Creek Station, N. J.,	0.14
Lambertville to Flemington, N. J.,	11.55
Coalport to East Trenton, N. J.,	1.50
A total distance of eighty and eighty-three hundredths miles,	80.83

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, and is annexed hereto.

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

W. H. WILSON.

Sworn and subscribed before me this second day of February, A. D. 1900.

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

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RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$240,452 36
Income from freight,	917,164 21
Income from other sources,	28,395 35
Total,	$1,186,011 92
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$782,684 48

Dividends paid during the year 1899, and how paid—One of 5 per cent., payable in cash.

P. O. Address of this Company—General office Pennsylvania Railroad Company, Philadelphia, Pa.

ACCIDENTS.

List of Casualties on Belvidere Division, for Year Ending December 31st, 1899. Train Accidents.

January 9th.—Henry Moore, residing near Titusville, while driving a team of horses, was struck by train No. 1411 (extra), and thrown from wagon, injuring his head.

January 27th.—Orville J. Wright, brakeman, in attempting to get on engine-tender from car of train No. 552 at Lehigh Junction, was struck by the abutments of C. R. R. of N. J. bridge, causing contused wounds of his buttocks.

January 27th.—Wm. H. Wright, brakeman, in attempting to cut cars at Phillipsburg Junction, had the index finger of his left hand caught, causing a severe lacerated wound, necessitating amputation of the finger between the first two joints.

January 31st.—Edw. R. Tennecliff, brakeman, while pulling tank-spout for engine of train 538 to take water at Raven Rock, fell from tank of engine to the ground, causing contused wounds of hips and back and strain of right shoulder and wrist.

February 1st.—Reuben Hoats, brakeman, C. R. R. of N. J., in making a coupling between cars at Phillipsburg Junction, had his right hand caught between the dead blocks, crushing the right thumb.

February 1st.—George Brokaw, stationary engineman, Phillipsburg, while walking on track was struck by passenger train No. 564 and instantly killed.

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February 11th.—John A. Bayne, Amboy Division brakeman, in getting off his train at State street crossing, Trenton, stepped into a hole, spraining his ankle.

February 22d.—Richard F. Kroesen, brakeman, while applying brake to cars being drilled at Phillipsburg Junction yard, his brake-club slipped and threw him from the car, causing a strain to left ankle-joint and contused wound of left foot.

February 25th.—Fred Trout, a 14-year old boy, attempted to board train No. 539 at Cadwalader Park, Trenton, and fell under train, crushing his left foot and the great toe of his right foot so badly as to necessitate amputation.

March 2d.—James L. Baker, brakeman, in coupling cars at Phillipsburg, had his left arm slightly scraped.

March 14th.—Tomo Tomaic, while walking on track at Kent, was struck by passenger train No. 573 and instantly killed.

March 15th.—John T. Conway, engineman, Trenton, while lighting head-light on his engine, tripped and fell to the ground injuring his chest.

March 25th.—William Stem and Fred Firth, each 13 years of age, while walking on track, just north of Phillipsburg, were struck by passenger train No. 569 and instantly killed.

April 27th.—William C. Hazelton, of Port Richmond, N. Y, was found near Milford badly injured; he had fallen from a train while stealing a ride. He was taken to St. Francis Hospital, Trenton, but died shortly after admission.

April 27th.—James L. Baker, brakeman, jumped from train 521, at Riegelsville, and in alighting caught his foot in tie, causing him to fall and cut and sprain his right hand.

June 19th.—Benjamin Oberly, of Easton, Pa., while walking on track, near Harmony Station, was struck by passenger train No. 577 and instantly killed.

June 28th.—James Henry, warehouseman, while assisting in drilling cars at Phillipsburg freight-house, stepped from a car just as moving

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cars struck the standing car ; the jar caused door to fall on him, badly injuring his neck.

July 12th.—Charles Coneski, alias Mickey Lynch, found dead along track near Trenton Bone Fertilizer Company's siding, Trenton. Body was cold at the time, and were unable to locate train which killed him.

July 14th.—Edward Sweeney, while lying alongside track near Phillipsburg, had right wrist run over by wheels of one car of train No. 525. Was taken to Easton Hospital, but it was not necessary to amputate hand.

July 27th.—Amos. Greep, special officer, while climbing on moving box-car equipped with side ladders, Trenton, was struck by an empty car standing on side track, and thrown to the ground. His injuries consisted of a very bad scalp wound and injured through chest and back.

August 10th.—Jacob Hartshorn, brakeman, while coupling cars at Coalport, Trenton, had thumb on left hand caught between couplers, taking it off at first joint.

August 16th.—Joseph Plunkett, of Trenton, N. J., climbed onto a car of ice, standing at Fowler street siding, Trenton. Drill crew came to take car out, and, when engine started, Plunkett fell between the cars, the wheels passing over his right foot and mashing the great toe so badly as to necessitate amputation.

August 19th.—Philip Smith, of Trenton, N. J., found dead alongside track. Had apparently fallen from a passing train, as his neck was broken ; also, a slight cut on the back of his head.

August 23d.—Irwin Nace, employed at Byram stone quarry, was on track with flag to protect trains while blasts were being fired, and was struck by train No. 299 (extra freight), cutting both legs off and badly cut about the head. Lived eight minutes after being struck.

September 4th.—John Kennedy, Trenton, struck by a drill engine while lighting his pipe, receiving bruises about the body ; injury slight.

September 7th.—James T. Gallagher, laborer, Phillipsburg, while walking on trestle near Kent, was struck by passenger train No. 554 and instantly killed.

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September 7th.—Samuel Ewing, in attempting to board train No. 506 at Bridge street, Lambertville, was thrown to the ground, splitting his lip and causing a slight scalp wound.

September 9th.—William Cook, in attempting to cross Perry street crossing, Trenton, ahead of car being drilled, was struck by car. slightly bruising left knee.

September 20th.—Walter Manners, fireman, was standing on step of engine while in motion and was caught between engine and platform of Trenton freight station, bruising both hips, both legs, and left leg cut.

September 23d.—S. C. Brouse, brakeman, in stepping to the side of a cabin-car of New York Division Extra No. 45, at Coalport round-house, missed his footing and fell to the ground, striking his hip and back on edge of stand-pipe platform; injuries not serious.

September 29th.—John J. McQuade, brakeman, assisting in drilling cars at Coalport, found brake on car useless, and before he could get off car, it had struck standing cars, knocking him into hopper on his knees, badly bruising them.

October 1st.—Frank E. Kirkuff, brakeman, while assisting in drilling train 523 at Coalport, had his hand caught between cars; injury not serious.

October 30th.—W. H. Eckhardt, conductor, in coupling cars at Phillipsburg, had thumb caught, bursting it open.

October 31st.—Lewis Young, Phillipsburg, brakeman, in coupling cars of train No. 537 at Kent, was caught between dead blocks and instantly killed.

November 1st.—James H. Beebee, laborer, Trenton, while applying brakes on a car with piece of gas-pipe, it slipped from his grasp, striking him on the left cheek, causing a laceration.

November 30th.—Nicholas Webber, of Lambertville, N. J., attempted to board train 577 at Lambertville station as she was pulling away, failed to get his hold and was dragged some distance down the platform before he was released. No injury.

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December 6th.—Frank Apgar, while getting off train 565 at Clinton street depot, Trenton, slipped and fell to the platform, skinning both hands and face, and bruising right shoulder.

December 15th.—Frank E. Kirkuff, brakeman, while drilling in Trenton freight yard, had his hand caught between round and end of car, badly spraining the wrist.

May 23d.—Thos. Durnan, track foreman, of Milford, N. J., while working in Frenchtown yard, was struck by engine of train No. 522, dislocating left arm at elbow, slight bruises about the body and scratches on the face.

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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, 1899:

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 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, and is annexed hereto.

State of New York, New York county, *ss.*—E. B. Thomas, 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.

E. B. THOMAS.

Sworn and subscribed before me this eighth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in N. Y. County.

Dividends paid during the year 1899, and how paid—None.

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

ACCIDENTS.

March 12th.—Peter McGough fell from freight train while stealing a ride; foot run over.

June 29th.—Andrea Lipore, trackman, struck by piece of rail; knee bruised.

July 13th.—Rosa Kowtscha got on cars to pick coal and was caught between bumpers; hand and arm crushed.

July 14th.—Christopher Foster struck by train; fatally injured.

August 15th.—Unknown man struck by train; killed.

September 25th.—Geo. Cook, conductor, unloading freight; hand and shoulder bruised.

October 3d.—Clancey M. Kelly fell from freight train; legs run over.

October 9th.—Thomas J. Brundage, brakeman, fell from train; face bruised and wrist cut.

October 13th.—Fred. Stedtler, crossing flagman, struck by train; arm and hip bruised and scalp wound.

October 23d.—Thomas Barry fell from freight train; killed.

December 16th.—H. E. Young, brakeman, coupling, two fingers bruised.

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BERGEN AND DUNDEE 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 Bergen and Dundee Railroad presents the following report for the year ending December 31st, 1899:

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

The road extends from a point on the Bergen County Railroad in Saddle River to Vreeland's Lake, in Passaic, N. J., a distance of two and one hundred and five thousandths 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, and is annexed hereto.

State of New York, New York county, *ss.*—Charles R. Fitch, 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.

CHAS. R. FITCH.

Sworn and subscribed before me this 13th day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in New York County.

Dividends paid during the year 1899, and how paid—None.

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P. O. Address of this Company—21 Cortlandt street, New York City, N. Y.

ACCIDENTS.

March 31st.—Michael Malzahn, brakeman, fell from car ; arm fractured.

July 5th.—Anna Sabol, picking coal, was struck by car ; contusion of legs and body bruised.

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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, 1899 :

Capital stock paid in,	$3,000 00
Floating debt,	18,428 11
Cost of road and equipments,	$21,428 11

The road extends from Greenwich to Cohansey Creek, a distance of one and three one-hundredths 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, and is annexed hereto.

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

BEN. VAN DE FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1899.

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

P. O. address of this Company—143 Liberty street, New York City, N. Y.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, 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, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$381,925 00
Bonded debt,	350,000 00
Floating debt,	17,260 75
Cost of road and equipments,	$749,185 75

Railroad extends from Camden, N. J., to Pemberton, N. J., 22.46 miles; Burlington, N. J., to Mount Holly, N. J., 7.15 miles—a total distance of 29.61 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 the capital stock, four per cent. on the funded debt, and $500 for maintaining the organization and all taxes.

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

State of New Jersey, Camden county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

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

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

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RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$167,856 18
Income from freight,	54,635 85
Income from other sources,	37,921 43
Total,	*$260,413 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$232,793 35
Dividends paid during the year 1899, and how paid—Two and three per cent. each, payable in cash.	

P. O. Address of this company—General office Pennsylvania Railroad Company, Philadelphia, Pa.

* Includes Burlington and Mt. Holly Traction Co.

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CAMDEN 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 Camden County Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$100,000 00
Bonded debt,	40,700 00
Cost of road and equipments,	$210,894 79

The road extends from Mount Ephraim, N. J., to Grenloch, N. J., a distance of 7.27 miles.

It is leased to the Atlantic City Railroad Company at an annual rental of maintenance and taxes.

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

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

D. JONES.

Sworn and subscribed before me this 31st day of January, A.D. 1900.

C. K. KLINK,
Notary Public.

Receipts and expenses for 1899, included in the operations (and report) of the Atlantic City Railroad Company.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this company—Kaighn's Point Ferry House, Camden, N. J., and Treasurer's Office, Reading Terminal, Philadelphia, Pa.

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ACCIDENTS.

September 3d.—Trolley car No. 111 of the Camden, Gloucester and Woodbury Railway Company was struck by a train at Essex street, Gloucester, resulting in injury to the following occupants of the trolley car: Annie Nuenschwander, fatally injured; Henry Jones, J. W. Young, Mary E. Thompson, J. R. Quigley, Curran Dullard, E. L. Mays, C. R. Newbold, Mrs. Catherine Keller and O. B. Markley, non-fatally injured. T. H. Ashton, conductor; W. H. Murns, engineer.

September 4th.—Joel Reed, non-employe, fatally injured by being struck by train while walking on track at Gloucester. T. H. Ashton, conductor; William Ward, engineer.

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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. 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 Cape May, Delaware Bay and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	$300,000 00

Dividends paid during the year 1899, and how paid—None.

The road extends from Sewell's Point to Steamboat Landing on Delaware Bay, a distance of six and one-quarter miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$12,734 07
Income on freight,	75 00
Income from other sources,	612 43
Total,	$13,421 50
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$15,499 07

P. O. address of this Company—Third and Market streets, Camden, N. J.

State of New Jersey, Camden county, *ss.*—Jno. J. Burleigh, being duly sworn, on his oath says, that he is Secretary and General Manager of the Cape May, Delaware Bay and Sewell Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899, are correct and true, to the best of his knowledge and belief.

J. J. BURLEIGH.

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Sworn and subscribed before me this twenty-sixth day of March, A. D. 1900.

T. G. COULTER,
M. C. C. of N. J.

ACCIDENTS.

None.

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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 Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$19,400 00
Floating debt,	4,297 92
Cost of road and equipments,	$23,697 92

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

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

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.

No separate account of the same was kept.

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

P. O. Address of this Company—143 Liberty street, New York City, N. Y.

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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, 1899 :

Capital stock paid in,	$12,700 00
Floating debt,	12,132 90
Cost of road and equipments,	$24,832 90

The road extends from Leibigs to Port Reading Railroad tracks, a distance of one and twenty-five hundredths miles.

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

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

J. R. MAXWELL.

Sworn and subscribed before me this 1st day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.

No separate account of the same was kept.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York City, N. Y.

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ACCIDENTS.

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

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THE 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, 1899:

Capital stock paid in,	$27,055,800 00
Bonded debt,	47,414,350 00
Cost of road and appendages,	$23,806,499 80

Dividends paid during the year 1899, and how paid—Three dividends of one per cent. each and one of one and one-quarter per cent., in all four and one-quarter (4¼) per cent., on par value of capital stock, payable in cash.

LOCATION AND LENGTH OF ROAD AND BRANCHES.

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,	3 02
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
Chester Furnace to Hacklebarney Mines (formerly High Bridge Railroad),	1.42
Hopatcong Junction to Lake Hopatcong (formerly Lake Hopatcong Railroad),	5.56
Total,	155.69

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RECEIPTS AND EXPENSES FOR 1889.

Income from passengers,	$2,518,251 57
Income from freight,	5,886,145 46
Income from other sources,	412,896 25
Total,	$8,817,293 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$5,802,804 22

REMARKS.

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

	Miles.
Carteret and Sewaren Railroad Company,	1.25
Carteret Extension Railroad Company,	1.82
Dover and Rockaway Railroad Company,	5.12
Elizabeth Extension Railroad Company,	0.89
Hibernia Mine Railroad Company,	4.20
Lafayette Railroad Company,	0.55
Manufacturers' Extension Railroad Company,	1.23
Middle Valley Railroad Company,	1.38
Ogden Mine Railroad Company,	9.86
Raritan North Shore Railroad Company,	1.75
Sound Shore Railroad Company,	5.99
West Side Connecting Railroad Company,	0.94

State of New York, New York city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

ACCIDENTS.

New Jersey Central Division and Branches.

January 1st.—James Gibbon, hostler, had one of his ankles slightly injured by falling into pit while getting off locomotive at Jersey City. Engineer, —— ——; conductor, —— ——.

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January 3d.—Frank E. Apgar, brakeman, had one of his hands injured while coupling cars at East 22d street. Engineer, Thos. Ferguson; conductor, F. Edmunds.

January 3d.—George Hamlin was struck by locomotive and fatally injured while walking on track at Raritan. Engineer, Wm. Miller; conductor, John R. Day.

January 5th.—Henry Guerier, brakeman, had one of his hands slightly injured while coupling cars at Jersey City. Engineer, P. Strubble; conductor, Isaac Plaster.

January 6th.—Neigham Hanig had one of his hands crushed between bumpers while stealing a ride on coal train at Cranford. Engineer, —— ——; conductor, —— ——.

January 6th.—Henry Schaffer, brakeman, had one of his feet crushed while getting on moving engine at Phillipsburg. Engineer, John Sauers; conductor, J. W. Harrison.

January 7th.—W. D. Nealy, brakeman, had one of his legs injured by falling from locomotive at Jersey City. Engineer, Jerry Crowley; conductor, Thomas Halleck.

January 9th.—Robert Modavis, brakeman, had one of his hands injured while coupling cars at Springtown. Engineer, Wm. House; conductor, M. L. Young.

January 10th.—Chas. N. Billington, brakeman, was slightly injured about the body by falling from train while trying to release brake at Jersey City. Engineer, Jas. Weikley; conductor, Jas. Shanassy.

January 11th.—John A. Quinn, brakeman, had one of his hands injured while coupling cars at Jersey City. Engineer, C. Van Middlesworth; conductor, Jas. Madden.

January 12th.—Joseph Lance, was struck by locomotive and instantly killed while walking on track near Glen Gardner. Engineer, Joseph Lutz; conductor, George J. Bayer.

January 13th.—John Sweeney, brakeman, was injured about the hips while coupling cars at Constable Hook. Engineer, Wm. Smith; conductor, John Kenny.

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January 13th.—Joseph Achenbach, brakeman, had one of his arms slightly injured while coupling cars at Phillipsburg. Engineer, Wm. Kelley; conductor, Chas. McCarthy.

January 14th.—John Smith, of Nicetown, Pa., was struck by locomotive and fatally injured while crossing track at Hampton. Engineer, John Miller; conductor, —— ——.

January 14th.—Walter Scott, was struck by locomotive and injured about the head while walking on track at Hampton. Engineer, John Miller; conductor, —— ——.

January 17th.—John Pyatt, brakeman, had one of his arms injured while coupling cars at Phillipsburg. Engineer, Abe Cole; conductor, M. B. Wilson.

January 17th.—Hugh Brennan, brakeman, was struck and injured about the body while switching cars at Jersey City. Engineer, J. Hull; conductor, Thos. McGinley.

January 17th.—Ellis Bennard, brakeman, had one of his hands slightly injured while coupling cars at Perth Amboy. Engineer, Everett Gordon; conductor, Daniel Sullivan.

January 18th.—Adam Haberland was thrown down and slightly injured about the body, by cars coming together, at Newark. Engineer, W. W. Cary; conductor, E. Schwall.

January 19th.—Benj. Laure, brakeman, was slightly injured about the hips while coupling cars at Vernoy. Engineer, George Oliver; conductor, Walter Mesler.

January 20th.—William P. O'Brien, brakeman, was caught between engine and round-house at East Twenty-second street, and badly bruised about the body. Engineer, Wm. Cooper; conductor, Patrick Galvin.

January 20th.—Joseph Apgar, was struck by locomotive and seriously injured about the body while getting off train at Phillipsburg. Engineer, N. Weissel; conductor, J. R. Day.

January 21st.—Wm. H. Woodruff was struck and slightly injured about the body while attempting to pass between two trains at Elizabeth. Engineer, F. Bogart; conductor, John Bogart.

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January 21st.—Raymond G. Hughes, brakeman, had one of his hands slightly injured while coupling cars at Cranford. Engineer, John Eveland ; conductor, Robert Fenwick.

January 22d.—Michael Wisga had one of his feet badly injured whlie trying to board moving train at Ferry street. Engineer, Thos. Bows ; conductor, W. E. Dilts.

January 22d.—John Wheelihan, fireman, had both of his arms sprained by falling into pit while getting off locomotive at Hampton. Engineer, George Busch ; conductor, Wm. Hart.

January 24th.—George Mayberry was badly injured about the face by jumping from moving train at West Hampton. Engineer, N. Weisel; conductor, J. R. Day.

January 24th.—Frank Wallace had both of his legs injured by falling from moving train at Jackson avenue. Engineer, Samuel Lowery ; conductor, Wm. Magee.

January 24th.—Morris Hobarg, brakeman, had one of his fingers crushed while coupling cars at Elizabethport yard. Engineer, W. B. Smith ; conductor, Arthur Rinehart.

January 25th.—Frank Simpson, brakeman, was struck by overhead pipe while riding on box-car at Constable Hook, and injured about the body. Engineer, Wm. Smith ; conductor, John Kinney.

January 26th.—August Strauss, of Jersey City, was struck by locomotive and instantly killed while crossing track at Greenville. Engineer, G. B. Houston ; conductor, George J. Bayer.

January 26th.—James Clark, brakeman, was slightly injured about the back while coupling cars at Avenue yard. Engineer, J. Berry ; conductor, W. J. Cullen.

January 28th.—W. C Bergen, brakeman, had one of his arms slightly injured while coupling cars at Newark. Engineer, R. Wolverton ; conductor, J. H. Dowdell.

Jannary 29th.—Miss Elizabeth Davis, was struck by a spike thrown through window of car at Newark, and slightly injured about the face. Engineer, W. Able ; conductor, W. G. Brown.

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January 30th.—Arthur Smith, had his right hand injured while coupling cars at East Twenty-second street. Engineer, —— ——; conductor, —— ——.

February 1st.—Isabel Janis, had one of her ankles slightly injured by jumping from moving train at East Thirty-third street. Engineer, —— ——; conductor, —— ——.

February 1st.—Felix Hoosic, was struck and slightly injured about the body while walking on track at Rahway. Engineer, M. Kennedy; conductor, R. E. Timbrook.

February 1st.—A. W. Breneiser, brakeman, was caught between car and bridge at Bloomsbury and slightly bruised about the body. Engineer, Henry Kline; conductor, W. H. Startzell.

February 1st.—W. J. Garrick, brakeman, had his right leg bruised while switching cars at Monitor Iron Works, Manufacturers' branch. Engineer, S. L. Jones; conductor, A. Shipley.

February 2d.—Oscar Hawk, brakeman, was slightly injured about the back by falling from box-car at West 8th street. Engineer, J. Maloney; conductor, P. McCarthy.

February 2d.—Samuel Cooper had one of his fingers slightly bruised by catching it in a car door at Plainfield. Engineer, Geo. Moll; conductor, A. J. Shainline.

February 3d.—Andrew Smith, brakeman, was injured about the back and head by falling from box-car at Phillipsburg. Engineer, John Fleet; conductor, M. B. Wilson.

February 4th.—Nicholas Fossi was struck by locomotive and fatally injured while walking on track at Elizabethport. Engineer, Michael Moynihan; conductor, D. B. Allen.

February 4th.—John Tree, brakeman, had one of his hands badly injured while coupling cars at Jersey City. Engineer, James Hull; conductor, Richard Coogan.

February 5th.—Lewis Gabert, brakeman, had one of his arms slightly injured by falling from a car at Phillipsburg. Engineer, John Fleet; conductor, M. B. Wilson.

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February 5th.—Thomas Lally, brakeman, had one of his knees slightly injured by striking it against side of car at Claremont. Engineer, H. Siegfried ; conductor, Edward Bannon.

February 6th.—John Ginty, brakeman, was struck and slightly injured about the hips by stepping in front of locomotive at Roselle. Engineer, James Powell ; conductor, Marshall Henry.

February 6th.—John Washine, brakeman, had one of his arms slightly injured while coupling cars at Hampton. Engineer, R. Nixon ; conductor, A. D. Case.

February 8th.—Anthony Frank, of New York, was slightly injured about the head by falling from car at Jersey City. Engineer, —— ——; conductor, —— ——.

February 9th.—Phillip Brown, engineer, was struck and instantly killed by stepping in front of locomotive at Cranford Junction. Engineer, —— ——; conductor, Harry Bromer.

February 9th.—John Collins was struck and instantly killed by stepping in front of locomotive at Morse's Creek. Engineer, Julius Cameron; conductor, John J. Boyle.

February 9th.—Stewart Haltiman, brakeman, was killed by falling from freight train near Port Oram. Engineer, —— ——; conductor, —— ——.

February 10th.—Wm. Smith, brakeman, had one of his feet injured while releasing brakes at Jersey City. Engineer, T. Bradshaw; conductor, James Shanasey.

February 10th.—Patrick Hannigan was struck by locomotive and instantly killed while crossing track at New Hampton. Engineer, Thos. Dougherty; conductor, Tom Brady.

February 11th.—Wm. W. M. Schenfeilt, brakeman, was struck by bridge and injured about the head while standing on box car at Elizabethport. Engineer, Thomas Schutt; conductor, James McNulty.

February 11th.—Harry Allen, brakeman, injured his back by falling from box car at White House. Engineer, John Campbell; conductor, J. J. Spellman.

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February 11th.—Grant Thorpe, brakeman, had one of his hands slightly injured while coupling cars at Somerville. Engineer, Wm. Sheridan; conductor, Jas. Johnson.

February 14th.—Cornelius Weisel, engineer, was cut about the face by snow coming through window of cab while clearing the track at Raritan. Engineers, Cornelius Weisel and G. Quick; conductors, —— ——.

February 15th.—F. Ortman, brakeman, was slightly injured about the knee while switching cars a Fiddlers Shop. Engineer, —— ——; conductor, —— ——.

February 17th.—Wm. Loftus, brakeman, had one of his legs broken by jumping from moving train at East 22d street. Engineer, L. McGinley; conductor, Thos. Brady.

February 20th.—F. N. Hawk, brakeman, had one of his hands slightly injured while coupling cars at Newark. Engineer, John Jones; conductor, L. Stamits.

February 21st.—John Stolosky was struck by locomotive and injured about the head and body while walking on track west of Junction Station. Engineer, Peter Seers; conductor, John Rielley.

February 22d.—Wm. J. Jennett, brakeman, had one of his legs badly injured while coupling cars at New Hampton. Engineer, T. Ferguson; conductor, A. S. Jeffrey.

February 24th.—P. J. Kelly was struck and badly injured about the body by stepping in front of locomotive at Roselle. Engineer, Powell; conductor, M. Henry.

February 25th.—I. M. Commings, of Perth Amboy, was slightly injured about the face by falling from train at Jersey City. Engineer, W. Alpaugh; conductor, John Messer.

February 25th.—John Baird was struck and slightly injured about the head by stepping in front of locomotive at Newark. Engineer, H. Smith; conductor, E. Schwall.

February 27th.—An unknown man was struck and injured about the face and legs while crossing track at Elizabethport. Engineer, J. McCall; conductor, J. Herbert.

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February 28th.—Patrick J. Gillespie was struck and instantly killed while coupling cars at Elizabethport. Engineer, Robert Houston; conductor, —— ——.

March 3d.—Wm. Tester was struck by locomotive and instantly killed while standing on track at Bound Brook. Engineer, A. Dilling; conductor, J. W. Dietrick.

March 3d.—John Grassman was struck by locomotive and instantly killed while crossing track at Communipaw. Engineer, M. Moynihan; conductor, D. B. Allen.

March 5th.—John Frankenfield, fireman, was badly injured about the head by breaking of chain controlling dumping-barrow while loading coal on tender at Jersey City. Engineer, A. Dilling; conductor —— ——.

March 6th.—Roscoe Bowlby, brakeman, had his feet injured by falling from train at Elizabeth. Engineer, Arthur N. Bogart; conductor, George Mills.

March 6th.—George Hart, brakeman, had one of his arms injured by falling from train at West Side avenue. Engineer, W. H. Rhodes; conductor, Adam Stultz.

March 9th.—Chas. A. Lawrence had both legs cut off by falling under locomotive at Bound Brook. Engineer, M. Ransch; conductor, M. Youse.

March 9th.—Jacob Adams was fatally injured in a collision between two coal trains at Dunellen. Engineer, —— ——; conductor, —— ——.

March 11th.—John Gonsiorlk was struck by locomotive and fatally injured while walking on track at Perth Amboy. Engineer, L. Byrnes; conductor, S. B. Hudnit.

March 14th.—J. L. Bergen was slightly injured about the face by a stone thrown through car window at Bayonne. Engineer, J. L. Nivison; conductor, C. A. Wyatt.

March 14th.—George Horton, brakeman, had one of his hands slightly injured while coupling cars at Elizabethport. Engineer, Frank McEvoy; conductor, John Sullivan.

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March 15th.—William Dunn, brakeman, had one of his hands slightly injured while coupling cars at Elizabethport. Engineer, —— ——; conductor, —— ——.

March 15th.— —— Stout had one of his fingers slightly injured by catching it in car door at Elizabethport. Engineer, —— ——; conductor, —— ——.

March 16th.—J. J. Janson, engineer, was slightly injured about the head by falling from moving engine at Bound Brook. Engineer, J. J. Janson; conductor, Walter Durling.

March 17th.—Peter Frank had one of his legs badly injured by crawling under moving car at Jersey City. Engineer, —— ——; conductor, —— ——.

March 17th.—Thos. Beyer, brakeman, was slightly injured about the hips while coupling cars at Jersey City. Engineer, C. Burroughs; conductor, Morgan E. Williams.

March 20th.—W. J. Garrick, brakeman, had one of his arms badly injured while coupling cars at Newark. Engineer, Wm. Miller, conductor, —— Walters.

March 20th.—Edw. Dolan was thrown against bridge and slightly injured about the body while stealing a ride at Newark. Engineer, Jas. Rodenbough; conductor, P. Bryan.

March 21st.—Alfred B. Mills, brakeman, had one of his fingers badly injured while coupling cars at Elizabethport. Engineer, N. C. Rhodes; conductor, E. Youngkin.

March 24th.—Harry Place, conductor, had his right arm badly injured while coupling cars at Elizabethport yard. Engineer, J. Osmun; conductor, Harry Place.

March 25th.—Fred Schants had one of his arms slightly injured by stepping in front of moving trin at Newark. Engineer, S. Curtis; conductor, W. H. Cox.

March 25th.—Two unknown boys were struck by locomotive and fatally injured while crossing track at Phillipsburg. Engineer, Hugh Sweeny; conductor, P. J. Taylor.

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March 26th.—Ansalvi Pettit, brakeman, had one of his legs badly injured while coupling cars at Elizabethport. Engineer, Oscar Depuy; conductor, Patrick Ferry.

March 27th.—An unknown man was struck by locomotive and instantly killed while walking on track at Roselle. Engineer, Elmer Bowers; conductor, J. McAloan.

March 27th.—An unknown man was found dead on track at Avenue A. Engineer, —— ——; conductor, —— ——.

March 30th.—Wm. E. Twonley, brakeman, was slightly injured about the body by falling from box-car at Jersey City. Engineer, James Gallagher; conductor, John Opdyke.

March 30th.—John Flickering, fireman, was thrown against bridge and slightly injured about the body while getting off engine at Elizabeth. Engineer, Thos. Shutt; conductor, James McNulty.

March 31st.—John Smith had one of his hands crushed while coupling cars at Elizabeth. Engineer, —— ——; conductor, —— ——.

March 31st.—Chas. Farine was struck and instantly killed while trying to cross track in front of moving engine at Aldene. Engineer, —— ——; conductor, —— ——.

April 3d.—Thos. Gilligan, brakeman, was slightly bruised about the body by falling from car at Avenue Yard. Engineer, A. Bogart; conductor, Geo. S. Mills.

April 3d.—John Mullen, was struck by locomotive and fatally injured while shoveling ashes at Cranford. Engineer, —— ——; conductor, —— ——.

April 3.—Howard Wise, brakeman, had one of his fingers slightly injured while coupling cars at East Thirty-third street. Engineer, Jno. Maloney; conductor, Robert Carr.

April 5th.—J. Coyne, fireman, had one of his fingers badly injured by catching it in fire-box door at Fiddler's shop. Engineer, C. J. Youngkin; conductor, —— ——.

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April 5th.—John S. Goodwin, engineer, was injured about the body in a collision at Phillipsburg. Engineers, J. S. Goodwin and E. Geppelt; conductors, W. F. Clark and —— ——.

April 5th.—Frank Smith was slightly injured about the shoulders in a collision at Phillipsburg. Engineers, J. S. Goodwin and E. Geppelt; conductors, W. F. Clark and —— ——.

April 6th.—Herbert Bouch, brakeman, slightly injured about the body by falling from a box-car at Plainfield. Engineer, P. K. Wilcox; conductor, F. A. Bowlby.

April 6th.—John S. Hobbs had one of his fingers slightly injured by catching it in a car door at Elizabeth. Engineer, —— ——; conductor, —— ——.

April 7th.—Robert Brockett, brakeman, was slightly injured about the head by falling from car at Jersey City. Engineer, Chas. Burrows; conductor, Thos. McGinley.

April 8th.—Frank Vanatta, baggage-master, was struck by a stone thrown through window of car at Lebanon, and slightly injured about the head. Engineer, Geo. Leir; conductor, W. F. Clark.

April 8th.—John Burke, brakeman, was caught between two cars while climbing up side ladder at Phillipsburg, and injured about the body. Engineer, C. M. Pettinger; conductor, J. Warner.

April 8th.—W. J. Kelly, of Pittsburg, Pa., had one of his feet slightly injured while stealing a ride at New Hampton. Engineer, Hiram Auman; conductor, W. J. Batdorf.

April 10th.—Thos. Ryan was badly injured about the head by falling from moving train at Dunellen. Engineer, —— ——; conductor, —— ——.

April 11th—P. Grippen, conductor, was instantly killed by falling from moving train at White House. Engineer, —— Harr; conductor, P. Grippen.

April 12th.—August Woody, engineer, had one of his feet slightly injured in a collision at Elizabethport. Engineer, August Woody; conductor, —— ——.

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April 12th.—Margaret Vochal was struck by locomotive and instantly killed while crossing track at Lorraine. Engineer, H. Stem ; conductor, W. A. Snyder.

April 12th.—John Garrity, brakeman, had one of his thumbs slightly injured while uncoupling cars at Elizabethport. Engineer, Wm. B. Kist ; conductor, L. H. Warncke.

April 12th.—Mrs. J. Clayton had two of her fingers slightly injured while trying to raise car window at Roselle. Engineer, —— Hague ; conductor, W. E. Haynes.

April 12th.—Paul Thomas, brakeman, was caught between cars at Jersey City and fatally injured. Engineer, Geo. Ward ; conductor, Geo. Dumphy.

April 12th.—Wm. Smith, brakeman, was struck and injured about the body while climbing up ladder of car at Cranford. Engineer, John Paulinson ; conductor, Lewis Vought.

April 12th.—Mrs. Gus. Bauman had one of her ankles slightly injured by stepping off moving train at Jackson avenue. Engineer, Frank Beck ; conductor, W. J. Magee.

April 13th.—J. Swartz was struck and fatally injured while lying on track at Cranford Junction. Engineer, Chas. Montgomery ; conductor, Wm. E. Staples.

April 13th.—Geo. M. Ryne had his right foot injured while trying to board moving train at Newark. Engineer, P. Miller ; conductor, C. H. Day.

April 13th.—Michael Casey, brakeman, was slightly injured about the body while coupling cars at Elizabethport. Engineer, F. McAvoy; conductor, John Sullivan.

April 13th.—John C. Hannigan, brakeman, had one of his fingers slightly injured while coupling cars at Grant avenue. Engineer, Jas. Splane ; conductor, Lewis S. Bowlby.

April 14th.—John Malton was slightly injured about the head by falling off moving train at Bound Brook. Engineer, S. Simmons; conductor, Harold Whatcher.

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April 15th.—Joseph Hardy, fireman, was struck by locomotive at Jersey City and fatally injured. Engineer, Jas. Splane; conductor, D. Sullivan.

April 15th.—Walter Eversole, brakeman, had his head cut by a signal post while standing on edge of box-car at Green Brook. Engineer, Jos. Everett; conductor, Robert Fenwick.

April 15th.—Mrs. F. Goldberg was slightly injured about the body by jumping from moving train at Jersey City. Engineer, J. Powell; conductor, Geo. F. Trimmer.

April 16th.—Miss M. Whalen was slightly injured about the head by jumping from moving train at Elizabethport. Engineer, Geo. W. Lewis; conductor, D. P. Kirk.

April 17th.—Frank Conors had one of his legs badly injured while trying to get on moving train at Elizabethport. Engineer, Seymour L. Darling; conductor, Jno. Shurtz.

April 17th.—An unknown lady had one of her hands slightly injured by catching it in car door at West Eighth street. Engineer, J. J. Janson; conductor, G. B. Van Nortwick.

April 17th.—Charles Bogart, brakeman, had one of his feet slightly injured while coupling cars at East Twenty-second street. Engineer, Wm. Cooper; conductor, Patrick Galvin.

April 17th.—An unknown man was killed in a wreck at Lebanon. Engineer, Geo. B. Martin; conductor, Stewart McBurth.

April 17th.—Richard Maher, brakeman, had one of his hands badly injured while coupling cars at Sewaren. Engineer, Geo. Cameron; conductor, Ezra Queen.

April 19th.—An unknown man was found lying on track at Cranford Junction with one of his feet cut off. Engineer, —— ——; conductor, —— ——.

April 20th.—Edward Rustay, fireman, had his left arm badly injured while leaning out of cab window at Asbury. Engineer, J. S. Goodwin; conductor, —— ——.

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April 23d.—Wm. S. Stuphen, brakeman, had one of his ankles sprained by falling from car at County Line. Engineer, A. J. Stout; conductor, D. W. Sliker.

April 24th.—Thos. Flynn had one of his feet badly injury while trying to board moving train at Cranford. Engineer, Dinnone; conductor, Rinehart.

April 29th.—Miss W. R. Livemore fell and was bruised about the body while getting off train at Plainfield. Engineer, —— ——; conductor, —— ——.

May 1st.—Adam Stultz, flagman, had one of his eyes badly injured by a stone thrown through window of caboose at Clinton avenue. Engineer, T. G. Hartzell; conductor, D. J. Moynihan.

May 1st.—George Appel was slightly injured about the hips by jumping from moving train at Elizabethport. Engineer, Joseph Osmun; conductor, Chas. Heath.

May 1st.—Wm. Callahan was struck by locomotive and fatally injured while crossing track at East 22d street. Engineer, N. Sheridan; conductor, Geo. Jenkins.

May 1st.—Rosie Martin was struck and fatally injured while picking coal on track at West 8th street. Engineer, John Gesbocker; conductor, F. Van Arsdale.

May 2d.—Mrs. A. K. Kahn was slightly injured about the arms by falling from train at Newark. Engineer, Beck; conductor, A. P. Hetfield.

May 2d.—Lewis D. King, brakeman, was struck by overhead bridge at Asbury and badly injured about the body. Engineer, Emil Geppelt; conductor, John S. Moyer.

May 2d.—Joseph Conelly had one of his feet badly injured while stealing a ride on train at Newark. Engineer, S. L. Jones; conductor, A. Shipley.

May 4th.—Frank Achenbach, brakeman, had one of his feet badly injured while coupling cars at Phillipsburg. Engineer, Wm. Kelly; conductor, Chas. McCarthy.

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May 4th.—Charles Stout, brakeman, had one of his toes badly injured while unloading freight at Roselle. Engineer, Ed. Connors ; conductor, J. M. Hartzell.

May 10th.—N. E. Sprowl was struck by a post and badly injured about the body while leaning out of cab window at East 49th street. Engineer, —— ——; conductor, —— ——.

May 13th.—Wm. McCarthy was slightly injured about the head by breaking of car window at Hackensack. Engineer, —— ——; conductor, —— ——.

May 13th.—Wm. Van Polt had one of his feet slightly injured while trying to jump on moving train at Elizabeth. Engineer, S. Lowery ; conductor, S. P. Kirk.

May 16th.—Benj. Gulick, fireman, was slightly injured about the chest by falling from engine at Somerville. Engineer, —— ——; conductor, —— ——.

May 16th.—H. Kramer was slightly cut about the face by a stone thrown through window of car at Plainfield. Engineer, N. Sheridan ; conductor, Geo. Jenkins.

May 16th.—John Donnlin was struck by locomotive and instantly killed while walking on track at Communipaw. Engineer, Neuber; conductor, H. Staats.

May 19th.—M. Corbin, brakeman, had one of his shoulders badly injured by falling from car at Port Johnson Coal Docks. Engineer, Wm. Wahl ; conductor, William Barber.

May 21st.—James Brown, brakeman, was caught between cars and slightly injured about the hips in Elizabethport yard. Engineer, W. Sheridan ; conductor, James Coogan.

May 22d.—Gilbert Gayer was slightly injured about the body by cars coming together at Elizabethport. Engineer, —— ——; conductor, —— ——.

May 24th.—John Dietrich, brakeman, had one of his feet badly injured while coupling cars at Claremont. Engineer, John Harrington; conductor, J. Walsh.

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May 24th.—John G. Gallagher was badly injured about the head by jumping from moving train at Plainfield. Engineer, T. Foertsch; conductor, John Messer.

May 24th.—John McDonald, brakeman, had one of his wrists badly injured by falling from engine at Brills. Engineer, George Ross; conductor, James J. Spellman.

May 28th.—William S. Moyer, brakeman, had one of his ankles slightly injured in a collision at West Eighth street. Engineer, John S. Eveland; conductor, H. Workheiser.

May 29th.—Harry Randolph was slightly injured about the back while trying to board moving train at Plainfield. Engineer, —— Hague; conductor, —— Haynes.

May 30th.—Ed. Townley, brakeman, had one of his fingers slightly injured while uncoupling cars at Avenue Yard. Engineer, E. Poda; conductor, James Hasting.

May 30th.—John Gotzell, brakeman, had two of his fingers badly injured by catching them between end of car and some iron pipes at County Line. Engineer, John Garry; conductor, L. S. Bowlby.

May 30th.—Arthur Conover had one of his feet slightly injured while trying to jump on moving train at Jersey City. Engineer, —— ——; conductor, —— ——.

June 1st.—Hoffmaster, brakeman, had one of his thumbs badly injured while coupling cars at Jersey City. Engineer, —— Regan; conductor, —— Kennedy.

June 1st.—James Capp was badly injured about the hand while trying to board moving train at Elizabethport. Engineer, F. F. Frehc; conductor, L. C. Hurt.

June 1st.—An unknown man had his wrist cut while trying to open window of car at Plainfield. Engineer, —— Hague; conductor, C. Dowdell.

June 2d.—An unknown child had one of its fingers badly injured by window of car falling on it at Elizabethport. Engineer, M. W. Dubbs; conductor, —— Woller.

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June 2d.—James Levey fell and was slightly cut about the face while trying to board moving train at Elizabeth. Engineer, —— ——; conductor, —— ——.

June 2d.—Nicholas Holland was slightly cut about the face while climbing up side-ladder of box-car at Jersey City. Engineer, Jas. Hull; conductor, Frank Meehan.

June 3d.—J. W. Worthington was struck and slightly injured about the body while walking on track at Van Nostrand Place. Engineer, L. Everett; conductor, John R. Day.

June 3d.—Wm. Clarke was struck and slightly injured about the head while crossing track at Newark. Engineer, W. Bennett; conductor, T. K. McVay.

June 3d.—John A. Saums was struck and instantly killed while crossing track at Somerville. Engineer, W. B. Smith; conductor, F. B. Van Arsdale.

June 11th.—Fred. Granse had one of his feet badly injured by falling from car at Avenue Yard. Engineer, Geo. Bowland; conductor, Michael Conroy.

June 13th.—Thos. Halleck, brakeman, was fatally injured by falling from car at Jersey City. Engineer, Robt. Lindsley; conductor, Mathias Bill.

June 13th.—Solomon May had one of his fingers slightly injured by window of car falling on it at Jersey City. Engineer, P. Cobson; conductor, Wm. Chambers.

June 15th.—Albert Bowland, brakeman, was struck and slightly injured about body while crossing track at Communipaw. Engineer, R. Wolverton; conductor, John H. Dowdell.

June 15th.—Wm. B. McManus, brakeman, had one of his thumbs badly injured while coupling cars at Dunellen. Engineer, —— Watson; conductor, Chas. Dowdell.

June 17th.— —— Cosmick had one of his feet badly injured by falling under moving engine at Jersey City. Engineer, Chas. E. W. Davis; conductor, Frank Edmunds.

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June 18th.—Joseph Wendell was struck and slightly injured about the back and leg while lying on truck at Piles Creek. Engineer, P. J. Mead ; conductor, R. E. Timbrook.

June 19th.—James Barton, brakeman, had one of his legs slightly injured by falling from car at Newark. Engineer, C. Murtha; conductor, A. Shipley.

June 20th.—Charles Foote was struck and slightly injured about the body while crossing track at Jersey City. Engineer, Robert Lindsley ; conductor, Mathias Bill.

June 21st.—Patrick Hanley, brakeman, had several of his toes cut off by falling under cars at Communipaw. Engineer, —— Montgomery ; conductor, —— Barton.

June 22d.—John Kempf was struck and badly injured about the body while walking on track at west end of bay bridge. Engineer, N. Waite; conductor, F. Lynn.

June 27th.—Flex. Rockson had one of his arms slightly injured by window of car falling on it at Elizabeth. Engineer,. John Waite ; conductor, S. Waidman.

June 28th.—Michael F. Healy, brakeman, had one of his fingers slightly injured while coupling cars at Jersey City. Engineer, C. N. Duncan ; conductor, Michael H. Hennesey.

June 29th.—An unknown man fell and slightly cut his face by jumping from train at Jersey City. Engineer, John Rich ; conductor, J. C. Annes.

June 30th.—John Dumont, baggage master, was slightly squeezed about the body by cars coming together at Plainfield. Engineer, W. C. Aten; conductor, Wm. E. Case.

July 4th.—An unknown child had one of its fingers slightly injured by window of car falling on it at Jersey City. Engineer, J. Maloney; conductor, Wm. Creveling.

July 6th.—Michael O'Grady was struck and fatally injured while crossing track at Jersey City. Engineer, John McGee; conductor, Amos Chipley.

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July 6th.—Mike Brady was struck by locomotive and badly injured about the body while sleeping on track at Newark. Engineer, —— ——; conductor, —— ——.

July 10th.—Gustave Blumenthal had one of his fingers slightly injured by falling from train at Jersey City. Engineer, —— ——; conductor, —— ——.

July 11th.—Augustine Eit was found lying on the track at Plainfield badly injured about the body. Engineer, —— ——; conductor, —— ——.

July 13th.—Kazyman Serp was struck and slightly injured about the back while crossing track at East Twenty-second street. Engineer, —— ——; conductor, —— ——.

July 13th.—Frank Smith was thrown down and slightly injured about the body by cars coming together at Jersey City. Engineer, —— ——; conductor, —— ——.

July 13th.—G. W. Shainline, brakeman, had one of his arms badly injured while coupling cars at East Twenty-second street. Engineer, Peter Quick; conductor, Thos. H. Lukens.

July 16th —Phillip Quinn had his head cut by falling against car window while in an intoxicated condition at Jersey City. Engineer, F. H. Rodenbough; conductor, W. E. Ming.

July 16th.—John Hogan was struck and slightly injured about the body while crossing track at Communipaw. Engineer, J. Waite; conductor, I. A. Bedell.

July 18th.—Ellis L. Phillips, brakeman, was knocked down and slightly injured about the head by cars coming together at Jersey City. Engineer, Ward; conductor, John Opdyke.

July 22d —Wm. Kirkendall was badly injured about the head and legs by falling from moving train at Bound Brook. Engineer, T. Tice; conductor, W. C. Brown.

July 23d.—Geo. W. Porter, brakeman, was struck by a signal post and slightly injured about the head while standing on top of box-car

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at Jersey City. Engineer, Thomas P. Benjamin ; conductor, Edward J. Kirk.

July 24th.—George Van Arsdale was struck by locomotive and fatally injured while crossing track at New Hampton. Engineer, L. P. McGinley; conductor, Patrick Conroy.

July 26th.—An unknown man was badly injured about the head while trying to board moving train at Jersey City. Engineer, Chas. Montgomery ; conductor, Wm. H. Johnson.

July 26th.—Harry Place, conductor, was slightly injured about the body by falling from car at Elizabethport. Engineer, Joseph Osmun ; conductor, Harry Place.

July 27th.—B. Kiernan was struck and fatally injured by driving in front of locomotive at Newark. Engineer, M. Kennedy ; conductor, R. E. Timbrook.

July 29th.—Bertha Abel, Mary Lewellyn, Fred B. Smith and W. B. Neff were all badly shaken up and somewhat bruised about the body in a collision at Springtown. Engineer, R. McLoud ; conductor W. W. Barens

July 29th.—Harry Miller, brakeman, had one of his fingers slightly injured while coupling cars at Elizabethport. Engineer, John Eveland ; conductor, M. W. Hummell.

August 1st.—Joseph Briedt was struck and slightly injured about the body while standing on track at Avenue Yard. Engineer, —— —— ; conductor, —— ——.

August 2d —An unknown man was struck and slightly injured about the body while working on track at West 8th street. Engineer, F. Moore ; conductor, —— Fourl.

August 3d.—James Butler was caught and slightly squeezed about the body while trying to pass between cars at Elizabethport. Engineer, Fred Paulman ; conductor, T. H. Berry.

August 3d.—C. Dampman, engineer, was slightly scalded about the body by bursting of flue at Jersey City. Engineer, Chas. Dampman ; conductor, B. F. Bullock.

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August 5th.—Miss Olga Crowell had one of her ankles sprained while attempting to board moving train at Elizabeth. Engineer, N. Sheridan; conductor, Phil. Backer.

August 6th.—Thos. J. Haley, brakeman, had one of his hands badly injured while coupling cars at New Hampton. Engineer, Howard Swank; conductor, Stewart McBurth.

August 7th.—Adolph Fries had one of his hands badly injured while coupling cars at Cranford. Engineer, —— Horton; conductor, Wm. H. Johnson.

August 8th.—Isaac Praster, brakeman, had one of his feet slightly injured while coupling cars at Jersey City. Engineer, C. Duncan; conductor, H. J. Hennessey.

August 8th.—John Ortlieb, fireman, had one of his arms slightly injured by a switch-target while leaning out of a cab-window at Raritan. Engineer, R. McLoud; conductor, W. W. Barnes.

August 11th.—George Hinte had both of his legs cut off while trying to jump on moving train at Elizabethport. Engineer, A. Schank; conductor, G. W. McLary.

August 12th.—David Ross was fatally injured in a collision at Rahway avenue. Engineer, Wm. Wahl; conductor, Winfred Barber.

August 13th.—Bernard Boyle, brakeman, was slightly injured about the body while coupling cars at Jersey City. Engineer, Harry L. Sandhass; conductor, Harry Krome.

August 13th.—Michael Conroy, brakeman, had one of his fingers badly injured while coupling cars at Elizabethport. Engineer, R. Houston; conductor, E. Youngkin.

August 14th.—Benjamin Scott, brakeman, was badly injured about the body by falling from moving engine at Fanwood. Engineer, Bogart; conductor, —— Bogart.

August 15th.—Robert Thatcher, brakeman, had one of his feet caught and slightly injured while climbing down ladder of box-car at Jersey City. Engineer, Frank Wilkinson; conductor, Math. Healp.

August 15th.—Mathias Bill, conductor, was slightly injured about the body while coupling cars at Jersey City. Engineer, R. Lindsley; conductor, Mathias Bill.

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August 15th.—Wm. Taylor was fatally injured while coupling cars at Jersey City. Engineer, W. Young; conductor, Herman Abbott.

August 23d.—John Wilkinson, brakeman, was struck by bridge and slightly injured about the head while leaning out of cab-window at East 49th street. Engineer, Ed. Kriedler; conductor, John Myers.

August 23d.—Fred Glaichicht was struck and instantly killed while crossing track at Elizabethport. Engineer, —— ——; conductor, —— ——.

August 23d.—An unknown man was struck and instantly killed while crossing track at Elizabethport. Engineer, S. Curtis; conductor, —— ——.

August 24th.—Roy Ketzler, had one of his hands badly injured while trying to jump on moving train at Bell's crossing. Engineer, —— ——; conductor, —— ——.

August 25th.—S. J. O'Sullivan was struck and slightly injured about the body while crossing track at Netherwood. Engineer, S. Watson; conductor, O. J. Freeman.

August 25th.—An unknown man was found lying dead on track at Neshanic. Engineer, —— ——; conductor, —— ——.

August 27th.—Wm. Seals, brakeman, was slightly injured about the body in a collision at White House. Engineer, A. Younglute; conductor, W. Van Arsdale.

August 28th.—Mrs. Gorrity was struck and slightly injured about the back while picking coal on track at Sewaren. Engineer, J. Tate; conductor, G. B. Van Nortwick.

September 2d.—Wm. C. Williams, brakeman, had two of his fingers badly injured while coupling cars at Jersey City. Engineer, O. Ward; conductor, John Opdyke.

September 3d.—Thomas Fleming was badly injured about the body by falling off train at Jersey City. Engineer, —— ——; conductor, —— ——.

September 5th.—Runhardt Siskie was struck and badly injured about the body while crossing track at Elizabethport. Engineer, —— ——; conductor, —— ——.

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September 7th —John Donovan was caught between engine and building at Centerville, and fatally injured. Engineer, —— Dennis; conductor, —— ——.

September 9th —Wm. McDermont had one of his ankles slightly injured while alighting from moving train at Newark. Engineer, J. F. Freck; conductor, S. W. Dennis.

September 9th.—John Lyons had his right arm and shoulder badly injured by falling from box-car at Jersey City. Engineer, G. Snyder conductor, John H. Lane.

September 12th — —— McAllister, brakeman, had one of his feet injured while coupling cars at Somerville. Engineer, —— ——; conductor, —— Hagerty

September 12th.—An unknown child had one of its fingers slightly injured by window of car falling on it at Elizabethport. Engineer, John Rich; conductor, J. C. Annen.

September 12th.—Hugh Brennan, brakeman, had one of his ankles badly injured by falling from box-car at Jersey City. Engineer, Fred'k Day; conductor, John Dogerty.

September 13th.—James Shanassy had one of his feet slightly injured while switching cars at Jersey City. Engineer, H. Siegfried; conductor, James Shanassy.

September 13th.—John Hardy had one of his feet badly injured while attempting to board moving train at Elizabethport. Engineer, H. Wolfskiel; conductor, S. H. Phillips.

September 13th.—Louis Boyce was slightly injured about the hips while coupling cars at Elizabethport. Engineer, D. Donovan; conductor, James Coogan.

September 14th.—Dennis Sullivan had one of his feet slightly injured while trying to board moving train at Elizabethport. Engineer, Joseph Osmun; conductor, Harry Place.

September 15th.—Mrs. McCabe was slightly cut about the face by falling from train at Jersey City. Engineer, John Erickson; conductor, J. E. Hess.

September 15th.—Harry Lake, flagman, was fatally injured by falling from car at High Bridge. Engineer, Jacob Gorges; conductor, Lewis D. Bowlby.

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September 15th.—W. Gabbett had one of his feet cut off while trying to board moving train at Plainfield. Engineer, D. Wack; conductor, R. Armstrong.

September 17th.—John Kelleher, conductor, had one of his fingers injured while coupling cars at Jersey City. Engineer, —— ——; conductor, John Kelleher.

September 19th.—F. C. Frederick, conductor, was struck by a switch shanty and slightly injured about the body while standing on ladder of car at Jersey City. Engineer, J. Hull; conductor, F. C. Frederick.

September 23d.—Mrs. Gray was slightly injured about the head by falling from moving train at Jersey City. Engineer, H. Kaufman; conductor, W. J. Komdonfer.

September 25th.—Chas. Wetzell was run over and badly injured about the body while lying under car at Phillipsburg. Engineer, J. Beatty; conductor, J. W. Grey.

September 27th.—John Fenner, brakeman, was caught between cars at Jersey City and badly injured about the body. Engineer, —— Mulford; conductor, —— ——.

September 30th.—Wm. F. Ellis, brakeman, was slightly bruised about the chest while coupling cars at Westfield. Engineer, —— ——; conductor, —— ——.

September 30th.—Hannah Collins was struck by locomotive and badly injured about the body while trying to board moving train at Communipaw. Engineer, —— ——; conductor, —— ——.

October 1st.—John Driscoll, brakeman, was slightly cut about the face in a collision at Port Johnson. Engineer, —— ——; conductor, —— ——.

October 2d.—H. Levine had one of his ankles slightly injured while getting off moving train at Jersey City. Engineer, Geo. Miller; conductor, S. Waidman.

October 2d.—Abram Volk, brakeman, had one of his legs badly injured while coupling cars at Jersey City. Engineer, J. Funk; conductor, Peter M. Bryan.

October 3d.—James Denniston was slightly injured about the body in a collision at Cranford. Engineer, —— ——; conductor, —— ——.

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October 4th.—J. L. Duncan, fireman, was slightly injured about the body in a collision at Dunellen. Engineer, John Sours ; conductor, Fred. Friendt.

October 4th.—John D. Welch, brakeman, was fatally injured by falling from moving engine at Elizabethport. Engineer, D. O. Martin ; conductor, J. Coogan.

October 4th.—Mike Corbin, brakeman, was slightly injured about the body while trying to board moving train at Elizabethport. Engineer, Wm. Waahl ; conductor, W. Barber.

October 4th.—James Henry was struck and fatally injured while crossing track at East 22d street. Engineer, Beagon ; conductor, ——— ———.

October 6th.—H. E. Van Doren, brakeman, had one of his fingers badly injured by catching it in car door at Elizabethport. Engineer, I. B. Case ; conductor, S. J. Johnson.

October 7th.—James Cullinan, fireman, was struck by bridge at Elizabeth and slightly injured about the head. Engineer, W. J. Smith ; conductor, Westerfield.

October 7th.—J. J. Reed, brakeman, had one of his fingers badly crushed while coupling cars at Newark. Engineer, F. Fozzard ; conductor, Geo. Hahn.

October 9th.—Chas. E. Knickerbocker, brakeman, had one of his hands slightly injured while putting on brakes at East 22d street. Engineer, H. Sanhass ; conductor, Frank J. Brady.

October 11th.—Frank Bradley was struck and slightly cut about the head while crossing track at Newark. Engineer, J. Johnson ; conductor, Geo. K. McVey.

October 11th.—F. Vanatta was slightly injured about the hips and head in a collision at White House. Engineer, Wm. Miller ; conductor, John R. Day.

October 11th.—Wm. P. Orts, brakeman, was slightly injured about the body while coupling cars at Vernoy. Engineer, J. S. Staats ; conductor, J. W. Eggers.

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October 13th.—Mrs. C. Lippincott was slightly cut about the face by a piece of ballast breaking car window at Elizabeth. Engineer, H. Stern ; conductor, Wm. A. Snyder.

October 13th.—Wm. Thorne had one of his toes slightly injured while attempting to board moving train at Newark. Engineer, F. Frech ; conductor, L. C. Hart.

October 13th.—Jas. Leonard, brakeman, had one of his hands badly injured while coupling cars at Claremont. Engineer, E. Burrows; conductor, J. Walsh.

October 14th.—J. Walsh, brakeman, had one of his fingers badly bruised while coupling cars at Port Johnson. Engineer, D. Doherty ; conductor, G. Whalen.

October 14th.—Thos. Wilcox, brakeman, was slightly injured about the body in a rear-end collision at White House. Engineer, Wm. Miller ; conductor, John R. Day.

October 14th.—R C Stokes, brakeman, had one of his hands slightly injured while uncoupling cars at Claremont. Engineer, C. Burrows; conductor, J. Walsh.

October 16th.—J. Sutliffe, conductor, was struck by bridge at Communipaw and slightly injured about the head. Engineer, M. Shick ; conductor, J. Sutliffe.

October 18th.—J. Madden, brakeman, was struck and slightly injured about the body while putting on brakes at West Side Avenue. Engineer, W. Rhodes ; conductor, J. O'Rourke.

October 19th —Geo. F. Tonkin, brakeman, had one of his hands slightly bruised while coupling cars at Fiddlers. Engineer, Jacob Gorgos ; conductor, Lewis S. Bowlby.

October 20th.—An unknown man had one of his feet slightly injured while attempting to board moving train at Pacific avenue. Engineer, H. Foster; conductor, W. Hibler.

October 23d.—John Morgan was slightly injured about the head and arm by falling from moving train at Graceland. Engineer, —— —— ; conductor, —— ——.

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October 24th.—Isaac Brady was struck and injured about the legs while crossing track at Stucker's crossing. Engineer, George Neuber; conductor, H. Staats.

October 27th.—George Lewis, engineer, and J. Duncan, fireman, were slightly bruised about the body in a rear-end collision at Jersey City. Engineer, George Lewis; conductor, Morgan E. Williams.

October 29th.—James Smith, brakeman, had one of his hands slightly injured while coupling cars at Fiddlers. Engineer, —— ——; conductor, —— ——.

October 29th.—Mrs. M. Helprin had one of her feet slightly injured while getting off moving train at Jersey City. Engineer, S. Lowery; conductor, W. Shaw.

October 30th.—Alpheus C. Young, brakeman, had one of his knees slightly injured while coupling cars at Jersey City. Engineer, C. Burrows; conductor, Jeremiah Walsh.

November 1st.—Michael Farawell, brakeman, had one of his fingers slightly injured while coupling cars at Elizabethport. Engineer, J. H. Moore; conductor, James Coogan.

November 2d.—Patrick Sweeney was struck and instantly killed while crossing track at East Twenty-second street. Engineer, —— ——; conductor, —— ——.

November 2d.—Samuel Van Arsdale, brakeman, was instantly killed by falling from moving engine at Elizabethport. Engineer, B. Bodine; conductor, Cyrne Warman.

November 2d.—L. Slater, brakeman, had both of his hands injured by catching them in car-door at Jersey City. Engineer, H. Allen; brakeman, J. L. Sodan.

November 4th.—Mrs. Work had two of her fingers injured by catching them in car door at Elizabethport. Engineer, J. Erickson; conductor, J. E. Hess.

November 4th.—Michael Daily was struck and instantly killed while crossing track at High Bridge. Engineer, —— ——; conductor, Samuel Cox.

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November 4th.—E. Lewis, brakeman, had one of his cheeks bruised by falling from car at Jersey City. Engineer, M. Shick; conductor, Joseph Sutliffe.

November 4th.—A. A. Gillen, brakeman, had one of his fingers injured while coupling cars at Hibernia. Engineer, J. M. Hance; conductor, R. J. Ayres.

November 7th.—James Coogan, conductor, had one of his knees slightly injured by striking it against switch stand at Elizabethport. Engineer, J. W. Smith; conductor, James Coogan.

November 8th.—Wm. Waldron and Silas Peney were struck and slightly injured about the body while crossing track at Dunellen. Engineer, J. Creeden; conductor, W. J. Knickerbocker.

November 8th.—Mrs. E. Kaufman fell and slightly injured her head while getting off moving train at Dunellen. Engineer, J. Creeden; conductor, W. J. Komdoerfer.

November 8th.—James Collins, brakeman, had one of his hands slightly injured while coupling cars at Jersey City. Engineer, F. Day; conductor, J. Doherty.

November 9th.—S. Place, brakeman, was badly injured about the body while coupling cars at Elizabethport. Engineer, R. Houston; conductor, P. Barry.

November 9th.—Chas. Sorber, brakeman, had one of his arms slightly injured while coupling cars at Perth Amboy. Engineer, W. Sheridan; conductor, John Shurtz.

November 9th.—An unknown man was struck by locomotive and instantly killed while crossing track at Jersey City. Engineer, J. Rodenbough; conductor, J. J. Kennedy.

November 12th.—D. Schnieder, brakeman, was fatally injured by falling from moving engine at Elizabethport. Engineer, J. Lemenge; conductor, P. Conroy.

November 14th.—Edw. S. Burdett, brakeman, was fatally injured by falling from moving train at Bay Bridge. Engineer, R. Nixon; conductor, John Tracy.

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November 17th.—L. D. Alpaugh, brakeman, had one of his hands slightly injured while coupling cars at German Valley. Engineer, John Dinnen ; conductor, L. S. Bowlby.

November 17th.—Lewis Fahey, brakeman, was struck by locomotive and fatally injured while working on track at Elizabethport. Engineer, W. R. Moore ; conductor, Mike Campbell.

November 20th.—A. Thatcher was struck by locomotive and slightly bruised about the body while unloading freight at Plainfield. Engineer, P. K. Wilcox ; conductor, P. A. Bowlby.

November 20th.—A. Demerest, brakeman, had one of his hands bruised while switching cars at Jersey City. Engineer, F. Jacobs ; conductor, D McGrath.

November 21st.—Chas. Bennesholt had one of his arms slightly injured while trying to board moving train at Westfield. Engineer, S. Watson ; conductor, —— ——.

November 21st.—L. Hill was struck by locomotive and slightly injured about the head while trying to cross track at Dover. Engineer, Josiah Nowry ; conductor, J. M. Apgar.

November 24th.—Chas. A. Kelly was slightly injured about the head while trying to board moving train at Cranford. Engineer, —— ——; conductor, —— Tennell.

November 26th.—Mrs. E. Caul slipped and sprained her side while getting off moving train at Loraine. Engineer, T. Benjamin ; conductor, W. E. Dilts.

November 28th.—H. Igel had one of his knees slightly injured while getting off train at Communipaw. Engineer, H. Foster ; conductor, W. B Hibles.

November 29th.—J. Holland, brakeman, had one of his legs broken by jumping off train at Hackensack Meadows. Engineer, W. Rhoads ; conductor, —— August.

December 2d.—Wm. O'Niel, brakeman, was injured about the hips by jumping from moving train at Bayonne. Engineer, G. Duney ; conductor, T. K. Young.

December 2d.—Wm. Partridge, brakeman, had one leg and one arm cut off by falling under locomotive at Jersey City. Engineer, G. Martin ; conductor, Geo. Redder.

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December 5th.—James McGinley, John Carrigan and Edward Callen, brakemen, were bruised about the body in a collision at Phillipsburg. Engineer, L. R. Bretz; conductor, W. B. Kauffman.

December 8th.—George Collins, brakeman, had one of his fingers crushed by shifting of freight in car at Elizabethport. Engineer, Jos. Osmun; conductor, Harry Place.

December 11th.—John Thompson, brakeman, had one of his feet injured by jumping on engine at Jersey City. Engineer, Frank Fozard; conductor, Frank Schultz.

December 12th.—Theo. Beyer, brakeman, slipped and sprained one of his ankles while jumping on train at Newark. Engineer, S. Jones; conductor, A. Shipley.

December 13th.—James Rooney had both of his legs taken off by falling under train at Sewaren. Engineer, Chas. Ross; conductor, John H. Farre.

December 14th.—Mrs. Andrews slipped and sprained one of her ankles while getting off train at Elizabeth. Engineer, M. Moynihan; conductor, D. B. Allen.

December 15th.—Edward F. Tilten, brakeman, had one of his ankles sprained by jumping from moving train at Bound Brook. Engineer, H. Whitmark; conductor, Silas Hunshizer.

December 16th.—Winslow Purdy, brakeman, had one of his fingers mashed while coupling cars at Claremont. Engineer, Chas. Barrow; conductor, Jerry Walsh.

December 17th.—Elmer E. Young, brakeman, was struck by overhead bridge and fatally injured while riding on box-car at Bayonne. Engineer, Geo. Spuyer; conductor, Frank Edwards.

December 18th.—James Harley, brakeman, was cut about the head by falling against side of car at Port Johnston. Engineer, —— ——; conductor, —— ——.

December 18th.—E. M. Potter, brakeman, had one of his arms taken off by falling under car at Phillipsburg. Engineer, John Perry; conductor, Jacob Zimmerman.

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December 19th.—George Whalen, conductor, had one of his ankles sprained by jumping from train at Port Johnston. Engineer, George Jones ; conductor, George Whalen.

December 22d.—Harry Clark was slightly injured about the head in a collision at Jersey City. Engineer, —— —— ; conductor, —— ——.

December 22d —Chas. V. Hulsizer was killed and Theo. Eick, John Zulanf, Edward Young, E. H. Wilson and Ira C. Teeter were badly bruised about the body in a collision at High Bridge. Engineer, R. M. McLoud ; conductor, Wm. Barnes.

December 26th.—E. P. Conklin and A. J. McIntosh were slightly injured by a stone thrown through car window at Elizabethport. Engineer, J. Creedon ; conductor, W. J. Komdoerfer.

December 26th.—Thos. Breen, brakeman, had one of his hands badly injured while coupling cars at Jersey City. Engineer, C. H. Squires ; conductor, F. H. Wilson.

December 26th.—An unknown woman was slightly injured about the body by jumping off moving train at Elizabeth. Engineer, C. Weizel ; conductor, Wm. F. Clark.

December 27th.—John Thompson had one of his ankles sprained while getting off train at Jersey City. Engineer, E. J. Haynes ; conductor, F. Shurtz.

December 28th.—Edw. W. Tucker was squeezed about the body while coupling cars at Hibernia. Engineer, George Oliver ; conductor, Thos. Allen.

December 28th.—Martin G. Caffey, brakeman, was struck by bridge and slightly injured about the body while riding on box-car at Newark. Engineer, Chas. Davis ; conductor, Peter M. Ryan

December 30th.—Thomas Long, brakeman, was slightly injured about the body by jumping from moving train at Bayonne. Engineer, —— ——; conductor, —— ——.

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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, 1899:

Capital stock paid in,	$98,500 00
Scrip stock,	2,034 13
Bonded debt	100,000 00
Floating debt,	27,504 78
Cost of road and equipments,	$228 038 91

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

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

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

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

EDWIN G. RUSSELL.

Sworn and subscribed before me this sixth day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate Filed in New York.

Dividends paid during the year 1899, and how paid—No dividends.

P. O. address of this Company—No. 26 Exchange Place, New York city.

Accidents—None.

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COLUMBUS, KINKORA AND SPRINGFIELD 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 Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$66,600 00
Bonded debt,	129,800 00
Floating debt,	25,000 00
Cost of road and equipments,	$196,000 00

The road extends from Kinkora station to New Lisbon, a distance of 14.16 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of earnings and expenses; all excess of the former is paid to the lessor company, and the deficits charged against the same.

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

State of New Jersey, Burlington county, ss.—John Bishop, being duly affirmed, on his affirmation says that he is President of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. BISHOP.

Affirmed and subscribed before me this fifth day of February, A. D. 1900.

THOMAS S. PAGE,
J. P.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$7,236 62
Income from freight,	10,468 35
Income from other sources,	4,778 51
Total,	$22,483 48

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Expenditures during the year for working road, including repairs maintenance of way. motive power and contingencies, $21,826 75

Dividends paid during the year 1899, and how paid—None.

P. O. address of this company—Columbus, Burlington county, New Jersey.

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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, 1899:

Capital stock paid in,	$250,000 00
Bonded debt,	5,000 00
Floating debt,	10,848 59
Cost of road and equipments and rolling stock,	$265,848 59

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

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

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this company—143 Liberty street, New York city, N. Y.

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ACCIDENTS.

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

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CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to 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, 1899:

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

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

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York city, N. Y.

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ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, 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, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,800,000 00
Cost of road and equipments,	$3,545,510 58

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, and is annexed hereto.

State of Pennsylvania, Philadelphia county, *ss.*—John 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.

Sworn and subscribed before me this 31st day of January, A. D. 1900.

C. K. KLINK,
Notary Public.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$370,190 93
Income from freight,	757,880 60
Income from other sources,	53,729 32
Total,	$1,181,800 85

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, . . . $518,125 46

Dividends paid during the year 1899, and how paid—Four quarterly dividends of two per cent. each, February, May, August and November.

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

ACCIDENTS.

February 14th.—Rocca Damiano and Guiseppi Moffa, employes, fatally injured by being struck by train while walking on track at Belle Mead. W. F. Lynn, conductor; W. H. Williams, engineer.

March 1st.—Harry S. McBride, employe, non-fatally injured by falling from car at Bound Brook Junction. I. Jones, conductor; A. Schmidt, engineer.

March 3d.—William Tester, employe, fatally injured by being struck by train while working on track at Bound Brook. J. W. Dietrich, conductor; A. Dilling, engineer.

March 9th.—Charles A. Lawrence, employe, fatally injured by falling from train at Bound Brook. M. Youse, conductor; M. Rausch, engineer.

May 23th.—David Donahue, non-employe, non-fatally injured in jumping on train at Trenton. W. P. Rickey, Jr., conductor; C. Fisher, engineer.

June 2d.—John B. Urbach, employe, non-fatally injured in jumping on train at Bound Brook. J. L. Nuskey, conductor; A. Dilling, engineer.

July 7th.—William J. Smith, employe, non-fatally injured by having finger caught in car-door at Port Reading crossing. William Miller, conductor; D. F. Ryan, engineer.

July 12th.—Peter A. Owens, non-employe, fatally injured by falling from train at Belle Mead. —— ——, conductor; —— ——, engineer.

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August 5th.—Domenico Morrell, employe, non-fatally injured in jumping from train at Trenton Junction. T. F. Carney, conductor ; G. H. Rausch, engineer.

September 12th.—Elmer Seyfert, non-employe, fatally injured by being struck by engine while walking on track at Asylum. J. J. Martindale, conductor ; R. Rodenbaugh, engineer.

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DELAWARE 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 Delaware River Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$225,000 00
Bonded debt,	65,000 00
Floating debt—None.	
Cost of road and equipments,	$241,431 47

The road extends from Woodbury, N. J, to Penns Grove, N. J, a distance of 19.97 miles.

RECEIPTS AND EXPENSES FOR PERIOD JANUARY 1ST TO OCTOBER 31ST, 1899, INCLUSIVE.

Income from passengers,	$23,327 23
Income from freight,	20,141 27
Income from other sources,	4,302 45
Total,	$47,770 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$44,459 05

The road was leased to the West Jersey and Seashore Railroad Company at an annual rental of excess of earnings over expenses on October 27th, 1899, taking effect November 1st, 1899.

It is equipped and operated by the West Jersey and Seashore Railroad Company, and the further information required by law covering the period, November 1st, 1899, to December 31st, 1899, is furnished by that company, and is annexed hereto.

State of New Jersey, Camden county, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is President of the Delaware River

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

W. J. SEWELL.

Sworn and subscribed before me this second day of February, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR THE MONTHS OF NOVEMBER AND DECEMBER, 1899.

Income from passengers,	$4,938 27
Income from freight,	3,655 50
Income from other sources,	569 00
Total,	$9,162 77
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$7,991 14

Dividends paid during the year 1899, and how paid—None.

P. O. Address of this Company—General Office Pennsylvania Railroad Company, Philadelphia, Pa.

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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, the Delaware River and Atlantic Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in, ... $194,716 67
Bonded debt—None.
Floating debt—None.
Cost of road and equipments—In process of construction.
Dividends paid during the year 1899, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1899.

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

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

REMARKS.

This company was chartered July 11th, 1899, and proposes to build, construct and operate a railroad between Gloucester City, Camden county, and Atlantic City, Atlantic county, New Jersey. Surveys made and maps approved, and filed with the Secretary of State of New Jersey. Work has been commenced on the construction and part of roadbed graded, and we have complied with all the requirements of the law.

P. O. address of the above Company—No. 1 East State street, Trenton, New Jersey, and No. 132 South Broad street, city of Woodbury, New Jersey.

State of Pennsylvania, Philadelphia county, ss.—Gustavus A. Müller being duly sworn, on his oath says that he is President of the Delaware

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River and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

GUSTAVUS A. MULLER,
President.

Sworn and subscribed before me this 22d day of January, A. D. 1900.

WILLIAM E. TOLAN,
Notary Public.

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, the Delaware River Railroad and Bridge Company presents the following report for the year ending December 31st, 1899:

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, and is annexed hereto.

State of Pennsylvania, Philadelphia 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.

Sworn and subscribed before me this first day of February, A. D. 1900.

J. C. SIMS,
Notary Public.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$53,687 23
Income from freight,	195,508 23
Income from other sources,	386 58
Total,	$294,582 04

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, ... $60,849 04

Dividends paid during the year 1899, and how paid—June 26th, 1899, 2 per cent., in cash; December 30th, 1899, 2 per cent., in cash.

P. O. address of this Company—General office, Broad Street Station, Philadelphia, Pa.

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DELAWARE 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 Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1899:

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

Dividends paid during the year 1899, and how paid—None.

The road extends from Hamilton street, Camden, to Bulson street, Camden, N. J., a distance of 2.0 miles.

RECEIPTS AND EXPENSES FOR 1899.

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 construction of this railroad was commenced and was stopped by injunction restraining the company from building it.

State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, being duly sworn, on his oath says that he is Comptroller of the Delaware Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this 31st day of January, A. D. 1900.

C. K. KLINK,
Notary Public.

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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, the Docks Connecting Railroad Company presents the following report for the year ending December 31st, 1899:

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.

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

State of New York, New York county, *ss.*—Eben B. Thomas, 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.

E. B. THOMAS.

Sworn and subscribed before me this fourteenth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County, N. Y.

P. O. address of this Company—21 Cortlandt street, N. Y. city.

ACCIDENTS.

January 19th.—Edward Bencivenger run over while attempting to jump on coal train; fatally injured.

February 18th.—Luke Kelly, brakeman, stepped into culvert; foot bruised.

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February 25th.—H. E. Taylor, fireman, fell against side of engine cab ; cut on the face.

March 1st.—John Mulligan, switchman, coupling cars; finger bruised.

March 2d.—Louis Treido, switchman, uncoupling ; finger bruised.

March 8th.—George H. Brown, coupler, coupling cars ; bruised on back and breast.

March 27th.—Richard Barry, brakeman ; stone falling from car ; hip bruised.

April 8th.—Andrew Zeltman run over while attempting to jump on freight train ; killed.

May 6th.—James Connatty, switchman, coupling cars ; arm bruised.

May 20th.—William Kelling, brakeman, coupling ; hand crushed.

June 11th.—James Corvally fell from freight train ; leg run over.

June 20th.—James Murphy fell from freight train ; fatally injured.

August 3d.—John Gorman, laborer, run over by coal-car ; fatally injured.

August 5th.—F. Quarcan, trackman ; unloading ties ; hand bruised.

August 8th.—William Sullivan fell from freight train ; killed.

September 6th.—Edward Dunn, brakeman, fell from freight car ; nose bruised.

October 27th.—Felice Dapolito, trackman, caught his finger in switch, bruising it.

December 27th.—M. A. Connonsta, struck by train ; killed.

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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, 1899:

Capital stock paid in,	$140,000 00
Bonded debt,	35,000 00
Floating debt—None.	
Cost of road and equipments,	$175,000 00

The road extends from Port Oram, N. J., to Rockaway, N. J., a distance of 5.13 miles.

It is leased to the Longwood Valley Railroad Company at an annual rental of 6 per cent. on its capital stock.

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

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

GEORGE RICHARDS.

Sworn and subscribed before me this fifth day of January, A. D. 1900.

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

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EASTON AND AMBOY 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 Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$6,000,000 00
Bonded debt,	6,000,000 00
Cost of road and equipments,	$10,920,071 12

Dividends paid during the year 1899, and how paid--None.

The road extends from Phillipsburg, N. J., to Perth Amboy, N. J., a distance of 60.15 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$441,885 92
Income on freight,	3,302,997 47
Income from other sources,	330,053 54
Total,	$4,074,936 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$3,911,917 88

REMARKS.

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

Lehigh Valley Terminal Railway,	22.82 miles.
Pittstown Branch Railway,	4.02 "
Perth Amboy and Raritan Railway,	5.68 "
Middlesex Railway,	.34 "

P. O. address of the above Company—228 South 3d street, Philadelphia, Pa.

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State of Pennsylvania, Philadelphia county, *ss.*—John B. Garrett, being duly affirmed, on his affirmation says that he is Vice-President of the Easton and Amboy Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

JOHN B. GARRETT.

Affirmed and subscribed before me this 21st day of March, A. D. 1900.

F. H. LEE,
A Foreign Commissioner of Deeds for New Jersey in Pennsylvania.

Report of Accidents on Easton and Amboy Railroad, Including Lehigh Valley Terminal Railway, During Calendar Year Ending December 31st, 1899.

EMPLOYEES.

KIND OF ACCIDENT.	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	...	17	...	3	...	...
Falling from trains and engines,	...	13	...	2	...	2
Overhead obstructions,	...	2	...	...	...	...
Collisions,	...	9	...	...	...	...
Derailments,	...	5	..	...	...	...
Other train accidents,	...	4	...	...	...	1
At stations,	...	...	...	...	...	1
Other causes,	1	12	1	..	2	14
Total,	1	62	1	5	2	18

OTHERS.

KIND OF ACCIDENT.	Passengers.		Trespassing.		Not Trespassing.	
	Killed	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	16	65	...	...	...	...
Other train accidents,	...	...	...	1	...	1
At highway crossings,	...	...	...	...	...	7
At stations,	...	1	...	...	...	...
Other causes,	...	...	6	10	2	...
Total,	16	65	6	11	2	8

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RECAPITULATION.

Other Train Accidents.

Jar of train—	
Trainmen injured,	4
Other employees injured,	1
Others trespassing injured,	1
Others not trespassing injured,	1

Accidents from Other Causes.

Struck by train, cars or engines—	
Employees killed,	4
Others killed,	8
Employees injured,	6
Others injured,	5
Repairing bridge—	
Emloyees injured,	1
Caught between bumpers—	
Employees injured,	6
Jumping train—	
Employees injured,	3
Others injured,	5
Side obstruction—	
Employees injured,	1
Handling material—	
Employes injured,	7
Falling from elevator and through scuttle hole—	
Employees injured,	2

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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. 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 East Trenton Railroad Company presents the following report for the year ending December 31st, 1899:

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

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

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

State of Pennsylvania, Philadelphia county, *ss.*—Jno. 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 31st day of January, A. D. 1900.

C. K. KLINK,
Notary Public.

RECEIPTS AND EXPENSES FOR 1899.

Included in the operating expenses (and report) of the Delaware and Bound Brook Railroad Company.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—Trenton, N. J., and Treasurer's office, 240 South Third street, Philadelphia, Pa.

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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, 1899:

Capital stock paid in,	$30,000 00
Cost of road and equipments,	$27,365 70

The road extends from Great Island Junction to New Jersey Jockey Club, a distance of eighty-nine hundredths (0.89) 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, and is annexed hereto.

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.

No separate account of the same was kept.

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

P. O. Address of this Company—143 Liberty street, New York city, N. Y.

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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, the Erie Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$171,240,200 00
Bonded debt,	128,118,100 00
Floating debt,	5,331,624 89
Cost of road and equipments,	$277,952,314 38

Dividends paid during the year 1899, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$836,144 48
Income from freight	1,180,861 84
Income from other sources,	112,792 62
Total,	$2,129,798 94
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,565,911 09

REMARKS.

This report includes the earnings and expenses of the Long Dock Company, Paterson and Hudson River Railroad Company, 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 Railroad, Northern Railroad Company of New Jersey.

P. O. address of this Company—21 Cortlandt street, New York city.

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State of New York, New York county, ss.—Eben B. Thomas, 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 1899 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this fourteenth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County, N. Y.

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THE 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, 1899:

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 1899, and how paid—None.

The road extends from Vanatta to Byram Mines, a distance of 2.52 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers—None.	
Income from freight,	$297 64
Income from other sources,	389 00
Total,	$686 64
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$159 53

REMARKS.

Expenditures do not include taxes.
Only $21.93 were earned by the standard gauge track.
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 Monte Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

ALFRED MILLS.

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Sworn and subscribed before me this ninth day of March, A. D. 1900.

JOSEPH HINCHMAN,
Master in Chancery of New Jersey.

Fred'k 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 1899 are correct and true to the best of his knowledge and belief.

FRED'K A. CANFIELD,
Secretary and Treasurer.

G. C. HINCHMAN,
Notary Public of N. J.

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, 1899:

Capital stock paid in, ... $650,000 00

Cost of road and equipment: The property formerly the Freehold and New York Railroad was bought for $80,000.00. The cost of the other roads was as stated in their reports heretofore rendered.

The roads extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths miles, with a branch from Atlantic Highlands to Stone Church, a distance of one and seventy-two hundredths miles, a total of twenty-four and forty-seven hundredths miles; and includes railroads formerly the property of the Atlantic Highlands Railroad Company, the Freehold and New York Railroad Company, the Keyport Railroad Company and the New York and Atlantic Highlands Railroad Company.

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

State of New York, New York city and county, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Freehold and Atlantic Highlands Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900,

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

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RECEIPTS AND EXPENSES FOR 1899.

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York city, N. Y.

ACCIDENTS.

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

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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, 1899:

Capital stock paid in,	$2 000 00
Floating debt,	59,865 15
Cost of road and equipments,	$61,865 15

The road extends from Lafayette to Griffing Iron Works, a distance of 0.55 miles.

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

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A D. 1900.

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

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York city, N. Y.

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December 13th.—About 12:33 P. M., Benjamin Lewis, aged about 40 years, received severe injuries by falling from moving car of Bayonne line on Ocean avenue. Motorman, A. Johnson, still in service; conductor, E. Edwardson, still in service.

Total number of accidents,	87
Number of persons fatally injured,	4
Number of persons severely injured,	21
Number of persons slightly injured,	27
Number of horses slightly injured,	1
Number of wagons badly damaged,	2
Number of wagons slightly damaged,	23
Number of carriages slightly damaged,	2

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of collision with Henderson street car on Henderson street. Motorman, Joseph Boland, discharged; conductor, Seth Locklin, discharged.

November 3d.—About 10:45 A. M., Phil Thompson, aged about 27 years, received slight injuries to head by falling from truck as the result of collision with Plank Road car on Grand street. Motorman, T. H. Babcock, resigned; conductor, Chas. Wissman, resigned.

November 4th.—About 10:56 A. M., James McDonough, aged about 32 years, received slight injuries to body by falling from cart of M. Feely, that was also damaged, as the result of a collision with Plank Road car on Grand street. Motorman, F. Schenk, still in service; conductor, John O'Grady, still in service.

November 7th.—About 7:35 P. M., Elizabeth Bennett, aged about 37 years, received severe injury to leg by being hit by car of the Turnpike line on Newark avenue. Motorman, J. Feigenbutz, still in service; conductor, T. A. Jewell, resigned.

November 9th.—About 5:35 P M., S. Hirchberg, aged about 18 years, and Mrs. H. Grob, aged about 50 years, received personal injuries from car of Bayonne line hitting car of Plank Road line on Grand street. Motorman W. Bloodgood, discharged; conductor, G. W. Auffinger, discharged.

November 16th.—About 8:25 A. M., T. Ryan, aged about 30 years, received severe personal injuries by falling from truck which was hit by car of Bayonne line on Grand street. Motorman, A. Fourett, still in service; conductor, T. McGrath, still in service.

November 22d.—About 12:50 P. M., Thomas Johnson, aged about 42 years, received slight injuries by fall from truck of Colgate & Co., which was hit by car of Bayonne line on York street. Motorman, R. McCarthy, still in service; conductor, E. McNamara, still in service.

November 28th.—About 4:04 P. M., truck of J. Mournes was badly damaged by coming in contact with car of Bayonne line on Grand street. Motorman, D. Evans, still in service; conductor, F. E. Carey, still in service.

December 1st.—About 7:30 P. M., Peter G. Abrahamson, aged about 50 years, received slight injuries by being hit by car of Bayonne line on Grand street Motorman, T. Albert, still in service; conductor, John Kenny, still in service.

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October 10th.—About 7:05 P. M., M Mescall, aged about 60 years, received severe bodily injuries by falling from truck of Madison, Cooper & Co., that was also damaged, as result of collision with Erie street car on Pavonia avenue. Motorman, John Rogan, still in service; conductor, Chas. McDermott, still in service.

October 13th.—About 6:40 P. M., H Feinstein, aged about 45 years, received severe bodily injuries by falling from wagon, as result of collision with Newark avenue car on Pacific avenue. Motorman, Fred. Smart, still in service ; conductor, Thos. Stone, still in service.

October 18th —About 1:55 P. M., William O'Connell, aged about 7 years, received severe injury to foot by being hit by Bayonne car on Grand street. Motorman, P. Broderick, still in service; conductor, J. Maher, still in service.

October 24th.—About 6:55 P M., James May, aged about 35 years, received severe bodily injuries by jumping from moving Plank Road car on Grand street. Motorman, G. Gunset, still in service; conductor, W. Walker, still in service.

October 26th.—About 5:10 P. M., Thomas Martin, aged about 3 years, received slight injuries to head, as result of collision with Montgomery street car on Montgomery street. Motorman, Martin Kelly, still in service; conductor, Jos. A. Collins, still in service.

October 27th.—About 7:15 P. M., Mrs. Miller, aged about 40 years, received severe bodily injuries from jumping from a moving Turnpike car at N. Y. S. and W. R. R. crossing. Motorman, F. Feigenbutz, still in service ; conductor, J. Sharp, still in service.

October 28th.—About 11:20 P. M., H. Hohman, aged about 17 years, while riding on car-bumpers received fatal injuries as the result of a collision between Plank Road and Bayonne car on Grand street. Motorman, C. O'Gara, resigned ; conductor, J. Spaeth, resigned.

October 28th.—About 9:22 P. M., Pat Gallagher, aged about 58 years, received severe personal injuries by falling from a wagon that was also damaged as the result of a collision with a Plank Road car on Grand street. Motorman, John Lutz, resigned ; conductor, Thomas Quinn, still in service.

November 1st.—About 5:27 P. M., Spirdon Sybydlo, aged about 36 years, and Wm. Highbie, aged about 30 years, received slight bodily injuries, and wagon of Chas. Somers was badly damaged, as the result

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September 19th.—About 7:00 A. M., Josephine Demarco, aged about 45 years, received slight injury to leg, from a collision with a Bayonne car on Grand street. Motorman, T. Johnson, still in service; conductor, W. Denais, still in service.

September 29th —About 9:20 A. M., Mrs. Wall, about 38 years old, received slight injury to leg by being hit by an Erie street car on Montgomery street. Motorman, M. Kelly, still in service; conductor, Thos. McQuade, still in service.

October 1st.—About 12:05 P. M., Hugh Briody, aged about 37 years, received slight injury to leg by a collision with a Turnpike car on Newark avenue. Motorman, James Voorhees, still in service; conductor, Ira T. Dolson, still in service.

October 1st.—About 6:05 P. M., Mrs. Hanley, aged about 40 years, received slight injuries to body by falling from buggy, which was also damaged by a collision with Bayonne car on Ocean avenue. Motorman, P. Cousins, still in service; conductor, J. E Farrell, still in service.

October 3d.—About 6:10 P. M., Chas. Jankowitz, aged about 8 years, received fatal injuries by being hit by a Plank Road car on Communipaw avenue. Motorman, George Pohle, still in service; conductor, W. Walker, still in service.

October 4th.—About 5:10 A. M., wagon of J. Walsh was slightly damaged by coming into collision with Montgomery street car on Montgomery street. Motorman, A. Weidman, still in service; conductor, C. O. Spence, discharged.

October 4th.—About 7:28 P. M, Wm. H. Anderson, aged about 45 years, received severe injuries about the head by falling from wagon of Wells-Fargo Company, which was also damaged, as the result of a collision with an Erie street car on Pavonia avenue. Motorman, Phil. Murphy, discharged; conductor, A. Giray, resigned.

October 8th.—About 9:30 P. M., Eugene Sullivan, aged about 30 years, received severe bodily injuries, and the wagon of Swift & Co. was damaged—result of a collision with Turnpike car on Newark avenue. Motorman, L M. Hoyd, resigned; conductor, W. J. Carse, still in service.

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July 7th.—About 6:15 P. M., Isaac Stein, aged about 27 years, received slight injuries about the head by falling from wagon on Grand street, as a result of a collision with Bayonne car. Motorman, H. J. Arm, still in service ; conductor, Francis O'Hara, discharged.

July 2d.—About 11:30 P. M., Daniel Devine, aged about 25 years, received slight injuries to body by falling from a moving Bayonne car on Grand street.

July 23d.—About 8:10 P. M., John Flynn, about 48 years old, received injuries to body—result of collision with a Bayonne car on Grand street. Motorman, A. Conrad, discharged; conductor, H. Amann, discharged.

August 6th.—About 10:15 P. M., Mrs. K. Kahn, aged about 23 years, received slight personal injury as result of collision with Bayonne car at Bergen Point. Motorman, W. Bloodgood, discharged; conductor, J. T. Kelly, resigned.

August 23d.—About 3:30 P. M., Mrs. Dempsey, aged about 42 years, received slight bodily injuries from jumping from a Montgomery street car on Montgomery street. Motorman D. Sinnot, still in service; conductor, W. Simpson, still in service.

August 27th.—About 10:20 P. M., Maggie McCarney, aged about 21 years, received injury to arm by jumping from a moving Bayonne car on Thirty-sixth street. Motorman, A. Brown, resigned; conductor, C. Moore, discharged.

August 29th.—About 9:55 P. M., James Otis, aged about 50 years, received slight bodily injuries, as the result of a collision between a Plank Road car and a Pacific avenue car on Grand street. Motorman, T. Corrigan, still in service ; conductor, O. Broderick, still in service.

September 2d.—About 8:45 A. M., Mrs. Griffin, about 50 years old, received injury to leg ; result of collision with Erie street car on Pavonia avenue. Motorman, E. Weber, discharged ; conductor, Seth Locklin, discharged.

September 4th.—About 7:10 P. M., Mrs. O'Grady, aged about 45 years, received severe bodily injuries by jumping from moving Montgomery street car on Montgomery street. Motorman, C. Snyder, still in service ; conductor, W. Wildfang, still in service.

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June 10th.—About 11:15 P. M., H. Ross, aged about 18 years, received slight injury on head by being hit by a passing Bayonne car on Ocean avenue, when he was a passenger on another Bayonne car. Motorman, W. Bloodgood, discharged; conductor, J. Anderson, still in service.

June 19th.—About 1:42 P. M., Mrs. Robert Liming, aged about 43 years, received slight injuries to body by jumping from moving Bayonne car on Ocean avenue. Motorman, Edward Walters, still in service; conductor, Alex. Gregg, still in service.

June 29th.—About 10:34 A. M., Mrs. Peckover, aged about 50 years, received slight injury to head by jumping from a moving Turnpike car in the Jersey City car-shed. Motorman, F. Reilly, resigned; conductor, J. A. Coleman, still in service

June 30th.—About 7:45 P. M., Mrs. Shied, aged about 58 years, received injuries to body from jumping from moving Plank Road car on Communipaw avenue. Motorman, R. Swartout, still in service; conductor, L. B. George, still in service.

July 1st.—About 4:55 P. M., Miss P. Losey, aged about 35 years, received slight bodily injuries from jumping from a moving Plank Road car on Grand street. Motorman, David Robbins, still in service ; conductor, Thomas Quinn, still in service.

July 1st.—About 9:30 P. M , Wm. J. McCreary, aged about 30 years, received slight injury to leg by falling from a moving Bayonne car on Ocean avenue. Motorman, A. Groves, still in service ; conductor, S. Minton, discharged.

July 3d.—About 1:00 A. M., William Heavy, aged about 48 years, received slight injuries to body by falling from moving Bayonne car on Grand street. Motorman, Joseph Goodall, still in service ; conductor, Harry Watson, still in service.

July 3d.—About 5:33 P. M., John Healy, aged about 55 years, received slight injuries by falling from wagon, and wagon was damaged from being hit by a Plank Road car on Grand street. Motorman, R. Fisher, still in service ; conductor, H. M. Levinson, still in service.

July 4th.—About 10:55 P. M., B. Leddy, aged about 45 years, received slight injuries to arm by being hit by a passing Bayonne car on Grand street ; he being a passenger on another car. Motorman, J. Alexander, still in service ; conductor, Joseph T. Kelly, resigned.

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May 2d.—About 7:05 P. M., Frank Gallagher, aged about 37 years, received slight injuries to body by falling from a Montgomery street car on Montgomery street. Motorman, Thomas Caden, still in service; conductor, H. Van Sickle, still in service.

May 6th.—About 4:58 P. M., Clifford Felt, aged about 11 years, received injuries to face and body, resulting from heavy coal wagon colliding with Erie street car on Montgomery street. Motorman, Thos. Costello, still in service; conductor, Michael Maroney, discharged.

May 9th.—About 8:42 P. M., James Otis, aged about 50 years, received slight injuries to arm by jumping from moving Bayonne car on Grand street. Motorman, John Smith, still in service; conductor, M. Butler, discharged.

May 12th.—Mrs Mary Ennis, about 50 years old, received severe bodily injuries by jumping from moving car (Plank Road car) on Grand street. Motorman, W. S. Reynolds, still in service; conductor, C. S. Walker, resigned.

May 14th.—About 12:40 A. M., Miss Mamie McCarthy, aged about 22 years, received slight injuries to body by fall from Bayonne car on Ocean avenue. Motorman, J. Alexander, still in service; conductor, W. Bosch, still in service.

May 14th.—About 10:40 P. M., Mrs. Woods, aged about 53 years, received slight injury to head by jumping from a moving Bayonne car on Grand street. Motorman, S. Montayne, still in service; conductor, F. Picken, still in service.

May 19th.—About 6:20 A. M., Julius Dvorin, aged about 40 years, received slight bodily injuries and his wagon was slightly damaged by being hit by Bayonue car on Avenue C. Motorman, J. Fagan, still in service; conductor, C. C. Montayne, still in service.

June 4th.—About 8:50 P. M., M. Bouges, aged about 45 years, received fatal injuries by being hit on head by passing Bayonne car on Ocean avenue, while he was a passenger on another Bayonne car. Motorman, J. Alexander, still in service; conductor, W. H. Bosch, still in service.

June 7th.—About 9:25 A. M., Chas. Lutchen, aged about 33 years, received severe injuries to body, and wagon of Waddell Coal Company was damaged, by being hit by Bayonne car on Grand street. Motorman, A. Montayne, discharged; conductor, W. Roach, still in service.

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March 12th.—About 7:35 P. M., Nora Driscoll, aged about 28 years, received injury to arm ; while attempting to board a moving Bayonne car on Avenue C, she fell. Motorman, J. Smith, still in service ; conductor, John Purcell, discharged.

March 24th.—About 1 P. M., H. Epstein, aged about 40 years, received injuries to body, and wagon of B. Zunsky was damaged by horse backing into car on Ocean avenue. Motorman, John Dunbar, still in service; conductor, H. Ash, still in service.

March 16th.—About 8:10 A. M , wagon of Jersey City Electric Light Company was slightly damaged and M. Moran, aged about 35 years, received slight bodily injuries from being hit by Bayonne car, on Ocean avenue, Jersey City. Motorman, R. McCarthy, still in service; conductor, M. J. Culkin, resigned.

March 22d.—About 11:15 A. M., Edward Boyle, aged 25 years, received severe injury to arm by falling from moving Court House car on York street. Motorman, W. Harding, still in service; conductor, John Coleman, discharged.

April 9th.—About 8 P. M., John Hickey, aged 4 years, received severe injuries about the body by being struck by Henderson street car on Henderson street. Motorman, John O'Grady, discharged; conductor, W S. Post, still in service.

April 11th.—About 12:10 P. M., Mrs. Leacock, aged about 45 years, received slight injury to body by fall from Plank Road car on Communipaw avenue. Conductor, J. E. Young, resigned; motorman, W. Reynolds, resigned.

April 16th.—About 3:02 P. M., May Lamb, about 58 years old, received slight injury to leg by being hit by Montgomery street car on Montgomery street. Motorman, J. Fitzpatrick, still in service ; conductor, Geo. Meyer, still in service.

April 18th.—About 5:00 P. M., W. E. Talmadge, aged about 33 years, received fatal injuries by being hit by Plank Road car while riding a bicycle on Communipaw avenue. Motorman, F. J. Metell, still in service ; conductor, J. Newcomb, still in service.

April 19th —About 7:50 P. M., John Reilly, about 40 years old, received injuries about the head by falling from Plank Road car on Grand street. Motorman, T. Reilly, still in service ; conductor, C. Ekarius, still in service.

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February 18th.—About 6:05 A. M., A. Bodecker, aged about 48 years, received slight injuries to back and legs from jumping from wagon hit by Bayonne car on York street. Motorman, Daniel O'Reilly, discharged; conductor, J F. McCarthy, discharged.

February 24th.—About 6:35 A. M., Louis Heisterhagen, aged about 50 years, received severe injuries to body, and his wagon was slightly damaged, by being hit by Turnpike car on Newark avenue. Motorman, Phil. Brown, still in service; conductor, Thos. Brown, still in service.

February 28th.—About 7:13 P. M., wagon of Harris Levy was damaged and horse slightly hurt by being hit by Bayonne car on Grand street. Motorman, R. Zimmerman, resigned; conduotor, R. Cabris, discharged.

February 28th.—About 2 P. M., Chas. M. Nimmo, aged about 35 years, received slight injuries to legs by jumping from wagon which was hit by Erie street car on Erie street. Motorman, E. Sutherland, discharged; conductor, J. B. Farnan, discharged.

March 1st.—About 7:45 A. M., Gus Erickson, aged about 35 years, received slight injury to knee, and wagon of A. A. Van Winkle was damaged by being struck by Pacific avenue car on Grand street. Motorman, John Kellaher, still in service; conductor, John McGeogh, still in service.

March 3d.—About 5:25 P. M., Harry Sickler, aged about 50 years, was severely hurt and wagon of Van Keuren & Sons slightly damaged by being hit by Bayonne car on Grand street. Motorman, Wm. Eveleth, discharged; conductor, F. Daniels, discharged.

March 8th.—About 2:15 P. M., Robert McCarthy, aged about 37 years, received slight injury to body, and wagon of Hecker, Jones, Jewell Co. was slightly damaged by being hit by Bayonne car on Grand street. Motorman, W. Eveleth, discharged; conductor, E. Scott, discharged.

March 10th.—About 9:30 P. M., buggy of George Perry, Jr., was slightly damaged by being hit by Plank Road car on Grand street. Motorman, J E. Haines, discharged; conductor, James Baker, discharged,

March 11th.—About 11:10 A. M., Chas. Black, about 33 years old, received slight injuries to body by being hit by Newark avenue car on Grand street. Motorman, J. Gisler, still in service; conductor, M. McGuinness, still in service.

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car on Avenue C. Motorman, J. Goodall, still in service; conductor, W. Bosch, still in service.

January 24th.—About 6:48 P. M., Mrs. Kane, aged about 50 years, received slight injuries to legs by being hit by Erie street car on Newark avenue. Motorman, P. F. Doherty, resigned; conductor, P. Woods, dead.

January 26th.—About 8:05 P. M., Marie Pott, aged about 24 years, received severe internal injuries by falling in Pacific avenue car on Newark avenue. Motorman, J. Froud, still in service; conductor, F. McNamara, discharged.

January 29th.—About 8:20 P. M., Mrs. A. M. Converse, aged about 40 years, received injuries to body by jumping from a moving Plank Road car on Grand street. Motorman, J. Bennett, resigned; conductor, John C. Crisman, discharged.

January 30th.—About 4:00 P. M., Wm. Mutchler, aged about 45 years, received injury to his leg, and the cart of Henry Byrnes was damaged by being hit by Bayonne car on Grand street. Motorman, R. Zimmerman, resigned; conductor, George Sharples, discharged.

February 6th.—About 5:54 A. M., Peter McHugh, aged about 22 years, received severe injuries to limbs, and wagon of Jacob Schmith was slightly damaged by being hit by Montgomery street car on Montgomery street. Motorman, M. Devine, resigned; conductor, M. Ormsby, still in service.

February 10th.—About 8:45 P M., Joseph Keoghan, aged about 40 years, received slight personal injuries, and horse and wagon were slightly damaged by being hit by Bayonne car on Avenue C, Bayonne. Motorman, John Fagan, still in service; conductor, T. E. Seaman, resigned.

February 13th.—About 11:15 P. M., Nicholas McGrath, aged about 28 years received slight injuries from boarding moving Court House car on Monticello avenue. Motorman, S. Masters, still in service; conductor, G. Boice, still in service.

February 16th.—About 5:35 P. M., Chas. Schnellhaus, aged about 25 years, received slight injuries to body, and wagon of J. Bauman & Co. was damaged, by being hit by Newark avenue car on Newark avenue. Motorman, M. Healy, still in service; conductor, J. Pauston, still in service.

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $714,873 10

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—No. 29 Exchange Place, Jersey City, N. J.

ACCIDENTS.

January 4th.—About 9:40 A. M., wagons of S. Carey and W. E. Smith were slightly damaged by Bayonne car backing down on them on Grand street. Motorman, D. O'Reilly, discharged; conductor, T. Mooney, discharged.

January 9th.—About 5:38 P. M., truck of Reynolds-Boyle Company was slightly damaged by being hit by Montgomery street car on Montgomery street. Motorman, Thos. Donnelly, still in service; conductor, John Boyle, still in service.

January 11th.—About 1:18 P. M., Michael Smith, aged about 60 years, was slightly injured about the body by being struck by Pacific avenue car in Jersey City depot. Motorman, G. McGovern, discharged; conductor, O. Larssen, still in service.

January 11th.—About 1:10 P. M., Chas. Burke, aged about 25 years, broke his leg jumping from a Bayonne car in motion on Ocean avenue. Motorman, P. Murphy, discharged; conductor, P. Peterson, still in service.

January 14th.—About 8:50 P. M., David Walsh, aged about 35 years, slightly hurt his leg jumping from a moving Turnpike car at Jersey City depot. Motorman, James McLaughlin, still in service; conductor, L. Thorward, still in service.

January 16th.—About 3:55 P. M., John Victory, aged about 40 years, received slight injury to his leg by being hit by cart, which was hit by a Turnpike car on Newark avenue. Motorman, Martin Cusick, still in service; conductor, J. Cassidy, still in service.

January 16th.—About 11:30 A. M., J. H. Montrose, aged about 65 years, received slight injuries about the legs by being hit by Plank Road car in the Jersey City ferry-house. Motorman, Daniel Freeman, still in service; conductor, P. Galligan, still in service.

January 20th.—About 7:10 P. M., D. Pausner, aged about 40 years, was slightly injured about the body by jumping from a moving Bayonne

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JERSEY CITY AND BERGEN 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 Bergen Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$1,000,000 00
Bonded debt,	258,000 00
Floating debt—None.	
Cost of road and equipments,	$1,308 000 00

The road extends from Jersey City, N. J., to Bayonne, N. J., a distance of eight and one-quarter miles.

It is leased to the Consolidated Traction Company at an annual rental of one thousand dollars ($1,000.00).

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

State of New Jersey, Hudson county, *ss.*—Edward F. C. Young, being duly sworn, on his oath says that he is President of the Jersey City and Bergen Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. F. C. YOUNG.

Sworn and subscribed before me this twenty-third day of January, A. D. 1900.

B. M. PACKER,
Notary Public, State of New Jersey.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$1,567,222 81
Income from other sources,	8,194 97
Total,	$1,575,417 78

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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, the Jersey City Belt Line Railway Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$12,000 00
Floating debt,	23,966 43
Cost of road and equipments,	$35,966 43

Dividends paid during the year 1899, and how paid—None.

The road extends from a point on Morris Canal east of Mill creek, Jersey City, N. J., to a point on Morris Canal near Newark bay and Linden avenue, Jersey City, N. J., a distance of 5,829 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 New Jersey, Mercer county, *ss.*—John Hood, being duly sworn, on his oath says that he is President of the Jersey City Belt Line Railway Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 21st day of March, A. D. 1900

CHAS. W. BILES,
Notary Public, N. J.

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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, 1899:

Capital stock paid in,	$13,500 00
Floating debt,	1,195 52
Cost of road and equipments,	$14,695 52

The road, as projected, is to extend from Jersey City to Bayonne, a distance of five miles.

RECEIPTS AND EXPENSES FOR 1899.

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 not constructed.

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

SAM'L R. CALLAWAY,
President.

Sworn and subscribed before me this 20th day of February, A. D. 1900.

MILES BRONSON,
Notary Public, N. Y county.

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Sworn and subscribed before me this twenty-sixth day of February, A. D. 1900.

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

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HUDSON AND COMMUNIPAW RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to 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 Communipaw Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock authorized by certificate,	$50,000 00
Capital stock paid in,	2,000 00
Floating debt,	56 06

Dividends paid during the year 1899, and how paid—None.

The road as located will be one mile in length in Jersey City, no part of which is yet constructed.

RECEIPTS AND EXPENSES FOR 1899.

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.

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

P. O. address of this Company—Jersey City, N. J., or 143 Liberty street, New York city.

State of New York, New York city and county, *ss.*—John L. Conover, being duly sworn, on his oath says that he is Treasurer of the Hudson and Communipaw Railroad Company, and that the foregoing statement during the year 1899 is correct and true, to the best of his knowledge and belief.

JOHN L. CONOVER.

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HOPATCONG 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, 1899 :

Capital stock paid in,	$10,000 00
Cost of road and equipments,	$17,485 25

The road extends from junction with Morris and Essex Railroad, near Hopatcong station, a distance of .89 miles, to near powder-works.

It is controlled by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of operations is included in report made by the 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 sixth day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate filed in New York.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—No. 26 Exchange Place, New York city.

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, the Hoboken Railroad Warehouse and Steamship Connecting Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$238,000 00
Bonded debt—None.	
Floating debt,	66,532 14
Cost of road and equipments,	$155,142 16

Dividends paid during the year 1899, and how paid—None.

The road extends from Hoboken to Weehawken, a distance of about two miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers—None.	
Income from freight,	$40,044 85
Income from other sources—None.	
Total,	$40,044 85
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,183 31

P. O. Address of this Company—Foot of Fifth street, Hoboken, N. J.

State of New Jersey, Hudson county, ss.—Palmer Campbell, being duly sworn, on his oath says that he is Treasurer 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 1899 are correct and true, to the best of his knowledge and belief.

PALMER CAMPBELL.

Sworn and subscribed before me this 2d day of March, A. D. 1900.

EDWIN A. S. LEWIS,
Master in Chancery of New Jersey.

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HIBERNIA UNDERGROUND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to 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 Underground Railroad Company presents the following rep rt for the year ending December 31st, 1899:

Capital stock paid in,	$100,000 00
Bonded debt – None.	
Floating debt,	8,994 37
Cost of road and equipments,	$108,944 37

Dividends paid during the year 1899, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1899.

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

P. O. Address of this Company—Dover, N. J.

State of New Jersey, Morris county, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Underground Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this fifth day of January, A. D. 1900.

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

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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, 1899 :

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

The road extends from Hibernia, N. J., to D. L. & W. and D & R. Junctions, a distance of 5½ miles

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

It is equipped and operated by the Central Railroad Company of N. J., and the further information required by law is furnished by that Company, and is annexed hereto.

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

GEORGE RICHARDS.

Sworn and subscribed before me this 5th day of January, A. D. 1900.

D. R. HUMMER,
Notary Public of N. J.

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P. O. address of this Company—New York, Susquehanna and Western Railroad Company, 21 Cortlandt street, New York city.

ACCIDENTS.

None.

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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, 1899:

Capital stock paid in,	$25,000 00
Cost of road and equipments,	$25,000 00

The road extends from Lodi Junction to Hackensack Junction, 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 operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

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

State of New York, New York county, *ss.*—E. B. Thomas, 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.

E. B THOMAS.

Sworn and subscribed before me this eighth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in N. Y. County.

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GREENVILLE AND HUDSON 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 Greenville and Hudson Railway Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$400,000 00
Bonded debt,	350,000 00
Floating debt,	91,054 29
Cost of road and equipments,	$841,054 29

The road extends from a point on the Lehigh Valley Terminal Railway near Brown Place, Greenville, N. J., to a point on the Lehigh Valley Terminal Railway east of Johnson avenue, Jersey City, N. J., a distance of 2.62 miles.

It is leased to the Lehigh Valley Terminal Railway Company, at an annual rental of cost of maintenance of way, all expenses, including taxes, interest on bonds, and the yearly sum of twenty-four thousand dollars, equivalent to six per cent. dividend on the capital stock of this company.

The construction work on this road is not yet completed.

State of New Jersey, Mercer county, *ss.*—John Hood, being duly sworn, on his oath says that he is President of the Greenville and Hudson Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 21st day of March, A. D. 1900.

CHAS. W. BILES,
Notary Public, N. J.

P. O. address of this Company—228 South Third street, Philadelphia, Pa.

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $127,368 71

Dividends paid during the year 1899, and how paid—None.

P. O. Address of this Company—General office Pennsylvania Railroad Company, Philadelphia, Pa.

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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, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$295,600 00
Bonded debt,	498,600 00
Floating debt—None	
Cost of road and equipments,	813,726 31

The road extends from Jamesburg, N. J., to Sea Girt, N. J., a distance of 27.54 miles.

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

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

State of New Jersey, Camden county, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this second day of February, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$106,667 20
Income from freight,	51,036 29
Income from other sources,	8,872 94
Total,	$166,576 43

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ACCIDENTS.

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

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THE 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 Company) presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$1,100,000 00
Bonded debt,	1,450,950 00
Cost of road and equipments,	$2,585,378 00

Dividends paid during the year 1899, 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 1899.

Income from passengers,	$9,183 13
Income from freight,	332,588 80
Income from other sources,	3,415 58
Total,	$345,187 51
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$171,150 59

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 fourteen miles. This report covers the proportions 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.

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The capital stock of the South Easton and Phillipsburg Railroad is,	$75,000 00
Bonded debt—None.	
Floating debt,	69,493 12
Representing cost of road,	$144,493 12

P. O. address of this Company—Warwick, Orange county, N. Y.

State of New York, Orange county, *ss.*—John Sayer, being duly sworn, on his oath says that he is Treasurer of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

JOHN SAYER.

Sworn and subscribed before me this twenty-fourth day of February, A. D. 1900.

F. V. SANFORD,
A Foreign Commissioner of Deeds
for New Jersey.

ACCIDENTS.

Employes killed or injured coupling or handling cars—
Killed—None. Injured—None.

Employes killed or injured otherwise than above—
Killed—None. Injured—Three, viz.:

June 6th.—J. Utter, car-repairer, right foot bruised between car-bumpers at Great Meadows, N. J.

July 31st.—T. J. Cuff, track foreman, ribs injured by being struck by piece of timber at Franklin Junction.

November 29th.—Samuel Geiss, track foreman, Section No. Four B, scalp cut by being struck on head by crow-bar while working on section.

Passengers—
Killed—None. Injured—None.

Others—Various causes :
Killed—None. Injured—None.

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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, 1899:

Capital stock paid in,	$1,500,000 00
Bonded debt,	431,000 00
Floating debt,	96,757 14
Cost of road and equipments,	$2,027,757 14

Dividends paid during the year 1899, and how paid—None.

The road extends from Slatington, Pa., to Harrisburg Junction, Pa. 34.42 miles; from Swartzwood, N. J., to Liberty Corners, N. J., 21.20 miles; from Howiston to Howiston Junction, 0.80 miles—a distance of 56.42 miles. In Pennsylvania, 35.22 miles; in New Jersey, 21.20 miles—56.42 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$3,302 26
Income from freight,	37,343 36
Income from other sources,	784 10
Total,	$41,429 72
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$29,555 42

P. O. address of the above Company—929 Chestnut street, Philadelphia.

State of Pennsylvania, Philadelphia county, *ss.*—William Jay Turner, being duly sworn, on his oath says that he is President of the Lehigh and New England Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

WM. J. TURNER.

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Sworn and subscribed before me this 7th day of February, A. D. 1900.

JOHN F. HOFFMEISTER,
Notary Public.

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LEHIGH VALLEY TERMINAL 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 Valley Terminal Railway Company presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$10,000,000 00
Bonded debt (including $900,000 car trust),	10,900,000 00
Cost of road and equipments,	$12,455,923 93

The road extends from Jersey City, N. J., to South Plainfield, N. J., a distance of 22.82 miles.

It is leased to the Easton and Amboy Railroad Company at an annual rental of cost of maintenance of way, all expenses, including taxes, interest on bonds and other expenses connected with the corporation.

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

State of Pennsylvania, Philadelphia county, *ss.*—John B. Garrett, being duly affirmed, on his affirmation says that he is Vice-President of the Lehigh Valley Terminal Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN B. GARRETT.

Affirmed and subscribed before me this 21st day of March, A. D. 1900.

F. H. LEE,

Commissioner of Deeds for New Jersey in Pennsylvania.

RECEIPTS AND EXPENSES FOR 1899.

Receipts and expenses included in report of Easton and Amboy Railroad Company.

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P. O. address of this Company—228 South Third street, Philadelphia, Pa.

ACCIDENTS.

Included in the report of Easton and Amboy Railroad Company.

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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, 1899:

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 one and three-quarters miles.

It is leased to the New York, Susquehanna and Western 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 particularly specified.

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

State of New York, New York county, *ss.*—E. B. Thomas, 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.

E. B. THOMAS.

Sworn and subscribed before me this eighth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in New York County.

P. O. address of the above Company—21 Cortlandt street, New York city.

ACCIDENTS.

None.

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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, as lessee of the Long Dock Company, presents the following report for the year ending December 31st, 1899:

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 the center line of Seventeenth 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 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, and is annexed hereto.

State of New York, New York county, ss.—E. B. Thomas, 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.

E. B. THOMAS.

Sworn and subscribed before me this eighth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in New York County.

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Dividends paid during the year 1899, and how paid—None.

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

ACCIDENTS.

January 1st.—Patrick J. Burke, steam inspector, caught between bumping-block and car; slightly bruised on body.

January 1st.—Thomas Kelly, laborer, run over by engine; fatally injured.

January 2d.—J. E. Olney, switchman, coupling; arm slightly bruised.

January 3d.—E. P. Canfield, fireman, foot caught between tie and switch-rod; heel bruised.

January 5th.—Louis Morris, struck by engine; face and leg bruised.

January 6th.—Andrew Miller, ash-pit cleaner; face and hands scalded by steam from ash-box of engine which was being cleaned.

January 11th.—S. Kowalski, coal-heaver, caught between a board and small coal-car at coal-pockets; ankle dislocated.

January 11th.—T. W. Coleman, brakeman, struck against brace of bridge; scalp wound.

January 12th.—Matthew O'Mara, crossing-flagman; in getting off engine he fell; cut on left leg.

January 13th.—Patrick J. Mahoney, fireman; caught finger between lump of coal and fire-box door, bruising it.

January 15th.—Abram Farrer, brakeman, uncoupling cars; thumb bruised.

January 15th.—George Burke, coal-heaver, while wiping machinery of gas engine at coal pockets; laceration of hand.

January 16th.—Clarence Steel, switchman, coupling; hand bruised.

January 17th.—M. J. Earles, switchman, uncoupling; finger crushed.

January 17th.—John F. Leswing, carpenter, jack fell on his leg, breaking it.

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January 18th.—William Looney, watchman, struck by push-pole; bruised on breast.

January 19th.—Charles E. Captain, fireman, struck by lump of coal; scalp wound.

January 20th.—Patrick Brennan, freight car repairer, struck by train; killed.

January 24th.—D. R. Winfield, engineer, fell in oil-room pit at round-house; lip cut and shoulder bruised.

January 26th.—Mrs. Catherine Coyne, struck by train; killed.

January 30th.—Algie E. Skinner, fireman, caught between cab of engine and coal pockets; shoulder bruised.

January 31st.—Joseph F. Burns, switchman, coupling cars; arm slightiy bruised.

January 31st.—A. F. Moore, switchman, coupling cars; thumb bruised.

February 1st.—James S. Carr, fireman; finger caught between lump of coal and fire-box door and bruised.

February 1st.—Harvey Springstead, engineer, fell from coal-pockets; back bruised.

February 1st.—E. D. Remey, brakeman, fell against corner of desk in caboose-car; back bruised.

February 1st.—Martin A. Grady, brake inspector, fell from engine; shoulder dislocated and hip bruised.

February 1st.—Matthew McEveary and Edward Flynn, engine-cleaners, oil-can exploded; burned on face.

February 4th.—William Rehlsen, car-builder, car that had been jacked up fell on him; killed.

February 4th.—John Kennah, switchman, coupling cars; two fingers bruised.

February 7th.—Thomas Kelly, switchman, coupling cars; thumb and two fingers crushed.

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February 8th.—C. J. Doty, engineer, loosening wedge on driving-box; little finger crushed.

February 9th.—Patrick Hughes, laborer, struck by engine; killed.

February 10th.—Joseph M. Mastrola, car-repairer; while breaking coal, pick slipped and struck his large toe, bruising it.

February 10th.—Peter F. Kerwin and C. W. Jones, legs bruised; derailment of coach.

February 11th.—W. B. Kernan, fireman, fell on engine tank; shoulder and side slightly bruised.

February 12th.—F. M. Kroegel, fireman; leg caught between engine and tender and bruised.

February 17th.—J. F. McCurran, conductor, coupling; finger bruised.

February 24th.—Frank J. Dietz, fireman, fell from engine; contusion of back.

February 28th.—Jefferson Pilt, car-builder, alighting from train in motion; wrist bruised and strained.

March 2d.—Mrs. Mary Feeney, struck by train; killed.

March 6th.—James Buckley, engine-cleaner, slipped while raking fire; cut over eye.

March 7th.—Charles W. George, engineer, fell from engine; cut on leg.

March 7th.—William Nally, switchman, stepped on end of tie; ankle sprained.

March 7th.—John W. Glynn, switchman, coupling cars; finger crushed.

March 8th.—G. Castronners, laborer, struck by engine; rib broken.

March 8th.—Martin Quinlan, switchman, coupling cars; thumb bruised.

March 13th.—Frank Schultz, not employe, attempted to couple cars; finger crushed.

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March 13th.—Cornelius O'Neill, struck by engine ; scalp wound.

March 14th.—John Rathgeber, switchman, fell from car ; hip bruised.

March 17th.—Edward Ballard, brakeman, fell from car ; knee and shoulders bruised.

March 17th.—Arnold Newman, fireman, jumping on engine ; foot run over.

March 22d.—John Vernell, trackman, repairing switch ; finger crushed.

March 22d.—John Murphy, laborer, struck by train ; killed.

March 23d.—George Patnand, switchman, fell from car ; arm bruised.

April 3d.—Thomas I. Backert, switchman, fell from car ; ankle sprained.

April 5th.—John Balcer, ash-pit cleaner, shoveling ashes ; strained his back.

April 8th.—Thomas Murphy, switch-tender, struck by switch-lever ; foot bruised.

April 11th.—S. Wneezki, laborer, fell from car ; cut on arm.

April 15th.—Joseph H. Tredo, switchman, fell from car; ankle sprained.

April 15th.—Michael Sullivan, switchman, alighting from car ; ankle sprained.

April 26th.—Unknown man, struck by engine ; fatally injured.

May 6th.—J. C. Dingman, struck by broom-handle; cut over eye.

May 7th.—Matthew Mullins, switchman; foot caught in switch and bruised.

May 13th.—John A. Stanton, fireman, struck by signal-pole ; scalp wound.

May 16th.—Charles E. Straut, switchman, uncoupling cars; finger crushed.

May 18th.—F. M. Kroegel, fireman, raking fire; hand bruised.

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May 18th.—Salvator Kieto, stealing a ride on freight train; arm crushed.

May 18th.—James Moran, caught between engine and tank-steps, while riding on engine; cut on thigh.

June 7th.—Herman Hess, fell from freight train; feet crushed.

June 17th.—Antone Dickerson, brakeman, alighting from car; knee out of joint.

June 28th.—G. Manganiella, trackman, fell from car; back bruised.

June 29th.—Gilbert Bullard, switchman, fell on car; abdomen bruised.

July 1st.—Edward M. Ross, baggageman, foot caught under baggage truck and bruised.

July 6th.—Thomas Lenahan, switchman, fell against railing on coach platform; rib fractured.

July 16th.—Herman Tiedman, brakeman, fell from car; heels bruised.

July 17th.—William Hurley, laborer, fell in coal car; groin rupture.

July 19th.—Fred Becraft, fireman, alighting from engine; ankle sprained.

July 21st.—James Kennelly, switchman, coupling; arm bruised.

July 23d.—Miss Mary Burns, thrown forward in seat of coach by jar of train; slight cut on nose.

July 27th.—Patrick McFadden, laborer, struck by freight falling in car; ankles bruised.

August 7th.—Delia Kenney, car-cleaner, thrown down in coach by jar from engine; shoulder bruised.

August 7th.—William H. Carley, conductor, fell against railing on caboose; three ribs fractured.

August 8th.—J. B. Quackenbush, engineer, slipped while stepping from engine; leg and hip bruised.

August 12th.—H. L. Jewett, brakeman, fell in caboose car; side bruised.

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August 12th.—John Lang, fireman, fell from engine ; legs bruised.

August 17th.—Peter Kelly, fireman, lump of coal fell on his foot, bruising big toe.

August 20th.—J. R. Dwyer, brakeman, caught between cars ; fatally injured.

August 21st.—Jacob W. Kent, engineer, struck by engine; back bruised.

August 22d.—Chas. D. Kenner, tinsmith, struck by train; killed.

August 26th.—James Conroy, switchman, uncoupling; two fingers bruised.

August 29th.—Peter McLean, fell from freight train ; head and body bruised.

August 30th.—James Welsh, switchman, fell from freight car; side bruised.

September 2d.—H. M. Anderson, brakeman, fell from freight car; ankle sprained.

September 3d.—Frederick Fintizel, fell from freight train; fatally injured.

September 12th.—Howard F. Getz, brakeman, struck against signal-pole ; head and back bruised.

September 16th.—M. F. Winne, brakeman, fell against railing on caboose-car ; leg bruised.

September 16th.—Domenico Noto, trackman, frog fell on his foot; toe bruised.

September 21st.—Walter W. White, switchman, stepped on a piece of iron and slipped; knee sprained.

September 22d.—P. Lettiere, trackman, piece of rail fell on his foot; toe bruised.

September 23d.—Martha Haring fell while walking on passenger platform ; knee and arm bruised.

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September 25th.—William H. Bussey, machinist, struck by engine; arm and back bruised.

September 29th.—Fred Quick, fireman, fell from engine; foot sprained and cut on forehead.

October 6th.—Michael Grossman, switchman, struck by cars; arm broken and side bruised.

October 6th.—Maurice Walsh, switchman, struck by push-pole; side bruised.

October 8th.—A. Di Rienzo, trackman, foot canght under rail and bruised.

October 9th.—Joseph Kopenski, trackman, struck by train; head and chest bruised.

October 10th.—H. Shotwell, switchman, fell from car; hip bruised.

October 20th.—William J. Gifford, carpenter, fell from train; shoulder dislocated.

October 31st.—Joseph N. Snyder, fireman, stepped on bottle; foot cut.

November 1st.—Julius Balson, coal-heaver, coal-bin partition gave way; killed.

November 2d.—E. J. Mahoney, brakeman, overhead obstruction; cut on head.

November 2d.—William Nally, switchman, coupling; two fingers bruised.

November 6th.—Richard Bowen, switchman, fell against box in cab of engine; back bruised.

November 10th.—A. Graham, painter, fell while painting smoke-stack; hip bruised.

November 11th.—William O'Brien, switchman, finger caught while assisting in placing wrecking frog, and bruised.

November 19th.—H. L. Cox, brakeman, fell on steps of coach; knee sprained.

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November 21st.—Edw. Harriette, switchman, collision ; forehead cut and bruised.

November 24th.—C. Kellerman, engineer, face and hands slightly burned by back draught.

December 6th.—N. Castromero, trackman, running on track ; forehead bruised.

December 7th.—E. J. Turner, switchman, fell from train ; knee bruised.

December 12th.—D. Russo, trackman, unloading rail ; two fingers cut.

December 12th.—Peter Smith, switchman, stepped on piece of coal ; ankle sprained.

December 17th.—G. Puciarielli, trackman, handling rail ; three toes bruised.

December 20th.—Henry Baldwin, struck by engine ; face and foot bruised.

December 23d.—E. R. Dunn, conductor, alighting from train ; leg strained.

December 23d.—Thomas Garrison, brakeman, coupling air-hose ; knee bruised.

December 25th.—Maurice O'Sullivan, alighting from moving train ; face scratched.

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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, the Macopin Railroad Company presents the following report for the year ending December 31st, 1899:

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 1.50 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.

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

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

E. B. THOMAS.

Sworn and subscribed before me this eighth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate Filed in New York County.

P. O. address of this Company—New York and Susquehanna Railroad Company, 21 Cortlandt street, New York city.

ACCIDENTS.

None.

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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, 1899:

Capital stock paid in,	$8,900 00
Bonded debt—None.	
Floating debt,	500 00
Cost of equipments,	$8,463 81

Dividends paid during the year 1899, and how paid—None.

The road extends from Barnegat City Junction to Barnegat City, N. J., a distance of 8.71 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$1,855 78
Income from freight,	2,203 14
Income from other sources,	965 94
Total,	$5,024 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$6,060 53

P. O. address of the above Company—Temple Building, Camden, N. J.

State of New Jersey, Camden county, ss.—George Pfeiffer, Jr., 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 1899 are correct and true, to the best of his knowledge and belief.

GEORGE PFEIFFER, JR.

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Sworn and subscribed before me this 28th day of March, A. D. 1900.

WILLIAM J. KRAFT,
Notary Public.

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, 1899:

Capital stock paid in,	$53,700 00
Cost of road and equipments,	$50 937 60

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

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

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York city, N. Y.

RECEIPTS AND EXPENSES FOR 1899.

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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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, 1899 :

Capital stock paid in, ... $4,000 00

Dividends paid during the year 1899, and how paid—None.

The road is located from a point on the Central Railroad of New Jersey, near Finderne, to Chimney Rock, a distance of about 1.85 miles, and is under construction.

State of New York, New York city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Middle Brook Railroad Company, and that the foregoing statement during the year 1899 is correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

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MIDDLESEX 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 Middlesex Railroad Company presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$2,000 00
Floating debt,	2,253 57
Cost of road and equipments,	$4,253 57

Dividends paid during the year 1899, and how paid--None.

The road extends from a point on a sidetrack of E. and A. R. R., about opposite center of Hartford street, Perth Amboy, N. J., to a point on the northern line of Washington street, Perth Amboy, N. J., a distance of .34 miles.

REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report of that company.

P. O. address of this Company—228 South Third street, Philadelphia, Pa.

State of New Jersey, Mercer county, *ss.*—John Hood, being duly sworn, on his oath says that he is President of the Middlesex Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 21st day of March, A. D. 1900.

CHAS. W. BILES,
Notary Public, N. J.

ACCIDENTS.

Included in report of Easton and Amboy Railroad Company.

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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, 1899:

Capital stock paid in,	$4,000 00
Floating debt,	5,939 09
Cost of road and equipments,	$9,939 09

The road extends from Middle Valley to Quarry, 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, and is annexed hereto.

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

P. O. address of this Company—143 Liberty street, New York city N. Y.

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

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, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$95,750 00
Bonded debt—None.	
Floating debt,	109,172 45
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 the Pennsylvania Railroad Company, under authority of resolutions adopted by each company. This arrangement 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, and is annexed hereto.

State of Pennsylvania, Philadelphia city and county, *ss.*—J. S. Vanzandt, being duly sworn, on his oath says that he is Secretary 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.

J. S. VANZANDT.

Sworn and subscribed before me this 30th day of January, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$4,125 30
Income from freight	5,204 41
Income from other sources,	801 02
Total,	$10,130 73

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, . . . $18,053 93

Dividends paid during the year 1899, and how paid –None.

P. O. address of this Company—Exchange Place, Jersey City, N. J., or General Office of Pennsylvania Railroad Company, Philadelphia, Pa.

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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, the Morris County Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$300,000 00
Bonded debt,	300,000 00
Floating debt,	41,684 49
Cost of road and equipments,	$641,684 49

The road extends from Charlotteburg Junction to Morris County Junction, a distance of 18 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$482 37
Income from freight,	28,809 82
Income from other sources,	72 87
Total,	$29,365 06
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$29,268 26

REMARKS.

The receipts of the Hibernia Branch Railroad were paid into the Treasurer of the Morris County Railroad, and the expenses of former were paid by the latter.

State of New Jersey, Morris county, *ss.*—Edward Kelly, being duly sworn, on his oath says that he is Vice-President and Secretary of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY.

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Sworn and subscribed before me this 20th day of March, A. D. 1900.

MICHAEL GRADY,
Justice of the Peace.

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, 1899:

Capital stock paid in,	$15,000,000 00
Bonded debt,	24,269,000 00
Cost of road and equipments,	$39,101,968 59

The road extends from Hoboken to Phillipsburg, with Boonton Branch additional, a distance of 119.71 miles.

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

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

State of New York, New York county, *ss.*—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.

Sworn and subscribed before me this 6th day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate filed in New York.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$2,262,150 79
Income on freight,	3,099,290 90
Income from other sources,	398,467 98
Total,	$5,759,909 67

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $3,507,042 19

Dividends paid during the year 1899, and how paid—$1,050,000 directly to stockholders by lessee.

P. O. address of this Company—No. 26 Exchange Place, New York city.

ACCIDENTS.

January 2d.—Peter Winkler, track laborer, killed; struck by engine of Train 197.

January 3d.—William Elwood, coal-dock laborer, left wrist broken; fell into boat from plank while wheeling coal from pier to boat.

January 7th.—Elmer H. Russell, wagon-driver, bruised in various places; wagon in which he was riding was struck by engine at Highway crossing.

January 11th.—August Sabarina, freight-handler, left foot crushed; struck by an engine on Pier No. 2.

January 16th.—William Buckwald, car-repairer, bones in foot fractured; car on which he was working was struck by another car; bar fell on his foot.

January 18th.—Theodore Tompkins, building department, thumb crushed; stick of timber fell on his thumb.

January 18th.—Garret Long, coal-dock laborer, scalp wound; leg bruised; fell into boat from plank while wheeling coal from pier to boat.

January 21st.—John Slater, engineman, and Emil Johnson, fireman, cut and bruised; by misplaced switch, the engine, running backwards, struck some cars and the men were thrown out of the cab.

January 22d.—S. Woolverton, brakeman, ankle fractured; jumped from his train while in motion.

January 25th.—Fred. Wagner, brakeman, head cut, body bruised; fell from box-car.

January 26th.—John Baker, brakeman, arm bruised; coupling cars.

January 27th.—Philip Murdock, track laborer, killed; fell from hand-car while in motion.

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January 27th.—Edward Price, brakeman, foot crushed; foot was caught between two freight-cars

January 27th.— —— Guerin, 8 years old, leg broken, jaw-bone fractured; struck by a train at Highway crossing.

January 30th —Chas. Stewart, head cut; attempted to board second-class train in motion.

January 30th —Jacob Wolfinger, killed; found in Port Morris yard fatally injured; supposed to have been run over by train.

February 2d.—John Tobin, brakeman, left wrist fractured; fell from box-car.

February 3d.—E. C. White, passenger, back bruised; slipped and fell on the platform of station; very icy.

February 9th.—S. B. Edwards, scalp wound; struck by a locomotive at Highway crossing.

February 9th —Sabasano Ciocio, laborer, hip bruised; fell from car.

February 15th.—Stewart H. Hartshorn, passenger, two fingers mashed; car door closed on his hand.

February 17th.—I. I. Murphy, brakeman, two fingers mashed; timber on car moved forward; caught his fingers between it and side of car.

February 17th.—Leonard Roberti, laborer, collar bone broken; attempted to board a moving train (gravel train).

February 20th.—Cosimo Zebelli, scalp wound and bruises; struck by engine while walking on track.

February 21st.—Patrick Breen, fireman, face burned; draft pipe dropped out of place, causing flame to draft back.

February 22d.—Geo. Smith, brakeman, killed; struck by a caboose.

February 22d.—Chas. J. Watson, cheek-bone fractured; alleges he was thrown from his wagon while crossing tracks by lowering gates.

February 28th.—John Cashman, signalman, arm broken, head cut; struck by an engine while walking on track.

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February 28th.—Mary O'Connell, fatal (died March 11th), walking too near track and was struck by a train.

March 3d.—Emile Dickson, cuts on head and other places; jumped from a second-class train in motion and fell.

March 14th.—John Grogan, brakeman, fatal, died same day; fell from his train and was run over.

March 18th.—Charles Glimer, slightly bruised; was walking on side-track and was struck by a locomotive moving slowly.

March 19th.—Rudolph Araback, brakeman, arm crushed; arm caught between cars in making a coupling.

March 20th.—Charles Ross, killed; was struck by a train while walking on track.

March 22d.—James Clarken, brakeman, three toes crushed; fell while attempting to climb on a moving locomotive.

March 25th.—Fred. Reiffer, brakeman, shoulder bruised; caught between two cars he was about to couple.

April 1st.—William Graham, leg fractured; while standing near track, chisel fell from passing engine.

April 7th.—Thomas Gray, brakeman, bruised in various places; fell from top of box-car.

April 10th.—Timothy McCarthy, laborer, back bruised; fell from Pier 7 coal-dock to car track.

April 12th.—Mitchell Lyman, brakeman, arm bruised; fell on a box-car but did not roll off.

April 13th.—Anna Zebiak, killed; stepped on track in front of train; suicide.

April 14th.—Unknown boy, head cut; attempted to board a moving passenger train.

April 14th.—Cornelius McPeck, conductor, killed; stepped on a side-track on which a locomotive was backing.

April 17th.—Edward C. Kilbom, machinist, fingers bruised; caught by the planer in Kingsland shops.

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April 17th.—George Niketakes, draw-bridge oiler, hand cut by piece of wire; seized a piece of wire to save himself in falling from ladder.

April 19th.—Sarah Rixey (colored), killed; struck by a train at Highway crossing.

April 20th.—F. M. Farber, brakeman, finger bruised; uncoupling box-cars.

April 25th.—Amos Bowen, track laborer, finger crushed; unloading switch-stand.

May 1st.—Unknown man, scalp wound; attempted to board a moving passenger train.

May 1st.—August Johnson, employe of Dover car shops, leg badly bruised; while riding home from work on hand-car, was struck by coal train.

May 2d.—Peter Brandt, back injured, nervous shock; ice wagon on which he was riding was struck by passenger train at highway crossing.

May 2d.—John Bradford, head badly cut; ice wagon on which he was riding was struck by passenger train at highway crossing.

May 2d.—W. F. Thompson, one leg bruised; ice wagon on which he was riding was struck by passenger train at highway crossing.

May 4th.—Nellie Powell, child, head cut; too near track and was struck by some part of passenger train.

May 11th.—W. F. Atno, brakeman, wrist sprained; fell from freight train.

May 17th.—M. H. Jennings, brakeman, arm bruised; in running back with danger signal he fell.

May 19th.—Elmer S. Ball, killed; while walking track was struck by passenger train.

May 20th.—L. H. Marlatt, brakeman, sprained his ankle; stepped on some loose stones in alighting from engine.

May 23d.—Alfred Albeck, brakeman, hand bruised; car closed on his hand.

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May 24th.—Joseph Scofield, foreman, collar-bone broken ; struck by locomotive.

May 25th.—Henry Miller, boy, one foot crushed ; attempted to climb on passenger train being drilled on to a side-track and fell under.

May 29th.—Peter Payne, brakeman, thumb crushed ; thumb was caught between block and wheel of car while trying to block.

June 3d.—James Mooney, brakeman, bruised ; jumped from moving freight train.

June 6th.—Joseph Day, laborer, back bruised ; while working on Pier 10 he fell to car track.

June 6th.—John Gmorsky, laborer, finger bruised ; helping to unload a frog.

June 11th.—Joseph F. Campbell, brakeman, ankle sprained ; slipped from platform of milk car.

June 14th.—Josephine B. Kellogg, passenger, arm bruised ; was thrown down on platform of car by too sudden application of brakes.

June 14th.—John Marsezki, laborer, breast cut ; struck by a piece of torpedo which a passing train exploded.

June 16th.—August Recksick, car hand, bruised about the shoulder ; was caught while passing between two passenger cars which were struck by locomotive.

June 16th.—R. Grant, brakeman, side bruised ; slipped and fell on a car of ore.

June 17th.—Louis Sturn, passenger, two scalp wounds ; jumped from moving train.

June 19th.—John Hoffman, brakeman, leg broken ; fell from box-car.

June 24th.—E. Williams, cuts on face and head ; found along track unconscious ; not known how he was injured.

June 25th.—Richard Cook, jaw fractured ; scalp wounds ; car struck car he was unloading and he was struck down.

June 26th.—Adam Wypskiak, one leg bruised ; struck by a passenger train at highway crossing.

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June 28th.—John Gash, Kingsland shops; killed.

July 8th.—Chas. De Reamer, brakeman, wrist sprained; failed to stop car thrown on side-track; struck stop too hard; thrown off car.

July 8th.—Jos. Maher, U. S. Express messenger, leg and side badly bruised; car he was standing on on side-track was struck by locomotive.

July 13th.—Napoleon Lee, janitor, chin cut, bruised on chest; fell from a ladder in Hoboken passenger station.

July 18th.—Patrick Crowe, track laborer, cut on head; bottle thrown from parlor car of passenger train No. 4.

July 18th.—Anthony Kolensky, track laborer, finger crushed; unloading steel rail.

July 19th.—John Parker, engineman, one hand crushed; attempted to board a moving passenger train.

July 25th.—Theo. Tryon, drillmaster, face cut; collision between engine and passenger cars in Hoboken yard.

July 25th.—P. Neston, brakeman, arm bruised; collision between engine and passenger cars in Hoboken yard.

July 27th.—Andrew Carroll, laborer, two fingers cut; moving a heavy casting.

July 31st.—Milton Scott, fireman, contusion of side; fell between two milk-cars.

August 1st.—Edward Fowet (colored), head cut, contusion of face and limbs; attempted to board a wild-cat freight train at Orange.

August 3d.—Michael Ferris, track laborer, fatal (died next day), attempted to board a wild-cat freight train at East Dover.

August 4th.—Richard Cantwell, arm and two ribs fractured, bruised; too near to tracks, was struck by an engine in Paterson yard.

August 7th.—Benjamin Opedyke, conductor, face cut, breast bruised; caught his foot in a signal wire and fell.

August 8th.—Henry Reynolds, gateman, killed; struck by a passenger train.

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August 10th.—Peter Rovenhoof, track laborer, back bruised; struck by the oil-box of a passing car.

August 10th.—Anson Lear, brakeman, face cut, ankle sprained, bruises; rear end collision.

August 12th.—Jos. Mintermute, brakeman, badly bruised; fell from box-car when train was in motion.

August 14th.—Jas. Milmoe, killed; struck by a passenger train at Harrison (not at crossing).

August 16th.—Mrs. Jas. Serven, passenger, thigh broken; was thrown against railing while standing on platform of car, ready to alight at Boonton; cause, sudden starting and stopping of train.

August 16th.—Patrick Dee, killed; struck by passenger train at highway crossing.

August 21st.—Wm. A. Mulvilhil (boy), cheek cut open; standing near track-gang, nut flew from striking of hammer; was struck on face.

August 23d.—Philip Fitzpatrick, passenger, finger bruised; car window fell on his finger.

August 24th.—Wm. J. Callahan (small boy), face badly cut; playing on top of box-car in Orange yard and fell off.

August 26th.—Samuel Kaerner, W., brakeman, hand bruised; caught between brake-wheel and flag-stone loaded on car.

September 1st.—Eliza Smallwood, colored, killed; run over by a freight train; intoxicated; asleep on track.

September 2d.—Daniel Flanagan, boy, killed; struck by passenger train near Hackensack bridge.

September 5th.—Edward Nalan, killed; struck by passenger train in Hoboken station; suicide.

September 5th.—W. A. Freeman, passenger, ankle sprained; in alighting from train, stepped on train-box and it tipped.

September 6th.—G. E. Long, brakeman, killed; fell from freight train and was run over.

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September 7th —John Koons, employe of Dover car shops, collar-bone broken, scalp wound and bruises ; jumped from a moving W. C. coal train and fell and was struck by some portion of the train.

September 12th.—Anson Lear, brakeman, bruises ; fell between cars in a moving train ; portion of train passed over him.

September 13th.—John Sullivan, back bruised ; driver of a cart who was struck by a locomotive in Hoboken yard.

September 16th.—Nellie Schearer, colored, killed ; struck by a passenger train on third track, Mountain Station.

September 18th.—George Wright, killed; struck by a passenger train west of Port Morris.

September 18th.—Mesitto Vincenzo, left hand bruised ; attempted to board a passenger train in motion.

September 19th.—Joseph A. Jukes, fireman, head badly cut; standing on top of box-car his head came in contact with overhead bridge.

September 20th.—James Harney, brakeman, hand bruised ; struck by a tie that fell from a car.

September 21st.—T. G. Burnham, passenger, hip bruised; he alighted before the train was stopped and fell.

September 25th.—Daniel McGrath, laborer, one hand crushed ; hand caught under wheel while attempting to sprag a car on a coal dock.

October 7th.—H. B. Hellinghead, car-repairer, toe mashed; bar with which he was moving pair of wheels slipped and struck his toe.

October 7th.—J. C. Rohrbacker, conductor, leg bruised; train 238 parted and he was thrown against railing.

October 8th.—Angelo Jacks, laborer, eyelid cut ; chip flew from his adze and struck his eye.

October 10th.—H. C. Rutherford, passenger, two fingers bruised; placed fingers on jamb of coach door; it swung to, crushing them.

October 13th.—Frank Ferranda, coal-shoveler, back injured (now well); plank slipped from horse and he fell with it.

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October 14th.—Gusseppe Pegano, screenman, slight injury; pulling down gate No. 1 chute, Pier 9, Hoboken, bolt slipped out of lever; he fell, injuring hip.

October 15th.—Robert Grant, brakeman, knee bruised, arm skinned; guard brake-cog slipped, throwing him into car.

October 19th.—Mrs. Margaret Moran, hip injured; walking on track and pilot of engine struck her.

October 21st.—Chas. Hunt, laborer, killed; while intoxicated, laid on track.

October 21st.—E. B Patch, passenger, wrist and knee injured; tripped up by steam-hose across station platform.

October 21st.—Harry Berry, brakeman, foot mashed, four toes amputated; dark—could not see exact cause.

October 23d —Michael Dunmore, coachman, head and shoulders cut; driving fast, approaching Cone station crossing, and drove through gates.

October 23d.—Thos. Breen, fireman, head cut; fell from engine in float-yard.

October 25th.—Jos. H. Davenport, scalp and shoulder injured; drove through gates at Roseville avenue; was intoxicated.

October 26th.—C. H. Halpenny, passenger, hand sprained, leg skinned; he stepped from car platform on edge of stool on station platform; claims he did not see stool and was not informed it was there.

October 27th.—Geo. Rupp, brakeman, ankle sprained; jumping from car step, turned his ankle.

October 28th.—Jas. Murphy, D. L. and W. conductor, skull crushed, dead; struck by train in Port Morris yard on his way to work; was killed.

October 29th.—Willard B. Hankinson, passenger, cut hands, face and knee; rear-end collision; No. 164 stopped and was unprotected, and No. 434 ran into its rear.

October 29th.—J. E. Archibald, passenger, cut head and knee; rear-end collision; No. 164 stopped and was unprotected, and No. 434 ran into its rear.

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October 29th.—E. B. Persse, brakeman, cut head and knee; rear-end collision; No. 164 stopped and was unprotected, and No. 434 ran into its rear.

October 29th.—Chas. Barber, passenger, shoulder and head injured; rear-end collision; No. 164 stopped and was unprotected, and No. 434 ran into its rear.

October 29th.—Walter L. Bayne, passenger, leg injured; rear-end collision; No. 164 stopped and was unprotected, and No. 434 ran into its rear.

October 29th.—Mrs. D. Griffin, passenger, back hurt and two teeth out; rear-end collision; No. 164 stopped and was unprotected, an No. 434 ran into its rear.

October 29th.—John Moore, passenger, injured—no particulars; rear-end collision; No. 164 stopped and was unprotected, and No. 434 ran into its rear.

October 30th.—Edward Lyons, passenger, compound fracture zygoma and scalp torn; while making a flying switch he took hold of wooden flagstaff which broke and fell to the ground.

October 30th.—Stephen Hart, brakeman, hips bruised; caught between fence and foreign car.

October 31st.—Wm. Whitney, car-hand, right arm sprained; while wheeling a pair of wheels on skid, wheels jumped; his hand slipped from journal and he was thrown against skid.

November 1st.—John Benttice, brakeman, killed; fell between cars while cutting train.

November 6th.—Edward Horning, conductor, end of finger mashed; while "flying" cars West End Meadows.

November 7th.—Peter Trucke, gateman, killed; was struck by engine while walking on track.

November 7th.—Lewis Smith, fireman, right foot and left shin sprained; double headed No. 9 ran into open switch at Shippenport; engine thrown from track, turned over.

November 7th.—George S. Trimmer, engineman, thigh scalded, limb bruised and discolored; train 9 derailed at Hopatcong.

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November 7th.—A. Young, conductor, right arm mashed; no particulars.

November 9th.—Paul Schulkie, car repairer, hand crushed; in wreck of train No. 9 at Hopatcong.

November 9th.—John Chaplain, head cut; arm bruised; jumped on second car from engine, struck by switch-target and thrown off.

November 11th.—A. H. Nichols, head cut; knee injured; trying to board morning train at semaphore signal, west end of tunnel, failed to get on.

November 11th.—Peter Bromson, driver W. I. Tea Co.; drove through gates as train was approaching; caught on tracks as gateman was lowering gates.

November 13th.—Thomas Sullivan, brakeman, end of finger mashed; hand caught on bumper while crossing knuckle on drawhead of car.

November 14th.—Daniel Merricks, brakeman, back sprained; slipped on snow on milk platform at Stanhope, N. J.

November 16th.—William Burns, passenger, knee bruised; trying to board moving train.

November 17th.—W. Halyer, brakeman, hand slightly injured while cutting cars at Milburn.

November 17th.—C. D. Whitney, passenger, shin bruised; stumbled over dress-suit case in aisle left there by passenger.

November 22d.—John Hackett, track foreman, end of finger cut off while fixing track at Hoboken; particulars not stated.

November 22d.—Timothy Minnick, wrecker, finger broken; hand skinned; working with wrecking gang; particulars not stated.

November 25th.—Patrick ——, trackman, right leg broken; slipped on some lumber on Pier 8 and fell.

November 27th.—A. E. Sanderson, conductor, cut face, nose and over eye; clear signal changed to "danger"; train within 100 feet of tunnel (west end) engineer applied emergency brake; conductor thrown violently against wall of caboose.

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November 30th.—George Sturwant, dead; found lying three feet from rail of west-bound track at Rockaway, N. J., evidently dead two or three hours.

November 29th.—Isaac Garris, passenger, sprained hand and back; rear end collision between No. 6 and train No. 96 west of Paterson station telescoping second car from rear on train No. 6.

November 29th.—Frank Leonard, passenger, scalp cut; rear end collision between No. 6 and train No. 96, west of Paterson station, telescoping second car from rear on train No. 6.

November 29th.—John King, passenger, bruised all over; rear end collision between No. 6 and train No. 96, west of Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Mrs. King, passenger, bruised all over; rear end collision between No. 6 and train No. 96, west of Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Miss L. Croft, passenger, bruised; rear end collision between No. 6 and train No. 96, west of Paterson station, telescoping second car from rear on train No. 6.

November 29th.—David Roe, passenger, shock; rear end collision between No. 6 and train No. 96, west of Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Sterling J. Smith, passenger, leg amputated; rear end collision between No. 6 and train No. 96, west of Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Max Moscowitz, passenger, shock; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Mrs. D. McDonald, passenger, legs injured; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Oscar Aronson, passenger, legs injured; rear-end collision between No. 6 and No. 96, at Paterson station, telecoping second car from rear on train No. 6.

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November 29th.—F. H White, passenger, bruised (died in hospital); rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Jos. White (son of above), passenger, shock; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Daniel Maxwell, fireman, No. 96, leg broken; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—T. P. Platt, passenger, both legs injured; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—D. Mendelsohn, passenger, both legs injured; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Mary Doyle, passenger, hands and feet injured; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Lizzie Kane, passenger, legs injured; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Louis Barron, passenger, cut about legs; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—J. M. Howe, passenger, legs badly bruised; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Chas. Remsen, passenger, legs injured; rear-end collision between No 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—W. H. Furbash, passenger, shock; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Mrs. W. Millington, passenger, slight injury; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

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November 29th —Wm. Burrett, conductor No. 96, shock; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—M. C. Affeld, passenger, legs injured; rear-end collision between No. 6 and No. 96. at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Louis Freedman, passenger, hip bruised; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Hy. Van Winkle, passenger, slight injury; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—A. H. Higbye, passenger, fractured wrist, leg, knee, ankle bruised; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Andrew Dickinson, passenger, slight injury; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Thos. Hughes, passenger, slight injury; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Mrs. Thos. Hughes (wife of above), passenger, leg and hip sprained; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Chas. Tuttle, passenger, reported injured, no record; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Herbert E. Mackie, passenger, injured, no particulars; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear end on train No. 6.

November 29th.—Henrietta Mackie, passenger, injured, no particulars; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

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November 29th.—David McCormack, passenger, foot injured; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—A. B. Cordley, passenger, legs, ankle and knee injured; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—H. C. Colburn, passenger, one tooth out, arm bruised, shock; rear-end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Arthur Delano, passenger, leg injured; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—H. C. Bradley, passenger, shock; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—William P. Lawson, passenger, shock; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—George A. Rockwell, passenger, slight injury; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—C. H. Zolzer, passenger, shock; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—J. W. Heller, passenger, shock; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—G. B. Woodhull, passenger, shock; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Robert J. Gray, passenger, slight injury; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

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November 29th.—William H. Stewart, passenger, slight injury; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Melville Wells, passenger, slight injury; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Alexander Craig, passenger, killed; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Esther S. Craig (wife of above), passenger, killed; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Esther Craig (daughter), passenger, killed; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Jessie Craig (daughter), passenger, killed; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Mrs. May Bert Roe, passenger, killed; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Walter Jacob Welbrock, passenger, killed; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Mrs. Esther Revoire, passenger, ankle bruised; lump on head; shock; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—H. C. Hubbard, passenger, slightly injured; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Richard Green (colored), passenger, skull broken; was stealing a ride and fell from train.

November 29th.—Mr. and Mrs. C. Spittle, passenger, both bruised about body; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

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November 29th.—H. Whittaker, passenger, bruised hip and shock; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

November 29th.—Mrs. Harry Walker, passenger, legs bruised; rear end collision between No. 6 and No. 96, at Paterson station, telescoping second car from rear on train No. 6.

December 1st.—Joseph Higgins, laborer, bruised and shaken up; intoxicated, sat on rail, was struck by engine No. 353; was sent to hospital in Montclair, from which he ran away.

December 1st.—H. H. Sitgreoors, drillmaster D., L. and W., fingers bruised; while pulling pin, had his index finger, right hand, caught on top of pin and lock-chain and flesh burst.

December 5th.—Geo. Gadval, trackman, three fingers mashed; while unloading box, had fingers caught between coal-box and push-car; three fingers mashed.

December 6th.—Thos. McManus, unknown, killed; walking under gates, was struck by train; engineer blew whistle; he appeared to be looking at engine when it struck him. He had one foot crushed, scalp wounds; was taken to Mountain Side Hospital, where he died.

December 8th.—Wm. Lynch, cart-rider, hand crushed; while unlocking chain for coal-car, had left hand caught between hook and coupling-link.

December 9th.—Frank Gannad, drillmaster D., L. and W., back sprained; stepped on rail of Track 16, coal-docks, and had his foot sprained.

December 11th.—Oscar Barcleft, engineer, back sprained, shoulder dislocated, scalp wound, strained collar-bone; while oiling engine on table, stepped on a rotten board, which gave way with him, precipitating him into table pit.

December 13th.—A Clouse, conductor, killed; attempted to cross ahead of train, was struck by engine, which killed him.

December 16th.—E. K. Bailey, brakeman, fingers mashed; while unloading heavy casting, had two of his fingers caught and badly mashed; they were not amputated.

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December 16th.—Chas. Enrich, coal laborer, cut on lower lip; Frank Bayer, a laborer, while winding up dumping-doors on car, accidentally hit Enrich on the lip with a wrench.

December 29th.—W. F. Symons, brakeman, killed; while engine No. 32 was backing down through Track 92, about 250 feet below float-bridge No. 2, with caboose and seven cars to put on rear Track 98 for Train 56, after passing over switch and was ready to come ahead, crew missed him, and he was found in water dead between Piers 2 and 3.

December 29th.—John Cæsar, laborer, eye injured; while driving spike in tie, head flew off, hitting him in the eye.

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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, 1899:

Capital stock paid in,	$221,000 00
Floating debt,	29,000 00
Cost of road and equipments,	$250,000 00

The road extends from junction with Boonton branch of Morris and Essex Railroad into the city of Paterson, a distance of one and ninety-two hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee, under an agreement to pay four per cent. on its stock, and report of its operations is included in report of the Morris and Essex Railroad Company.

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

State of New York, New York county, *ss.*—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.

Sworn and subscribed before me this sixth day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate filed in New York.

Dividends paid during the year 1899, and how paid—$8,840, directly to stockholders, by Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company.

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P. O. address of this Company—No. 26 Exchange Place, New York city.

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, 1899 :

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 5.95 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 the $95,650 capital stock, interest on $75,000 of bonded debt assumed and paid by the Pennsylvania Railroad Company at maturity, the taxes, and $200 for maintenance of the organization.

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

State of New Jersey, Camden county, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this second day of February, A. D 1900.

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

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RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$964 97
Income from freight,	3,844 49
Income from other sources,	417 12
Total,	$5,226 58

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, . . . $9,746 03

Dividends paid during the year 1899, and how paid—Two of 3 per cent., payable in cash.

P. O. address of this Company—General office Pennsylvania Railroad Company, 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, the Mount Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$160,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$169,278 77

Dividends paid during the year 1899, and how paid—None.

The road extends from Mount Hope to Port Oram, N. J., a distance of 3.54 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers—None.	
Income from freight,	$11,528 65
Income from other sources—None.	
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, taxes included,	$9,102 12

P. O. address of the above Company—Room 1213, 71 Broadway, New York city.

State of New York, New York county, *ss.*—A. C. Denman, being duly sworn, on his oath says that he is 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 1899 are correct and true, to the best of his knowledge and belief.

A. C. DENMAN.

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Sworn and subscribed before me this tenth day of January, A. D. 1900.

CHARLES J. HOEHNLE,
Notary Public, Kings County,
Certificate filed in New York County.

ACCIDENTS.

February 10th.—Clarence S. Haltiman, killed.

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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 for the year ending December 31st, 1899:

Capital stock paid in,	$3,854,000 00
Cost of road and equipments,	$3,889,538 49
Dividends paid during the year 1899, and how paid—May 31st, 1899, cash,	$115,620 00

The road extends from Point of Rocks, Jersey City, to Constable's Hook, Bayonne, a distance of 8.83 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$709 00
Income from freight,	294,494 52
Income from other sources,	4,706 58
Total,	$299,910 10
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$95,957 45

P. O. address of the above Company—No. 26 Broadway, New York city.

State of New Jersey, Hudson county, *ss.*—Chas. A. Sterling, being duly sworn, on his oath says that he is President of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

CHAS. A. STERLING.

Sworn and subscribed before me this 10th day of March, A. D. 1900.

JOHN SKEHAN,
Notary Public, New Jersey.

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ACCIDENTS.

January 7th.—John Brown, slightly injured in head and body while trespassing.

January 18th.—Peter Perry, killed while coupling train.

February 21st.—John Boyle, leg cut off while trespassing.

June 20th.—James McGuire, killed at crossing.

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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, 1899:

Capital stock paid in,	$90,000 00
Floating debt,	611,926 99
Cost of road and equipments,	$701,926 99

The road extends from Atlantic Highlands to Highland Beach, a distance of four and sixty-six hundredths 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, and is annexed hereto.

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York city, N. Y.

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ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, 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, the Newark Bay Railway Company presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$10,000 00
Floating debt,	3,178 83
Cost of road and equipments,	$13,178 83

Dividends paid during the year 1899, and how paid—None.

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 the 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 3d street, Philadelphia, Pa.

State of New Jersey, Mercer county, *ss.*—John Hood, being duly sworn, on his oath says that he is President of the Newark Bay Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 21st day of March, A. D. 1900.

CHAS. W. BILES,
Notary Public, N. J.

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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, 1899:

Capital stock paid in,	$103,850 00
Floating debt,	180,131 09
Cost of road and equipments,	$283,981 09

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, as lessee of the Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says that he is President of the Newark and Bloomfield 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 6th day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate filed in New York.

Dividends paid during the year 1899, and how paid—$6,231, directly to stockholders, by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company.

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P. O. address of this Company—No. 26 Exchange Place, New York city.

ACCIDENTS.

None.

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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, 1899:

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 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, and is annexed hereto.

State of New York, New York county, ss.—Chas. R. Fitch, being duly sworn, on his oath says that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct, to the bset of his knowledge and belief.

CHAS. R. FITCH.

Sworn and subscribed before me this thirteenth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate Filed in New York County.

Dividends paid during the year 1899, and how paid—None.

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

ACCIDENTS.

June 19th.—Jacob Stemple, car oiler, struck by engine; arm and leg bruised.

September 26th.—H. B. Personette, switchman, overhead obstruction; shoulder, hip and back bruised.

December 16th.—A. White, brakeman, overhead obstruction; cut on ear and over eye.

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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 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, 1899 :

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,719 065 00

The road extends from Weehawken to Jersey City, a distance of 4.85 miles.

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

State of New York, New York county, *ss.*—Samuel R. Callaway, being duly sworn, on his oath says that he is the President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL R. CALLAWAY,
President.

Sworn and subscribed before me this 20th day of February, A. D. 1900.

MILES BRONSON,
Notary Public, N. Y. County.

RECEIPTS AND EXPENSES FOR 1899.

See affidavit below.

P. O. address of this Company—Grand Central Station, New York.

State of New York, County of New York, *ss.*—John Carstensen, Comptroller of the New York Central and Hudson River Railroad

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Company, lessee of the New Jersey Junction Railroad Company, being duly sworn, says:

That the earnings and expenses of the New Jersey Junction Railroad Company are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the New Jersey Junction Railroad during the year ended December 31st, 1899, is correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 20th day of February, A. D. 1900.

J. P. McMAHON,
Notary Public.

ACCIDENTS.

January 21st.—Unknown man, non-employe, killed at Hoboken by train No. 7; struck by train while walking on track. Conductor, O. F. Merrill; engineman, W. Elliott.

September 8th.—Isaac Yarnell, non-employe, killed at Jersey City by train No. 23; struck by train while lying on track. Conductor, O. M. Underwood; engineman, L. J. Ward.

December 6th.—A. Knief, non-employe, injured at Hoboken by train No. 7; struck by train while driving across track. Conductor, G. Williams; engineman, W. Elliott.

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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 Comptroller by the railroad companies of the State, the New Jersey and New York Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$2,228,600 00
Bonded debt,	983,160 00
Floating debt,	29,649 55
Cost of road and equipments,	$3,092,168 52

Dividends paid during the year 1899, and how paid—None.

The road extends from New Jersey and New York Junction to New City, New York, a distance of 34.504 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$193,419 07
Income from freight,	109,099 62
Income from other sources,	13,865 37
Total,	$316,384 06
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$225,833 66

State of New York, New York county, *ss.*—Eben B. Thomas, 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 1899 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this ninth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in New York County.

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ACCIDENTS.

January 4th.—Unknown man, struck by train ; killed.

January 9th.—Giovanni Gallo, struck by train ; killed.

January 23d.—William McPeak, conductor, slipped and fell; account of frost ; skinned leg.

January 26th.—Mrs. Charles Goetz, fell from train ; not injured.

May 7th.—William Phillips, brakeman, alighting from train ; ankle sprained.

May 15th.—L. Rosenbrock, brakeman, caught between cars ; fingers crushed.

June 5th.—Unknown man, jumping on moving train ; bruised.

September 5th.—Miss Olea De Fressingess, struck by train ; killed.

September 5th.—Leon De Fressingess, struck by train ; head cut ; body bruised.

September 22d.—Mrs. Burke, fell on track ; head cut.

December 2d.—Mrs. Pauline Ponjol, struck by train ; killed.

December 3d.—Ezra M. Laucke, struck by train; killed.

December 26th.—George Munhall, fireman, fell into a trestle ; leg broken.

December 26th.—Mrs. S. Hughes, fell to the platform of car; scalp wound.

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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, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$31,000 00
Floating debt,	2,438 00
Cost of road and equipments,	$33,438 00

Dividends paid during the year 1899, and how paid—None.

The road, as projected, is to extend from Weehawken to Harrington, N. J., a distance of 15.50 miles.

RECEIPTS AND EXPENSES FOR 1899.

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.*—Samuel R. Callaway, being duly sworn, on his oath says that he is President of the New Jersey Shore Line Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L R. CALLAWAY,
President.

Sworn and subscribed before me this 20th day of February, A. D. 1900.

MILES BRONSON,
Notary Public, N. Y. 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, 1899:

Capital stock paid in, preferred,	$1,590,600 00	$2,590,600 00
common,	1,000,000 00	
Bonded debt, including that of the Long Branch and Seashore Railroad,		1,790,600 00
Cost of road and equipments, purchased at foreclosure sale in 1879,		$752,000 00

Dividends paid during the year 1899, and how paid—None.

The road extends from Porth 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 Sea Shore Railroad), a distance of seventy-seven and sixty-eight hundredths miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$498,382 38
Income from freight,	309,214 93
Income from other sources,	75,213 06
Total,	$882,810 37

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$793,199 10

REMARKS.

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

	Miles.
The Buena Vista Railroad Company,	1.03
The Cumberland and Maurice River Railroad Company,	21.20
The Cumberland and Maurice River Extension Railroad Company,	1.23

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	Miles.
The Freehold and Atlantic Highlands Railroad Company,	24.47
The Navesink Railroad Company,	4.66
The Toms River Railroad Company,	7.57
The Toms River and Barnegat Railroad Company,	14.71
The Vineland Railroad Company,	46.82
The West End Railroad Company.	1.55

And also of the Steamboat route between New York and Atlantic Highlands.

P. O. address of this Company—143 Liberty street, New York city N. Y.

State of New York, New York city and county, ss.—J R. Maxwell, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 is correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

ACCIDENTS.

January 21st.—Wm. McCormick, fell and was slightly injured about the body while trying to board moving train at Freehold. Engineer, M. C. Mooney; conductor, M. L. Farrington.

March 13th—L. Anderson was struck and instantly killed while crossing track at Seabright. Engineer, —— ——; conductor, —— ——.

March 24th—Sarah A. Jones and Geo. A. Brown were slightly injured about the body in a collision at Winslow Junction. Engineer, —— ——; conductor, —— ——.

April 12th.—Wm. Brown was struck and slightly injured about the head while crossing track at Barnegat. Engineer, W. D. Savidge; conductor, H. Attison.

June 18th.—J. K. Hampton, brakeman, had one of his fingers injured while coupling cars at East Long Branch. Engineer, L. Truex; conductor, A. S. Wooding.

July 26th.—Thomas Murphy, brakeman, had one of his arms badly injured while attempting to jump on moving train at Atlantic Highlands. Engineer, J. H. Davis; conductor, Frank Hartman.

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April 8th.—C. W. Emmons, brakeman, was slightly injured about the body while coupling cars at Atlantic Highlands. Engineer, D. R. Davis; conductor, Geo. Gray.

August 19th.—J. H. Fowler was struck and instantly killed while crossing track at Navesink. Engineer Martin Maloney; conductor, H. Van Note, Jr.

August 23d.—K. L. Terry, C. W. Trippe and Juanita T. Terry were struck and killed, and Mrs. C. W. Trippe, Juan Trippe and Louis Faure were badly injured about the body while attempting to cross track in front of engine at Seabright. Engineer, Martin Maloney; conductor, D. C. Johnson.

August 25th.—Thomas Daveren was struck and slightly injured about the back and head while crossing track at Keyport. Engineer, Wm. Mooney; conductor, Thomas Dawson.

September 3d —Charles Christian was struck and instantly killed by driving in front of engine at Freneau. Engineer, C. E. W. Davis; conductor, Jas. J. Spellman.

September 9th.—H. P. Johnson, conductor, was badly injured about the body while coupling cars at Lakehurst. Engineer, John Wainwright; conductor, H. P. Johnson.

September 11th.—Mrs. Susan E. West slipped and injured one of her arms while getting off train at Seabright. Engineer, —— ——; conductor, L. W. Romies.

October 14th.—M. J. Curtain, brakeman, had one of his legs badly injured by falling off engine at Lakewood. Engineer, J. B. Hurley; conductor, John Kelley.

October 17th.—W. S. Clark, brakeman, was badly injured about the hips by jumping off moving engine at Bridgeton. Engineer, Chas. Rice; conductor, Frank Garwood.

November 9th.—J. P. Schenck was slightly injured about the face by a stone thrown through car window at Keyport. Engineer, J. Truex; conductor, A. S. Wooding.

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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, 1899:

Capital stock paid in,	$500,000 00
Bonded debt,	467,073 99
Floating debt—None.	
Cost of road and equipments,	$967,073 99

The road extends—	Miles.
From 4,037 feet east from Waverly Station, N. J., to crossing of the Central Railroad of New Jersey,	2.20
From 4,184 feet east from Waverly Station, N. J., to Passaic River, New Jersey,	4.12
From junction with Passaic Branch, 780 feet northeast from Manufacturers' Railroad, to Lister's Agricultural Chemical Works, Newark, N. J.,	0.67
From junction with Passaic Branch, 65 feet southwest from Passaic river, to terminus,	0.16
From 2,800 feet west from Emmett Street station, to south side of Eighteenth avenue, Newark, N. J.,	2.05
A distance of	9.20

There is no lease. During the year 1899 the Pennsylvania Railroad Company paid $38,682.96 for the 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.

State of New Jersey, Camden county, *ss.*—W. J. Sewell, 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.

W. J. SEWELL.

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Sworn and subscribed before me this second day of February, A. D. 1900.

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

Dividends paid during the year 1899, and how paid—One of four per cent. payable in cash.

P. O. Address of this Company—General Office, Pennsylvania Railroad Company, Philadelphia, Pa.

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NEW YORK AND FORT LEE 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, lessee, on behalf of the New York and Fort Lee Railroad Company, presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$1,000,000 00
Cost of road and equipments,	$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 0.24 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 reports of the West Shore Railroad and West Shore and Ontario Terminal Companies.

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

State of New York, New York county, *ss.*—Samuel R. Callaway, being duly sworn, on his oath says that he is President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L R. CALLAWAY.

Sworn and subscribed before me this 20th day of February, A. D. 1900.

MILES BRONSON,
Notary Public, N. Y. County.

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Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—Grand Central Station, New York.

Address J. CARSTENSEN, *Comptroller*,
N. Y. C. and H. R. R. Co.

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NEW YORK AND GREENWOOD LAKE 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 New York and Greenwood Lake Railroad Company, presents the following report for the year ending December 31st, 1899:

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. (Includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung Railroad.)

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.

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

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says that he is President of the Erie Railroad Company, as lessee of the New York and Greenwood Lake Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 8th day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in N. Y. County.

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Dividends paid during the year 1899, and how paid—None.

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

ACCIDENTS.

Caldwell Branch.

May 29th.—Mrs. Peter Weeker, struck by train; fatally injured.

Watchung Railroad.

January 8th.—W. E. Freeland, fireman, piece of coal fell from engine; bruised hand.

February 15th.—L. F. Ginnoschio, brakeman, alighting from car; heel strained.

April 15th.—F. C. Brant, brakeman, fell from car; foot and side bruised.

July 3d.—William Sloane, walked against side of train; head bruised.

July 17th.—Edward Sheridan, fell from bridge; leg bruised.

September 16th.—Robert Douglass, recklessly driving into a torn-up crossing; cheek scratched.

October 2d.—J. McCartney, brakeman, plank breaking while turning engine; knee bruised.

October 24th.—Mr. Reiss, fell from moving train; head bruised.

December 29th.—Thomas Taggert, struck by train; head and legs bruised.

Greenwood Lake Railroad.

January 9th.—J. E. Parker, brakeman, run over; killed.

January 11th.—Levy Lyons, struck by train; killed.

January 11th.—Miss Ella Lyons, struck by train; killed.

January 14th.—James Post, hips, back and ribs bruised. Derailment.

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January 14th.—Aubrey Stark, sprained wrist, head and face cut. Derailment.

January 14th.—Martin Titus, back bruised, head cut, sprained ankle. Derailment.

January 14th.—Cornelius Monks, fractured leg. Derailment.

January 14th.—Austin Duffy, fractured leg. Derailment.

January 14th.—John Duffy, sprained ankle, head and arms bruised. Derailment.

January 14th.—Ernest Heller, head cut, back and shoulders bruised. Derailment.

January 14th.—James Pellington, head and face cut, back and stomach bruised. Derailment.

January 14th.—Charles Acker, back and shoulders bruised; contusion wounds on head. Derailment.

January 14th.—Artemus Anderson, fractured jaw; back, chest and hips bruised. Derailment.

January 14th.—I. B. Ricker, internal injury. Derailment.

January 14th.—Charles Ricker, arm, leg and hips bruised; scalp wounds. Derailment.

January 14th.—Wm. Henry Hardy, back and legs bruised; head and stomach cut. Derailment.

January 14th.—David Vreeland, arms and chest bruised; scalp wounds. Derailment.

January 14th.—Peter W. Monks, arms, chest and back bruised. Derailment.

January 14th.—Ira Pillington, conductor, bruised head and hands. Derailment.

January 14th.—C. R. Smith, brakeman, bruised hip and knee; scalp wounds. Derailment.

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January 14th.—Edward Munson, brakeman, head and back bruised, ankle sprained, rib broken. Derailment.

January 14th.—Charles Rhinesmith, killed; derailment.

January 14th.—John Fredericks, killed; derailment.

January 14th.—John B. Duffy, bruised back and chest, head and face cut; derailment.

January 14th.—John W. Bishop, bruised; derailment.

January 25th.—Chester G. Bollenbach, struck by train; arms, back and legs bruised; scalp wounds.

February 3d.—A. Dreer, brakeman, link falling from engine; bruised foot.

February 5th.—A. G. Vreeland, struck by train; shoulder bruised.

February 12th.—John Walling, brakeman, caught between cars; side bruised.

February 16th.—Paul Franz, struck by train; head bruised.

February 21st.—William Oese, brakeman, lumber shifting on car; finger bruised.

February 24th.—Fred. Wagle, fell from car; face and knee bruised.

February 24th.—Charles Shelton, brakeman, fell from car; ankle sprained.

March 1st.—L. H. Beardsley, brakeman, caught between cars; wris bruised.

March 11th.—George Parks, brakeman, caught between cars; back bruised.

March 23d.—William Francis, struck by train; bruised chest.

March 25th.—Peter Flannery, unloading freight; leg broken.

April 1st.—Unknown man, struck by train; killed.

May 13th.—Albert Brady, falling door; bruised body.

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May 14th.—Geussippi Vitterio, trackman, struck by train; side bruised.

May 17th.—Harry Udall, brakeman, caught between cars; fingers bruised.

May 28th.—Wm. Rafferty, struck by train; face and body cut.

May 28th.—Julius Rafferty, struck by train; killed.

May 28th.—Mrs. Moses Fitzgerald, struck by train; scalp wound.

May 28th.—Moses Fitzgerald, struck by train; knee bruised.

June 7th.—Harry Besley, struck by train; body bruised.

June 20th.—T. A. McIntyre, brakeman, jumping on moving train; knee cut.

June 20th.—C. E. Smith, conductor, fell from car; wrist and back bruised.

June 20th.—Mrs. Higgins, crossing-gate breaking; head cut.

June 22d.—Fred. Riker, struck by train; killed.

June 22d.—Charles Ackerman, struck by train; fractured skull.

July 24th.—Charles Fairchild, brakeman, caught between cars; fingers cut.

August 26th.—Frank Semer, unloading baggage; finger bruised.

August 30th.—Wm. Huber, overhead obstruction; head cut.

August 30th.—Ira E. Cole, head bruised; collision.

August 30th.—Pierson Black, head bruised; collision.

August 30th.—C. E. Sheppard, head bruised; collision.

August 30th.—Charles L Marshall, arm and leg bruised; collision.

August 30th.—H. C. Bartsch, head injured; collision.

August 30th.—John B. Dodd, shoulder and back bruised; collision.

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August 30th.—William Osborn, fireman, head bruised ; collision.

August 30th.—L. B. Kicker, baggagemaster, head and face scalded ; collision.

August 30th.—R. A. C. Furey, conductor, bruised body ; collision.

August 30th.—G. L. Hull, brakeman, bruised body ; collision.

August 30th.—John J. Connell, thighs bruised ; collision.

August 30th.—A. Curry, engineer, head and shoulders bruised ; collision.

August 30th.—J. H. Pollard, shoulder hurt ; collision.

August 30th.—A. W. Newbold, head bruised ; collision.

August 30th.—John Crossley, bruised body ; collision.

August 30th.—James Crossley, bruised body ; collision.

August 30th.—William Murphy, back bruised ; collision.

August 30th.—James Martin, shoulders and legs bruised ; collision.

August 30th.—W. A. Stokes, arm and head hurt ; collision.

August 30th.—Alfred Lang, lip cut and bruised body ; collision.

August 30th.—J. C. Hall, bruised body ; collision.

August 30th.—H. Kreuger, head cut, hips bruised ; collision.

August 30th.—James Dunn, bruised body ; collision.

August 30th.—Neary Thomas, fatally injured ; collision.

September 1st.—Benjamin Courter, trackman, struck by train ; head bruised.

October 3d.—L. H. Beardsley, fell from engine ; knee bruised.

October 10th.—Giaeomo Agostino, struck by train ; knee bruised.

October 10th.—Racco Zampori, struck by train ; shoulder bruised.

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October 13th.—Mrs. Angelina De Salro, struck by train ; fractured skull.

October 13th.—Marie Nuollo Fuzelli, struck by train ; fractured skull.

October 26th.—Mrs. Christina Routhmann, fell in aisle of car; body bruised.

November 11th.—R. W. Crawford, car door closing; finger cut.

November 28th.—Mrs. L. Weber, fell from train; leg bruised.

November 30th.—Jos. McGuire, struck by train; hip and back sprained.

November 30th.—W. T. Ackers, struck by train; leg bruised.

November 30th.—Henry J. Hepburn, struck by train; back bruised.

November 30th.—Edward Ellis, struck by train; shoulders and ribs bruised.

December 13th.—Mrs. Wm. Sherman, car door closing; hand bruised.

December 15th.—Geo. M. Roome, timber falling from hand-car; hand cut.

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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, 1899:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,692,000 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.

It is equipped and operated by the operating companies, and the further information required by law is furnished by those companies.

State of New York, New York city and county, *ss*—Geo. F. Baker, being duly sworn, on his oath says that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAKER.

Sworn and subscribed before me this twenty-sixth day of February, A. D. 1900.

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

The earnings and expenses form part of the income and expenses of lessee companies.

P. O. address of this Company—No. 143 Liberty street, New York city, N. Y.

ACCIDENTS.

January 3d.—Henry Tilton, brakeman, had one of his fingers injured while coupling cars at Red Bank. Engineer, J. B. Hurley; conductor, M. Dellett.

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January 24th.—Fred. Schultz, fireman, was slightly injured about the body by falling from train at Matawan. Engineer, F. Hummer; conductor, —— Garrett.

February 4th.—Oscar Durrand, engineer, was instantly killed by engine jumping track at Point Pleasant. Engineer, Oscar Durrand; conductor, L. C. Hurtt.

February 4th.—Arthur Bradley, fireman, was badly injured about the body by engine jumping track at Point Pleasant. Engineer, Oscar Durrand; conductor, L. C. Hurtt.

February 18th.—B. Vanbenschoten was struck and badly injured about the body while crossing track at Asbury Park. Engineer, Chas. T. Ross; conductor, Wm. Thatcher.

March 17th.—Edward Dace, fireman, was fatally injured by jumping from locomotive at Red Bank. Engineer, G. Hawkins; conductor, John Kelly.

April 28th.—Mrs. Sable had one of her wrists slightly injured by jumping from moving train at West End. Engineer, James Tate; conductor, F. Shenfield.

May 22d.—T. M. Mercer was struck and slightly injured about the body by stepping in front of moving engine at Asbury Park. Engineer, —— ——; conductor, —— ——.

May 22d —Wm. Bennett had one of his feet slightly injured while attempting to board moving train at Long Branch. Engineer, F. Hummer; conductor, John Lane.

June 5th.—W. H. Perry, brakeman, had one of his arms badly injured while coupling cars at Red Bank. Engineer, J. B. Hurley; conductor, M. Dellett.

July 21st.—Samuel Davis was struck and slightly injured about the body while crossing track at Long Branch. Engineer, M. Maloney; conductor, D. C. Johnson.

July 21st.—S. Lane was struck and badly injured about the body while crossing track at Long Branch. Engineer, M. Maloney; conductor, D. C. Johnson.

August 8th.—S. H. Curtain was struck and fatally injured while crossing track at Sea Girt avenue. Engineer, F. Howard; conductor, G. M. Williams.

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August 16th.—Arthur McCormack was slightly injured about the head by jumping from moving train at Asbury Park. Engineer, L. Clarke; conductor, J. W. Van Houton.

August 29th.—P. E. Applegate, baggagemaster, was struck and badly injured about the body while switching cars at Point Pleasant. Engineer, P. J. Stultz; conductor, Joseph Scoggy.

September 11th.—Mrs. A. West had one of her arms slightly injured while getting off moving train at Long Branch. Engineer, —— ——; conductor, L. W. Romies.

September 11th.—James Smith was struck and instantly killed while crossing track at South Amboy. Engineer, B. Flynn; conductor, W. G. Brown.

September 11th.—Seymour Kozar was struck and instantly killed while crossing track at South Amboy. Engineer, S. Embly; conductor, —— ——.

September 25th.—H. E. Megill, brakeman, slipped and injured one of his hands while getting off train at Red Bank. Engineer, J. Hurley; conductor, A. B. Phillips.

September 27th.—James Warner, was slightly injured about the body by jumping from moving train at Branchport. Engineer, W. Garrabant; conductor, J. H. Moore.

October 6th.—Mrs. C. Brown, had one of her ankles slightly injured while getting off train at Middletown. Engineer, G. Glickner; conductor, M. R. Mulford.

October 12th.—Alex. Dellett, brakeman, was struck by freight-house roof and cut about the face while climbing down ladder of box-car at Red Bank. Engineer, Walter Smock; conductor, L. Poole.

October 11th.— —— Morris, fell and was slightly injured about the head while getting off train at Matawan. Engineer, J. Johnson; conductor, H. A. Boyd.

October 14th.—Mrs. H. Vandenburger slipped and injured one of her knees while getting off train at Matawan. Engineer, John Klein; conductor, F. W. Shinafield.

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October 17th.—Thos. Houlihan had one of his feet slightly injured while getting off train at Matawan. Engineer, D. Davis; conductor, H. S. Kenworthy.

October 29th.—P. G. Sullivan, fireman, was struck by some object projecting from passing freight train, south of Hazlet, and severely bruised about the body. Engineer, —— ——; conductor, —— ——.

December 1st.—Christopher Winters was struck and slightly bruised about the body while crossing track at Cliffwood. Engineer, John Erickson; conductor, J. E. Hess.

December 26th.—Mrs. Gilbert Vallen was struck and instantly killed while crossing track at Avon. Engineer, G. H. Burton; conductor, C. R. Evans.

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NEW YORK AND NEW ORANGE 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 New Orange Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$50,000 00
Floating debt,	18,675 05
Cost of road and equipments,	$68,675 05

Dividends paid during the year 1899, and how paid--None.

The road extends from Aldine and Roselle to New Orange, a distance of 3.1 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$497 83
Income from freight,	138 37
Income from other sources,	30 28
Total,	$666 48
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$3,453 28

REMARKS.

The sum under "floating debt" includes the deficit in operation of $2,786 80 for the year. The balance of this sum was expended on extensions, and improvements and betterments.

P. O. address of the above Company—No. 71 Broadway, New York.

State of New York, Chemung county, *ss.*—Wm. W. Cole, being duly sworn, on his oath says that he is President of the New York and New Orange Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

WM. W. COLE.

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Sworn and subscribed before me this 19th day of March, A. D. 1900.

EDWARD J. DUNN,
Notary Public.

ACCIDENTS.

On September 1st, 1899—time, 1:10 P. M.—Mr. Dory Harrison, of Newark, N. J., was driving a single-top delivery wagon, and attempted to cross in front of moving train at Westfield avenue. The wagon was pushed to one side, and Mr. Harrison fell over the thill, receiving a slight flesh wound from broken crosstree. It is since claimed that Mr. Harrison has become partially paralyzed.

The conductor at time of accident was Arthur J. Halleday, the engineer James Parkinson and fireman Harry Harrison. These men are still in the employ of the company.

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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, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,833,000 00
Floating debt,	420,533 52
Cost of road and equipments,	$42,263,785 69

Dividends paid during the year 1899, and how paid—None paid.

The road extends from Jersey City, N. J., to Gravel Place, Pa., and branches, a distance of 235.44 miles.

RECEIPTS AND EXPENSES FOR 1899, IN NEW JERSEY.

Income from passengers,	$360,716 26
Income from freight,	1,405,934 12
Income from other sources,	48,562 11
Total,	$1,815,212 49
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,108,066 40

REMARKS.

The above includes the earnings and expenses of the following:

Macopin Railroad Company; Passaic and New York Railroad Company; Lodi Branch Railroad Company; Hackensack and Lodi Railroad Company.

P. O. address of this Company—No. 21 Cortlandt street, New York city.

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State of New York, New York county, *ss.*—Eben B. Thomas, being duly sworn, on his oath says that he is President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this ninth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in New York County.

ACCIDENTS.

July 12th.—Black Colono, caught between cars coming together and badly bruised.

July 18th.—James Sheppard, fireman, engine derailed; killed.

August 9th.—Frank Holloway, brakeman, fell from engine; slightly injured.

August 9th.—Frank Trance, struck by train; killed.

August 23d.—Morris Holleran, hostler; unloading wheels, one dropped and crushed his foot.

August 25th.—F. L. Chamberlain, fireman; large piece of coal dropped on finger, cutting it nearly off.

September 7th.—Garrett Voorman, engineer, struck by key out of main rod, cutting his head.

September 8th.—Wm. McKivett, fell between cars and was killed.

September 14th.—F. H. Chamberlain, fireman; standing on tank and head struck bridge, making a deep cut.

September 14th.—Wm. Hughes, brakeman; head struck bridge, cutting him badly.

September 16th.—Clave Williams, stealing ride, fell off train and toes cut off.

September 18th.—A. J. Davenport, section foreman; struck by derrick, cutting his head badly.

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September 22d.—W. K. Smith, blacksmith, piece of iron fell on hand, crushing it.

October 8th.—R. Bertholf, brakeman, fell from engine and badly bruised.

October 9th.—Edw. Martin, brakeman, uncoupling cars; finger cut off.

October 15th.—James Trimmer, conductor, fingers caught and crushed in door of coach.

October 16th.—David Tidaback, trackman, struck by piece of coal from passing train, injuring his chest.

October 28th.—Hosea Kimble, fireman, coupling engine; shoulder broken.

November 18th.—John Starner, brakeman, setting brakes; fell and broke his nose.

November 18th.—Lewis Van Gorder, laborer, truck run over and crushed foot.

November 24th.—John Starner, brakeman, fell from engine; killed.

December 5th.—Arthur Bircher, engine-wiper, coupling engine to train; two fingers cut off.

December 13th.—J. Thompson, struck by train and badly bruised.

December 28th.—A. Dougherty, brakeman, coupling engine to train; fingers crushed.

December 28th.—Thomas Harding, walking on track, struck by train; killed.

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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 Company, as lessee of the Northern Railroad of New Jersey, presents the following report for the year ending December 31st, 1899:

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 $88,240 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, and is annexed hereto.

State of New York, New York county, *ss.*—E. B. Thomas, 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.

E. B. THOMAS.

Sworn and subscribed before me this 8th day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in N. Y. County.

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

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ACCIDENTS.

January 10th.—P. J. Hopkins, baggage agent, fell out of car; head cut.

March 14th.—Carnito Barbeiro, trackman, unloading rail; leg broken.

April 17th.—Gaetono Pepitone, trackman, loading rail; hands cut.

April 18th.—J. H. Lewis, struck by train; hip bruised.

April 18th.—William Lewis, struck by train; head cut.

May 16th.—Valentine Rickel, struck by train; killed.

May 20th.—J. D. Schor, struck by train; killed.

June 16th.—Charles Elling, struck by train; fatally injured.

August 3d.—F. W. Brags, broken window; hand cut.

September 18th.—Camillo Bulnarentora, trackman, rail falling; foot bruised.

September 25th.—P. G. Holland, drove in front of train; fingers sprained.

October 7th.—A. N. Southwick, car door closing; finger crushed.

November 2d.—John Whide, struck by train; killed.

November 8th.—Miss M. Dever, stepped from moving train; forehead and leg bruised.

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OCEAN 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, the Ocean City Railroad Company, presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$125,000 00
Bonded debt,	125,000 00
Cost of road and equipments,	$268,000 00

The road extends from Ocean City Junction, N. J., to Ocean City, N. J., a distance of 9.6 miles.

It is leased to the Atlantic City Railroad Company, which company pays all operating expenses.

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

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

HENRY D. MOORE.

Sworn and subscribed before me this 31st day of January, A. D. 1900.

C. K. KLINK,
Notary Public.

The receipts and expenses for 1899 are included in the operations and report of the Atlantic City Railroad Company.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—Ocean City.

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ACCIDENTS.

June 17th.—Somers Young, employe, non-fatally injured while coupling cars at Ocean City. B. F. Newkirk, conductor; Jacob Race, engineer.

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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, 1899:

Capital stock paid in,	$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$450,000 00

The road extends from Ogden Mine, N. J., to Nolan's Point, N. J., a distance of 9.86 miles.

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

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

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

GEORGE RICHARDS.

Sworn and subscribed before me this fifth day of January, A. D. 1900.

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

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PALISADES 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 Palisades Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$253,585 00
Cost of road and equipments,	$232,793 60

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

The road extends from Hudson Heights to Coytesville, a distance of 4.442 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers (net),	$7,336 56

REMARKS.

This road is operated by the North Hudson County Railway Company, who are allowed a certain percentage of the receipts for operation. The remainder (represented by the amount $7,336.56, for ten months ending October 31st, 1899) is paid into the treasury of the Palisades Railroad Company. This road was consolidated with the Jersey City, Hoboken and Paterson Street Railway Company on November 1st, 1899.

P. O. address of the above Company—21 Hudson Place, Hoboken, N. J.

State of New Jersey, Hudson county, *ss.*—W. C. Doubleday, being duly sworn, on his oath says that he is Secretary of the Palisades Railroad Company, and that the foregoing statement and the annexed

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statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

W. C. DOUBLEDAY.

Sworn and subscribed before me this 12th day of March, A. D. 1900.

SCHUYLER C. STIVERS,
Notary Public, N. J.

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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, 1899:

Capital stock paid in,	$111,050 00
Floating debt,	36,528 63
Cost of road and equipments,	$147,578 63

The road extends from Summit Junction to Bernardsville, a distance of fourteen and eleven one-hundredths miles.

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

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

State of New York, New York county, *ss.*—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.

Sworn and subscribed before me this sixth day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate filed in New York.

Dividends paid during the year 1899, and how paid—$5,552.50, directly to stockholders by lessee.

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P. O. address of this Company—No. 26 Exchange Place, New York city.

ACCIDENTS.

None.

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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, 1899:

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

The road extends from junction with Passaic and Delaware Railroad, at Bernardsville, to Gladstone, a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee, under an agreement to pay four per cent. on its stock, and report of its operations is included in report of the Morris and Essex Railroad Company.

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

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

W. H. TRUESDALE.

Sworn and subscribed before me this sixth day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate filed in New York.

Dividends paid during the year 1899, and how paid—$4,000 directly to stockholders by Delaware, Lackawanna and Western Railroad Company, as Lessee of the Passaic and Delaware Railroad.

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P. O. address of this Company—No. 26 Exchange Place, New York city.

Accidents—None.

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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, 1899:

Capital stock paid in,	$7,700 00
Cost of road for right of way,	7,700 00

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.

The right of way for this road is being secured, and no construction has yet been done.

P. O. address of this company—143 Liberty street, New York city, N. Y.

State of New York, New York city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Passaic River Extension Railroad Company, and that the foregoing statement during the year 1899 is correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

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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. 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 New York Railroad Company presents the following report for the year ending December 31st, 1899:

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 three miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $4,200.00 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 New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

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

E. B. THOMAS.

Sworn and subscribed before me this eighth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate Filed in New York County.

P. O. address of this Company—21 Cortlandt street, New York city.

ACCIDENTS.

None.

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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, 1899:

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 the 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 S. Hughes, being duly sworn, on his oath says that he is Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

ROBT. S. HUGHES.

Sworn and subscribed before me this fifth day of January, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers—None.	
Income from freight—None.	
Income from other sources—None.	
Dividends paid during the year 1899, and how paid—Eight per cent. paid in cash,	$50,400 00

P. O. address of this Company—Robert S. Hughes, Secretary, Paterson, New Jersey.

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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 Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad Company, presents the following report for the year ending December 31st, 1899:

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 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, and is annexed hereto.

State of New York, New York county, ss.—E. B. Thomas, 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 Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this eighth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in New York County.

Dividends paid during the year 1899, and how paid—None.

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

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ACCIDENTS.

January 7th.—A. L. Farnham, struck by train; cut over left eye, and contusion of both thighs and sides of abdomen.

January 10th.—N. J. Lorang, brakeman; jumping from car fell and bruised right hand and both knees.

January 19th.—Unknown man, struck by train; killed.

January 21st.—William Wilson, struck by train; fatally injured.

January 22d.—Benjamin Mott, passenger; window glass of coach broken; face slightly cut.

February 8th—Martin Finnen, brakeman, fell from train; contusion of back and hip.

February 20th.—R. J. Farmer, assistant yardmaster, fell from freight car; side and leg slightly bruised.

February 20th.—Patrick Murtha, watchman, struck by train; killed.

February 27th.—Frank Faher, struck by train; killed.

February 27th.—Frederick Isley, struck by train; killed.

March 2d.—F. Sonner, brakeman, jumping from one car to another; ankle sprained.

March 6th.—Philip Fisher, struck by train; foot crushed.

March 22d.—Alfred Gray, fell from train; contusion of muscles of shoulder and neck.

May 3d.—A. J. Sexton, brakeman, uncoupling air-hose; cut over eye.

May 4th.—John Ferrie, trackman, struck by train; jaw broken and face cut.

June 22.—James Parker, brakeman, struck by cars; fatally injured.

July 9th.—James Miller, jumping on freight train; two toes crushed.

July 20th.—Geo. M. Eisenbarth, brakeman, struck by tell-tale; slight scalp wound.

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August 14th.—James Grimes, brakeman, struck by cars ; chest and side bruised.

August 22d.—Unknown man, struck by train ; killed.

September 18th.—Jos. O'Neill, switchman ; fell from freight car; knee wrenched.

September 22d.—Mrs. M. C. Cutler, fell while walking over bridge ; one limb and shoulder bruised.

September 23d.—Ira L. Beebe, Jr., jumping on train in motion ; chin and ear cut.

October 4th.—S. W. Hollister, struck by train ; fatally injured.

October 17th.—Luther Parshall, struck by train ; killed.

October 19th.—Samuel Gill, blacksmith, struck by train ; killed.

November 20th.—Fred. Anderson, struck by train; hip bruised.

November 21st.—G. Bellizzi, trackman, struck by train ; killed.

December 7th.—W. W. Scott, jumping on moving train; scalp-wound.

December 19th.—James Fitzgibbons, struck by train; killed.

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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, as lessee of the Paterson, Newark and New York Railroad Company, presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00
Floating debt—None.	
Cost of road,	$545,433 29

The road extends from Paterson to Newark, 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 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, and is annexed hereto.

State of New York, New York county, *ss.*—E. B. Thomas, 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.

E. B. THOMAS.

Sworn and subscribed before me this 8th day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in New York County.

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Dividends paid during the year 1899, and how paid—None.

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

ACCIDENTS.

March 16th.—Frank Tegethoff, brakeman, uncoupling cars; thumb bruised.

April 2d.—John Brophy, struck by train; killed.

April 7th.—P. Grambattista, trackman, caught in interlocking; foot bruised.

May 15th.—V. Barberra, laborer, fell from hand-car; arm broken.

May 24th.—F. T. Paret, brakeman, struck against hanging telegraph wire; cut over bridge of nose.

June 28th.—Nicola Perna, trackman, fell from hand-car; leg broken and bruised on body.

July 19th.—Henry Schmidt, bump on forehead; collision.

July 19th.—Leonhardt Wagner, bump on forehead; collision.

September 1st.—Samuel B. Purdy, window fell on hand, bruising it.

September 21st.—John Ogden, struck by engine; fatally injured.

November 21st.—W. J. Leverich, brakeman, fell from train; killed.

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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, 1899 :

Capital stock paid in, ... $298,000 00
Bonded debt,—None.
Floating debt,—None.

Cost of road and equipments, including costs 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 $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, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says that he is 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.

Sworn and subscribed before me this 5th day of January, A. D. 1900.

WILLIAM NELSON,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1899.

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

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Dividends paid during the year 1899, and how paid—Eight per cent. paid in cash, $23,840.

P. O. address of this Company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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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 Erie Railroad Company, lessee of the Paterson and Ramapo Railroad, presents the following report for the year ending December 31st, 1899:

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 $26,500.00 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, and is annexed hereto.

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says that he is President of the Erie Railroad Company, as lessee of the Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this eighth day of February, A. D. 1900.

A. L. TRAVIS,
Notary Public, Kings County,
Certificate filed in New York County.

Dividends paid during the year 1899, and how paid—None.

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

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ACCIDENTS.

January 7th.—B. L. Managan, brakeman, jumping on car; knee sprained.

January 13th.—N. Sharkey, switchman, jumping from car; heel sprained.

January 19th.—L. Wimmers, switchman, coupling cars; hips and knees bruised.

January 21st.—John Eckert, switchman, coupling cars; finger crushed.

January 23d.—James H. Wood, struck by train; fatally injured.

February 6th.—Gilbert Johnston, signal foreman, repairing signals; piece of steel lodged in his left eye.

February 11th.—Mrs. R. S. Gutherson, struck by train; fracture of skull.

February 27th.—Michael Manzo, trackman, struck by pick; cut on back.

February 27th—Henry C. Dreyer, brakeman, unloading freight; hip fractured.

March 8th.—J. P. Fitzpatrick, laborer; three fingers cut and bruised while loading freight.

March 8th.—William Fish, laborer; leg bruised while loading freight.

March 25th.—G. Ferrara, trackman, loading rail; hand cut.

March 26th.—Edw. R. Linehan, switchman, alighting from car; knee bruised.

April 10th.—E. Broadbent, towerman, back bruised; derailment of a car.

April 10th.—Chas. Slater, hip bruised and chin cut; derailment of a car.

April 11th.—D. Riorio, trackman; foot caught in frog and bruised.

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April 28th.—Mrs. C. Chello, struck by train ; leg run over.

May 6th.—George Harrod, struck by train; arm fractured and cut over eye.

May 26th.—F. Carpentirce, trackman; a piece of rail fell on his toe, cutting it.

May 30th.—R. E. Hughes, struck by train; killed.

June 5th.—James Buxton, struck by engine; fatally injured.

June 11th.—William Linsley, fell from freight train ; both legs run over.

June 23d.—Hugh Kirkwood, fireman, raking fire, fell against shaker ; back bruised.

June 27th.—W. C. Kellerman, fireman; coal board fell on his foot, bruising his toes.

June 27th.—Tippen Ellis, fell from freight train; foot run over.

July 4th.—A. J. Glover, switchman ; hand caught while turning angle cocks, and bruised.

July 6th.—F. Hendricks, brakeman, struck his knee against rachet wheel of brake ; knee bruised.

July 13th.—F. H. Van Blarcom, carpenter, fell from bridge ; hip dislocated.

July 14th.—N. Credero, laborer, struck by train ; cut on head.

July 20th.—W. D. Van Sickle, fireman, struck by piece of coal ; two toes bruised.

July 26th.—William Wyckoff, struck by train ; killed.

July 28th.—Henry Bowen, struck by train ; scalp wound and back bruised.

July 29th.—Mrs. Duro Bacingin, struck by train ; scalp wound and side bruised.

August 1st.—James Fredericks, struck by train ; finger bruised.

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August 3d.—Gertrude Hicks, coach window falling; two fingers bruised.

August 13th.—Abram Kuhlman, jumping on moving train ; foot run over.

August 14th.—Mrs. Teuris, struck by train ; killed.

August 15th.—George Woodruff, supposed to have been struck by train ; foot fractured.

August 16th.—L. Digiaconio, laborer, struck by engine ; cut on head.

September 8th.—John Bogoski, trackman ; frog fell on his foot, bruising it.

September 16th.—Miss Lucy Robinson (colored), ran against engine; fatally injured.

September 26th.—Curtis Ackerman, fireman, struck against signal pole; cut on back of head.

September 30th.—Mrs. Abram Sears, alighted from train in motion; back sprained.

October 14th.—Antonio Mamieri, trackman, struck by spike; leg bruised.

October 15th.—Geo. Babcock, brakeman, fell from car; side bruised.

October 24th.—Thomas J. Brundage, brakeman, fell from train; killed.

November 1st.—Peter Rich, trackman, loading a frog onto hand-car; finger crushed.

November 4th.—Pargralia Riggo, struck by train; killed.

November 25th.—W. F. Madigan, brakeman, shot by hunters; wrist cut.

November 26th.—D. C. Blanch, switchman, fell from car ; leg bruised.

December 4th.—Joseph Walsh, struck by engine; killed.

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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, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
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 one thousand three hundred and eighty-eight and seventy-nine hundredths dollars.

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, Camden county, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is President of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this second day of February, A. D. 1900.

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—General Office Pennsylvania Railroad Company, Philadelphia, Pa.

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PERTH AMBOY AND RARITAN 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 Perth Amboy and Raritan Railway Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$12,000 00
Floating debt,	28,489 85
Cost of road and equipments,	$40,489 85

Dividends paid during the year 1899, and how paid—None.

The road extends from a point on E. & A. Railroad in Woodbridge township, N. J., to a point near Mill Brook, in Raritan township, N. J., a distance of 5.678 miles.

REMARKS.

The road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report of that company.

P. O. address of the above Company—228 South 3d street, Philadelphia, Pa.

State of New Jersey, Mercer county, *ss.*—John Hood, being duly sworn, on his oath says that he is President of the Perth Amboy and Raritan Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 21st day of March, A. D. 1900.

CHAS. W. BILES,
Notary Public, New Jersey.

ACCIDENTS.

Included in the report of Easton and Amboy Railroad Company.

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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, 1899:

Capital stock paid in,	$228,400 00
Bonded debt,	100,000 00
Floating debt—None.	
Cost of road and equipments,	$346,439 43

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 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, and is annexed hereto.

State of New Jersey, Hudson county, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says that he is Vice-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.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this 31st day of January, A. D. 1900.

H. C. ROSS,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$75,781 21
Income from freight,	83,556 98
Income from other sources,	8,521 85
Total,	$167,860 04

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $122,423 80

Dividends paid during the year 1899, and how paid--December 20th, 1899, ten per cent., in cash—$22,840.

P. O. address of this Company—Exchange Place, Jersey City, N. J., or General Office of Pennsylvania Railroad Company, Philadelphia, Pa.

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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, 1899:

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	110,278 66
Cost of road and equipments,	$200,000 00

The road extends from Manahawkin, N. J., to Beach Haven, N. J., a distance of 12.09 miles.

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

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

State of New Jersey, Camden county, *ss.*—W. J. Sewell, 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.

W. J. SEWELL.

Sworn and subscribed before me this 2d day of February, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$4,368 08
Income from freight,	1,832 46
Income from other sources,	1,263 44
Total,	$7,463 98

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, . . . $18,932 50

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—General Office, Pennsylvania Railroad Company, 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, 1899:

Capital stock paid in,	$300,000 00
Bonded debt,	25,000 00
Floating debt,	12,851 93
Cost of road and equipments,	$301,647 49

Dividends paid during the year 1899, and how paid—None.

The road extends from Brigantine Junction to Brigantine Beach, a distance of 13.90 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$2,099 20
Income from freight,	5,068 10
Income from other sources,	971 98
Total,	$8,139 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$12,914 33

P. O. address of this Company—Brigantine Beach, New Jersey.

State of New York, New York county, *ss.*—Geo. H. Cook, being duly sworn, on his oath says that he was the President of the Philadelphia and Brigantine Railroad Company for the time covered by the foregoing report, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true to the best of his knowledge and belief.

GEO. H. COOK.

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Sworn and subscribed before me this twelfth day of April, A. D. 1900.

EVA E. FRENCH,
Notary Public, N. Y. County.

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, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1899 :

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	205,995 30
Cost of road and equipments,	$1,540,633 63

The road extends from Birmingham, N. J., to Bay Head Junction, N. J., 46.09 miles; from 1.70 miles east of New Lisbon, N. J., to Brown's-Mills-in-the-Pines, N. J., 1.80 miles; from Island Heights Junction, N. J., to Island Heights, N. J., 1.18 miles—a total distance of 49.07 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 city and 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.

SAM'L REA.

Sworn and subscribed before me this 31st day of January, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$55,571 61
Income from freight,	27,604 07
Income from other sources,	5,510 52
Total,	$88,686 20

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, . . $124,687 93

Dividends paid during the year 1899, and how paid—None.

P. O. Address of this Company—General Office, Pennsylvania Railroad Company, Philadelphia, Pa.

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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, 1899:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,503,500 00
Cost of road and equipments,	$3,721,291 29

Dividends paid during the year 1899, and how paid—None.

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 19.72 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from freight,	$389,150 62
Income from other sources,	1,042 26
Total,	$390,192 88
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$232,001 14

State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, 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 1899 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this 31st day of February, A. D. 1900.

C. K. KLINK,
Notary Public.

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ACCIDENTS.

January 30th.—Edward Williams, employe, non-fatally injured while uncoupling cars at Port Reading. C. M. Wharton, conductor; A. Bitting, engineer.

May 12th.—Diagio Nothe, employe, non-fatally injured in falling from car at Port Reading. —— ——, conductor; —— ——, engineer.

July 1st.—Ernest C. Kelsey, employe, fatally injured in falling from car at Port Reading. H. Ford, conductor; A. Bitting, engineer.

August 29th.—Wilbur A. Post, employe, non-fatally injured by being struck by telegraph pole while leaning out of engine cab window at Port Reading. F. Horning, conductor; P. Brown, engineer.

October 18th.—James Burns, employe, non-fatally injured by being struck by car at Port Reading. —— ——, conductor; —— ——, engineer.

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PITTSTOWN BRANCH 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 Pittstown Branch Railway Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$40,000 00
Floating debt,	19,535 92
Cost of road and equipments,	$59,535 92

Dividends paid during the year 1899, and how paid—None.

The road extends from Landsdown to Pittstown, a distance of 4.02 miles.

REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report of that company.

P. O. address of this Company—228 South 3d street, Philadelphia, Pa.

State of New Jersey, Mercer county, *ss.*—John Hood, being duly sworn, on his oath says that he is President of the Pittstown Branch Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 21st day of March, A. D. 1900.

CHAS. W. BILES,
Notary Public of New Jersey.

ACCIDENTS.

Included in report of Easton and Amboy Railroad Company.

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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, 1899 :

Capital stock paid in,	$4,000 00
Floating debt,	61,275 33
Cost of road and equipments,	$65,275 33

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two (2) 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, and is hereto annexed.

State of New York, New York city and county, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Raritan North Shore Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York city, N. Y.

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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, the Raritan River Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$365,000 00
Bonded debt,	353,000 00
Floating debt,	29,681 25
Cost of road and equipments,	733,446 65

Dividends paid during the year 1899, and how paid.—None.

The road extends from South Amboy to New Brunswick, a distance of 12.6 miles; branches, 5.5 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$11,497 39
Income from freight,	55,984 16
Income from other sources,	3,325 00
Total,	$70,806 55
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$46,877 94

P. O. address of the above Company—Fuller Building, Jersey City, N. J.

State of New Jersey, Hudson county, ss.—Frank H. Earle, being duly sworn, on his oath says that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

FRANK H. EARLE.

Sworn and subscribed before me this 10th day of March, A. D. 1900.

WILLIAM D. EDWARDS,
Master in Chancery of New Jersey.

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ACCIDENTS.

January 11th.—Patrick Murtha, while intoxicated, was found by watchman in cut at Hamey cut bridge, where he had fallen ; he was slightly injured.

March 13th.—George Yonker, a trespasser on the company's property, near New Brunswick, was struck by train No. 7 and slightly injured. Richard Sullivan, conductor ; C. W. Mulford, engineer.

July 3d.—Train No. 7, Richard Sullivan, conductor ; C. W. Mulford, engineer, was derailed by misplaced switch at Such's upper siding. The following persons were injured : Jens L. Bunderson, ankle broken; Marry A. Connell, slightly injured ; Elizabeth A. Swetzel, slightly injured.

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ROCKAWAY VALLEY 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 Rockaway Valley Railway Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$125,000 00
Bonded debt,	125,000 00
Floating debt,	9,300 00
Cost of road and equipments,	$251,000 00

Dividends paid during the year 1899, and how paid—None.

The road extends from White House, N. J., to Watnong, near the outskirts of Morristown, N. J., a distance of 24½ miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$4,344 87
Income from freight,	27,875 41
Income from other sources,	5,336 22
Total,	$37,556 50
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$24,758 74

P. O. address of this Company—White House Station, New Jersey.

State of New Jersey, Hunterdon county, ss.—James N. Pidcock, Jr., being duly sworn, on his oath says that he is President of the Rockaway Valley Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

JAMES N. PIDCOCK, JR.

Sworn and subscribed before me this fifth day of April, A. D. 1900.

M. S. ANDERSON,
Commissioner of Deeds.

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ACCIDENTS.

April 11th.—Lemuel Grippen, conductor, killed at White House on C. R. R. tracks ; making fly switch.

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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, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1899:

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 Rocky Hill to Kingston, a distance of 2.38 miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per centum, payable as dividends to stockholders June 1st and December 1st.

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

State of New Jersey, *ss.*—F. Wolcott Jackson, 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.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this 30th day of January, A. D. 1900.

LEROY H. ANDERSON,
M. C. C.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$1,811 00
Income from freight,	13,126 83
Income from other sources,	536 56
Total,	$15,474 39

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $10,508 52

Dividends paid during the year 1899, and how paid—Six per centum on capital stock, paid half-yearly by the Pennsylvania Railroad Company, lessee, to stockholders, in accordance with the provisions of the lease.

P. O. address of the above Company—P. O. box 236, Trenton, N. J.

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SEA COAST 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 Sea Coast Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$1,200,000 00
Bonded debt,	1,100,000 00
Cost of road and equipments,	$2,300,000 00

The road extends from Winslow Junction, N. J., to Sea Isle City, N. J., Tuckahoe, N. J., to Cape May, N. J., a distance of 66.35 miles.

It is leased to the Atlantic City Railroad Company.

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

State of New Jersey, Philadelphia county, *ss.*—Thomas H. Willson, being duly sworn, on his oath says that he is Treasurer of the Sea Coast Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

THOMAS H. WILLSON.

Sworn and subscribed before me this 8th day of February, A. D. 1900.

C. K. KLINK,
Notary Public.

RECEIPTS AND EXPENSES FOR 1899.

Included in the operations (and report) of the Atlantic City Railroad Company.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—420 Walnut street, Philadelphia, Pa.

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ACCIDENTS.

April 5th.—John J. Weldon, employe, fatally injured in jumping on train at Cape May Court House. J. T. Kinsey, conductor; Lewis McLain, engineer.

May 4th.—Freddie Geyer, child, fatally injured by being struck by train while playing on tracks at Dorothy. John Little, conductor; Frank Hines, engineer.

July 2d.—Annie D. Garrison, non-employe, non-fatally injured by being struck by train while crossing tracks at Buck Hill. J. S. Kinsey, conductor; C. J. Stocker, engineer.

August 6th.—Charles H. Robbins, employe, non-fatally injured while coupling cars at Cape May. W. M. Spaulding, conductor; Frederick Meese, engineer.

August 7th.—James L. Fleming, child, fatally injured by being struck by engine while playing on tracks at Cape May. J. S. Kinsey, conductor; C. J. Stocker, engineer.

October 17th.—Frank Ahern, employe, fatally injured in falling from train at Dorothy. Frank Ahern, conductor; Jacob Race, engineer.

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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, 1899:

Capital stock paid in,	$14,000 00
Floating debt,	135,250 60
Cost of road and equipments,	$149,250 60

The road extends from Elizabeth to Carteret, which, with spurs, make total length of road five and ninety-nine hundredths miles.

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

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.

No separate account of the same was kept.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—No. 143 Liberty street, New York city, N. Y.

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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, 1899:

Capital stock paid in,	$1,638,600 00
Bonded debt,	236,500 00
Cost of road and equipments,	$1,865,766 03

Dividends paid during the year 1899 and how paid—None.

The road extends from Waterloo to Branchville and Franklin, a distance of 29.52 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$39,772 23
Income from freight,	140,256 77
Income from other sources,	19,889 38
Total,	$199,918 38
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$100,200 42

P. O. address of the above company—No. 26 Exchange Place, New York city.

State of New York, New York county, *ss.*—Edwin G. Russell, 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 1899 are correct and true, to the best of his knowledge and belief.

EDWIN G. RUSSELL.

Sworn and subscribed before me this 6th day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate filed in New York.

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ACCIDENTS.

January 4th.—Thomas Headland, fireman, scalp wound; working on engine, when a bolt broke and a piece struck him on the head.

January 26th.—B. Washer, laborer on track, face cut; fell from a hand-car while in motion.

August 6th.—Alex. M. Everitt, engineman, scalded on shoulder; broken eccentric strap.

November 21st.—Hezekiah Thomas, occupation unknown, skull factured; picked up near Branchville Junction; evidently struck by train.

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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, 1899:

Capital stock paid in, ...	$240,000 00
Cost of road and equipments, at foreclosure sale, ...	$15,000 00

The road extends from Manchester to Toms River, a distance of 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, and is annexed hereto.

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway Company.

No separate account of the same was kept.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York city, N. Y.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, 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 Barnegat Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$30,000 00
Floating debt,	45,563 33
Cost of road and equipments,	$75,563 33

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, and is annexed hereto.

State of New York, New York city and county, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

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

Dividends paid during the year 1899, and how paid—None.

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P. O. address of this Company—143 Liberty street, New York city N. Y.

ACCIDENTS.

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

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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, 1899:

Capital stock paid in,	$550,991 54
Bonded debt,	99,882 50
Floating debt,	6,249 88
Cost of road and equipments,	$662,017 05

Dividends paid during the year 1899, and how paid—None.

The road extends from Tuckerton, N. J., to Whitings, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$20,661 00
Income from freight,	22,281 36
Income from other sources,	8,079 57
Total,	$51,021 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$48,817 33

P. O. address of the above Company—Tuckerton, N. J.

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

SAMUEL ASHHURST.

Sworn and subscribed before me this 15th day of January, A. D. 1900.

HENRY C. ESLING.
Notary Public.

ACCIDENTS.

None.

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UNION 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 Union Transportation Company presents the following report for the year ending December 31st, 1899 :

The road extends from Pemberton to Hightstown, a distance of 24.38 miles.

It is leased to the Union Transportation Company at an annual rental of thirteen hundred and eighty-eight dollars and seventy-nine cents.

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

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 27th day of February, A. D. 1900.

OSCAR F. HOMER,
Justice of the Peace.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$21,885 89
Income from freight,	15,831 16
Income from other sources,	3,374 53
Total,	$41,091 58

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$39,044 91

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—New Egypt, N. J.

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ACCIDENTS.

Andrew Jones, engineer, fell from engine at Hightstown and dislocated his hip.

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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, 1899 :

Capital stock paid in,	$21,240,400 00
Bonded debt,	20,000,000 00
Floating debt—None.	
Cost of road and equipments,	$47,168,717 71

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 449 miles ; and also the canal from Bordentown to New Brunswick, 44 miles, and the feeder, 22 miles ; in all, 66 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum per annum on its capital stock, and the interest on its bonds.

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

State of New Jersey, *ss.*—F. Wolcott Jackson, 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.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this sixth day of February, A. D. 1900.

LEROY H. ANDERSON,
M. C. C.

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RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$7,806,800 82
Income from freight,	11,903,271 33
Income from other sources,	2,204,322 07
Total,	$21,914,394 22

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$15,849,636 27
	$6,064,757 95
Dividends paid during the year 1899, 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—P. O. Box 236, Trenton, N. J.

ACCIDENTS—NEW YORK DIVISION.

Persons struck by passing trains and killed or injured while walking or standing on the tracks.

April 5th.—James Sanfolipy, injured at Jersey City. G. H. Williams, conductor ; G. V. Plant, engineman.

April 18th.—John Mulford, killed at New Brunswick. L. M. Silance, conductor ; John Bender, engineman.

April 19th.—Pasquillo Polliso, killed at Newark. F. E. Wyckoff, conductor ; J. A. Van Nuys, engineman.

April 26th.—Jeremiah Dunham, killed at Rahway. G. W. Phillips, conductor; J. K. Niece, engineman.

May 3d.—Vandil Yarros, injured at Long Branch Junction. L. P. Booz, conductor ; Thomas Smith, engineman.

May 16th.—James Durand, killed at Waverly. James Hargrove, conductor ; E. F. Rowe, engineman.

August 19th.—Edward Leonard, injured at Elizabeth. M. H. Garrigan, conductor ; J. A. Boehm, engineman.

August 22d.—Bert Fielder, injured at Jersey City. P. J. Quinn, conductor ; F. Springstead, engineman.

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September 6th.—Mrs. Augusta Ranft, killed at Marlton Pike. John B. Roy, conductor; R. Crean, engineman.

October 6th.—William Storms, injured at Trenton. J. F. Burrage, conductor; John Vanarsdale, engineman.

November 3d.—Joseph Majzik, killed at Trenton. C. W. Parks, conductor; A. F. Purt, engineman.

November 18th.—Ralph Fellina, killed at Jersey City. J. P. Kelly, conductor; G. Lutz, engineman.

November 23d.—An unknown colored man killed at South Trenton. F. F. Ehringer, conductor; P. J. Lawton, engineman.

November 26th.—Michael Blumett, killed at South Elizabeth F. F. Vickery, conductor; N. Bratton, engineman.

November 27th.—Joseph Shopelen, fatally injured at Long Branch Junction. J. H. Lanning, conductor; T. H. Cadell, engineman.

December 2d.—Louis Fisher, injured at Perth Amboy. F. Cake, conductor; E. D. Heald, engineman.

Persons killed or injured in attempting to get off or on moving trains.

January 11th.—James Wolahan, injured at Perth Amboy. L. P. Booz, conductor; C. Naimby, engineman.

February 21st—Robert Robb, injured at Meadows. J. T. Mason, conductor; S. Hafner, engineman.

March 11th.—An unknown man, injured at Newark. L. M. Silance, conductor; John Bender, engineman.

March 11th.—Preston Tierney, injured at Millham Junction. P. O'Neill, conductor; M. F. Riley, engineman.

April 25th.—Edward Keyes, injured at Newark. B. P. Sparks, conductor; C. E. Benter, engineman.

May 10.—George Eckstrom, injured at Millham Junction. H. Dilts, conductor; J. R. Todd, engineman.

May 14th.—W. Harkins, injured at Jersey City. J. Nolan, conductor; J. H. Vandegrift, engineman.

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May 15th. Frank Murray, injured at New Brunswick. C. C. Howard, conductor; I. D. Fry, engineman.

May 18th.—Michael Minda, injured at East Brunswick. J. M. Fitzgerald, conductor; W. W. Lyon, engineman.

May 28th.—P. Woolsey, injured at Trenton. C. F. Nace, conductor; N. Bratton, engineman.

May 30th.—Norman Sanders, injured at Trenton. T. J. Denniston, conductor; J. H. Vandegrift, engineman.

May 31st.—An unknown man, injured at Newark. W. A. Boulton, conductor; G. B. Taylor, engineman.

June 2d.—An unknown woman, injured at New Brunswick. J. M. Fitzgerald, conductor; W. W. Lyon, engineman.

June 7th.—John Rooney (boy), injured at Jersey City. B. Quiglan, conductor; C. H. Traphagen, engineman.

June 10th.—John Wood, injured at Monmouth Junction. J. W. Colwell, conductor; G. R. Conroy, engineman.

June 13th —Miss S. A. Topping, injured at Elizabeth. J. E. Beach, conductor; E. O. Page, engineman.

June 14th.—Joseph McDonald, injured at Marion. P. F. Brennen, conductor; George Gillen, engineman.

June 23d.—Walter A. Vaneman, injured at Newark. W. H. Post, conductor; W. Lawall, engineman.

June 27th.—H. W. Droebner, injured at Elizabeth. J. S. Buckley, conductor; B. M. Lupton, engineman.

July 9th.—Hartman Roke, killed at Newark. W. Rich, conductor; W. N. Doan, engineman.

July 11th—An unknown woman, injured at Elizabeth. William Gee, conductor; C. W. Plant, engineman.

July 14th.—C. Davies, injured at Metuchen. J. M. Curran, conductor; G. B. Taylor, engineman.

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July 16th.—An unknown colored man, injured at Newark. T. J. Denniston, conductor; C. W. Plant, engineman.

August 1st.—William Jamison, injured at New Brunswick. M. H. Garrigan, conductor; J. A. Boehm, engineman.

August 6th.—An unknown man, injured at Newark. T. A. Brooks, conductor; J. M. Cook, engineman.

August 18th.—Leo Kreinsky (boy), injured at Jersey City. W. B. Fenton, conductor; H. Metz, engineman.

August 26th.—An unknown man, injured at Newark. C. R. Evans, conductor; A. Hill, engineman.

August 27th.—Charles Seigfert, injured at Newark. A. Michaels, conductor; F. Dougherty, engineman.

September 3d.—Daniel H. Tripp, injured at Jersey City. O. W. Hoff, conductor; D. W. J. Mahoney, engineman.

September 3d.—John Price, injured at Newark. W. Byrne, conductor; G. Lutz, engineman.

September 3d.—John Bergenski (boy), injured at Jersey City. M. Caulfield, conductor; H. L. Carpenter, engineman.

September 9th.—William Gibbons, injured at South Elizabeth. C. C. Howard, conductor; J. Meaney, engineman.

September 15th.—James Ross, injured at Newark. J. E. Beach, conductor; J. A. Willitts, engineman.

September 17th.—Augustus Metznow, injured at Newark. T. A. Brooks, conductor; C. Naimby, engineman.

September 21st.—Mrs. Van Braeckel and child, injured at Elizabeth. H. W. Headley, conductor; T. Lawlor, engineman.

September 28th.—Mrs. F. Lyons, injured at Newark. E. U. Garretson, conductor; J. A. Van Nuys, engineman.

September 29th.—Otto Lozensky, injured at Newark. R. W. Atkinson, conductor; J. H. Ellis, engineman.

October 3d.—An unknown man, injured at Elizabeth. H. W. Headley, conductor; T. Lawlor, engineman.

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October 10th.—John Salaye, injured at Perth Amboy. G. Stewart, conductor; P. Reagan, engineman.

November 5th.—Edward Seeburger, killed at Newark. W. T. Byrnes, conductor; J. B. Sweet, engineman.

November 8th.—An unknown man, injured at Newark. H. D. Danenhour, conductor; J. H. Vandegrift, engineman.

November 9th.—Emma K. Turney, injured at Newark. F. E. Wyckoff, conductor; J. Meaney, engineman.

November 12th.—An unknown man, injured at Newark. C. F. Nace, conductor; M. F. Lee, engineman.

November 14th.—Edward Barrett, injured at Newark. T. Gallagher, conductor; J. P. Freeman, engineman.

November 17th.—An unknown woman, injured at Newark. W. A. Boulton, conductor; G. B. Taylor, engineman.

November 21st.—Mrs. John Barclay, injured at Monmouth Junction. R. W. Atkinson, conductor; J. H. Vandegrift, engineman.

November 21st.—J. Mount Smith, injured at Princeton Junction. F. Hellings, conductor; J. M. Cook, engineman.

November 23d.—An unknown woman, injured at Jersey City. W. W. Branson, conductor; T. H. Cadell, engineman.

November 25th.—M. Murtha, injured at Newark. A. L. Smith, conductor; J. R. Todd, engineman.

November 30th.—John Oliver, injured at Rahway. G. B. Hengst, conductor; C. O. Scull, engineman.

December 13th.—An unknown child, injured at Newark. William Gee, conductor; W. H. Gordon, Jr., engineman.

December 26th.—Mrs. Sarah Bennett, injured at Rahway. Theo. Goble, conductor; Thomas Lawlor, engineman.

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Persons found killed or injured, lying alongside of tracks, supposed to have been struck by passing trains or by attempting to jump on or off moving trains. Circumstances—what train, what conductor and engineman, unknown.

January 3d.—James Moylan, injured at Perth Amboy.

February 4th.—James McIlvaine, injured at Millham Junction.

March 19th.—Carl Reidel, injured at Lawrence.

March 31st.—An unknown man, killed at Newark.

April 14th.—An unknown man, killed at Elizabeth.

May 3d.—Bernard Kelly, injured at Plainsboro.

May 9th.—An unknown man, killed at New Brunswick.

May 25th.—An unknown man, killed at Rahway.

May 27th.—John Kenny, injured at Harrison.

June 1st.—Thomas Mitchell, injured at Millham Junction.

June 7th.—Alexander Bernee, injured at Stelton.

June 10th.—Edward V. Boggs, injured at Franklin Park.

June 11th.—George Jackson, injured at Trenton.

June 24th.—Harry M. Brown, injured at Waverly.

July 1st.—Wilbert L. Brunt, killed at Rahway.

July 11th.—An unknown man, killed at Waverly.

July 14th.—William King, injured af Newark.

July 29th.—Philip Decker, injured at Deans.

August 1st.—William Thomas Brookins, injured at Menlo Park.

August 4th.—Jonn H. Lewis, injured at South Elizabeth.

August 11th.—An unknown man, killed at Rahway.

August 12th.—Frank Hoffman, injured at Newark.

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August 18th.—William Hennessey, killed at Trenton.

August 22d.—Joseph Henney, injured at Deans.

September 7th.—Adam Black, killed at Jersey City.

September 9th.—Annie Robinson, killed at Linden.

September 19th.—An unknown man, injured at Marion.

September 21st.—Charles Robinson, injured at Newark.

September 26th.—An unknown man, killed at Millham Junction.

September 26th.—An unknown man, killed at Millham Junction.

September 28th.—J. J. Hannigan, injured at Newark.

September 29th.—William Cook, killed at Meadows.

October 5th.—An unknown man, injured at Newark.

October 5th.—An unknown man, injured at Newark.

October 25th.—John S. Goscko, killed at Perth Amboy.

November 11th.—An unknown man, killed New Brunswick.

November 16th.—An unknown man, killed at Millham Junction.

November 21st.—Scott Brose, injured at Trenton.

December 13th.—Thomas Gilmore, killed at Millham Junction.

Persons killed or injured by moving trains while crossing the tracks.

January 23d.—Conzalato Sparzza, injured at Jersey City. —— ——, conductor; T. B. Jones, engineman.

February 11th.—John Wortman, injured at Iselin. J. R. Cornell, conductor; G. B. Taylor, engineman.

February 19th.—H. L. Rugge, injured at Jersey City. W. George, conductor; G. Gillen, engineman.

March 5th.—Isaac Fleishman, killed at Stelton. W. H. Post, conductor; I. D. Fry, engineman.

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March 24th.—Salvatio L. Laizo, killed at Newark. J. R. Cornell, conductor; G. B. Taylor, engineman.

March 27th.—John Devand (colored), killed at Newark. H. D. Danenhour, conductor; J. H. Ellis, engineman.

March 30th.—Louis Edelstein, injured at Rahway. J. E. Beach, conductor; G. H. Morrison, engineman.

May 4th.—Martin Kelty, injured near Monmouth Junction. E. H. Elmhirst, conductor; G. T. Auchter, engineman.

May 15th.—Henry Long, injured at Franklin Park. W. N. Stults, conductor; L. D. Morrison, engineman.

May 26th.—Mrs Margaret Nisch, injured at Newark. T. J Thomas, conductor; P. F. Schaller, engineman.

August 4th.—Carl Anderson, injured at Newark. J. M. Curran, conductor; G. B. Taylor, engineman.

August 13th.—Mrs. Theresa McMurdo, killed at Newark. R. W. Gamble, conductor; A. F. Purt, engineman.

August 16th.—Thomas O'Donnell, killed at Waverly. E. U. Garretson, conductor; J. A. Van Nuys, engineman.

September 7th.—John Cretza, injured at Harrison. C. C. Howard, conductor; J. Meaney, engineman.

September 30th.—Edward Richardson, injured at Newark. M. R. Burns, conductor; C. H. Blumer, engineman.

October 4th.—C. W. Boynton, killed at Woodbridge. D. B. Tice, conductor; L. Bates, engineman.

November 11th.—Charles Berger, killed at Newark. C. R. Evans conductor; G. H. Burton, engineman.

November 17th.—Mrs. Mary Grove, killed at Harrison. D. Kilcommons, conductor; L. D. Morrison, engineman.

November 24th.—Henry Carter, injured at Newark. John Frank, conductor; B. Rossell, engineman.

December 15th.—August Foster, injured at Harrison. W. J. Murphy, conductor; John Turner, engineman.

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December 19th.—W. Schnable, injured at Newark. W. A. Boulton, conductor; J. P. Freeman, engineman.

Persons other than employes killed or injured in other ways than as above stated.

January 5th.—Lewis Height, injured while stealing ride on a freight train at Millham Junction. W. B. Fenton, conductor; H. Metz, engineman.

January 14th.—H. Lavine, injured while stealing ride on a freight train at Monmouth Junction. C. Womelsdorf, conductor; J. H. Mason, engineman.

January 16th.—Samuel Anderson, injured while stealing ride on a freight train at Princeton Junction. E. Harrison, conductor; C. Martin, engineman.

February 9th.—W. Disbrow, injured by glass from a broken car window at Meadows. L. P. Booz, conductor; C. Naimby, engineman.

February 19th.—Patrick Murphy, injured while stealing ride on a freight train at Rahway. —— —— conductor; —— —— engineman.

March 9th.—An unknown man had hand caught in a car door and injured at Marion. W. A. Boulton, conductor; W. H. Gordon, Jr., engineman.

March 9th.—Mrs. W. J. Perrine injured by being struck by a baggage barrow while alighting from a train at Jersey City. J. D. Johnson, conductor; William Gies, engineman.

March 29th.—John Shields, injured by glass from a broken car window at Harrison. L. Hoxworth, conductor; J. McGinley, engineman.

April 1st.—Mrs. J. C. Coleman, injured by glass from a broken car window at Newark. J. W. Bostwick, conductor; J. P. Rood, engineman.

April 4th.—Stevens Dennightus killed while stealing ride on a freight train at Harrison. G. B. Hengst, conductor; T. Mount, engineman.

April 25th.—Mrs. F. Fickelstein injured by glass from a broken car window at Princeton Junction. G. W. Phillips, conductor; R. Schuhardt, engineman.

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April 28th.—H. R. Trainer, hand caught by car door and injured, at Newark. William Gee, conductor; P. F. Schaller, engineman.

May 4th.—Thomas Doyle injured while stealing ride on a freight train at Meadows. W. Webber, conductor; J. M. Bickel, engineman.

May 4th.—James Mullen injured while stealing ride on a freight train at Perth Amboy Junction. W. Byrne, conductor; J. Toms, engineman.

May 11th.—Thomas Mulligan injured while stealing ride on a freight train at Rahway. E. Booth, conductor; J. H. Mason, engineman.

May 19th.—John Carlane injured by glass from a broken car window at Elizabeth. E. C. Cline, conductor; H. P. McMichael, engineman.

May 28th.—D. H. Brake (child) injured by falling from a car window at Jersey City. C. Campbell, conductor; W. Baldwin, engineman.

June 17th.—Joseph Gladstine (boy), injured while playing on the tracks at South Trenton. J. McLaughlin, conductor; F. A. Blakesley, engineman.

June 21st.—Frederick Staub, killed while crossing over between moving freight cars at Newark. M. R. Burns, conductor; C. H. Blumer, engineman.

June 27th.—George Ness, injured while stealing ride on a freight train at Jersey City. M. Caulfield, conductor; J. S. Van Nostrand, engineman.

June 29th.—William Balke, injured while lying on a piece of lumber alongside a track at Jersey City. P. A. Higgins, conductor; J. B. Fine, engineman.

July 1st.—Dr. E. A. Lee, injured while lowering a car window blind at Newark. W. A. Boulton, conductor; I. A. Van Pelt, engineman.

July 10th.—An unknown woman injured by falling while alighting from a train at Elizabeth. G. H. Williams, conductor; G. La Bar, engineman.

July 10th.—Joseph Murphy, injured while stealing ride on a freight train at Newark. H. E. Christian, conductor; H. F. Hoesley, engineman.

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July 13th.—Joseph Knelly, injured while stealing ride on a freight train at East Brunswick. J. Murfit, conductor; J. M. Bickel, engineman.

July 18th.—Mrs. John McGrain, injured by falling from a car seat at Jersey City. W. H. Sanders, conductor; C. H. Traphagen, engineman.

July 18th.—James Brown, injured while asleep on a track at Newark. J. A. Foster, conductor; S. P. Ross, engineman.

July 20th.—Joseph McDonough, injured by ballast flying from under a passing train at Linden. J. M. Fitzgerald, conductor; D. W. J. Mahoney, engineman.

July 20th.—An unknown woman, injured by falling while alighting from a train at Jersey City. T. J. Thomas, conductor; C. H. Traphagen, engineman.

July 27th.—William Westcott, injured while stealing ride on a freight train at Harrison. W. Wheelan, conductor; J. Huff, engineman.

August 10th.—An unknown man, injured by a car door closing on his hand at Rahway. H. W. Headley, conductor; T. Lawlor, engineman.

August 16th.—C. Warrington, injured while stealing ride on a freight train at Newark. P. F. O'Neil, conductor; M. F. Reilly, engineman.

August 17th.—A. H. Manell (boy), injured by a car door closing on his hand at Newark. T. J. Moran, conductor; T. H. Cadell, engineman.

September 4th.—Mrs. Ydel Carroll, injured by glass from a broken car window at Marion. J. H. Moore, conductor; W. P. Garabrant, engineman.

September 7th.—Edward Maiter, injured by a car door closing on his hand at New Brunswick. O. A. Swenson, conductor; W. H. Gordon, engineman.

September 15th.—W. E. Davis, injured by being struck by a candleholder falling from its fastening in a coach at Jersey City. W. H. Merritt, conductor; G. Woolsey, engineman.

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September 15th—Cresenti Messner, injured while picking coal from under cars at Meadows. E. J. Armstrong, conductor; G. Lutz, engineman.

September 18th.—A. Meyers, struck by a lantern and injured at Jersey City. J. H. McLaughlin, conductor; H. L. Roe, engineman.

September 25th.—E. Knapp, injured while stealing ride on a freight train at South Trenton. H. Stewart, conductor; C. Cole, engineman.

September 30th.—B. H. Levy, injured by falling while running to get on a train at Rahway. F. E. Wyckoff, conductor; J. Meaney, engineman.

October 8th.—George Sauer, injured by a car window falling on his hand at Jersey City. E. U. Garretson, conductor; J. Meaney, engineman.

October 11th.—Michael Wall, injured by falling from a moving train at Kingston. W. N. Stults, conductor; George Skirm, engineman.

October 21st.—John Brown, injured while stealing ride on a freight train at Rahway. R. Allen, conductor; F. Shipman, engineman.

October 22d.—Louis Seiler, injured by glass from a broken car window at Elizabeth. J. Nolan, donductor; M. F. Lee, engineman.

November 1st.—D. Sheehan, J. Hughes and H. Horan, injured while walking alongside of tracks at Marion. E. U. Garretson, conductor; P. F. Schaller, engineman.

November 14th.—A. B. Watson, injured by a car door closing on his hand at Metuchen. W. W. Terry, conductor; J. H. Warren, engineman.

November 22d.—Albert Smith, injured by glass from a broken car window at Trenton. J. Brown, conductor; J. H. Vandegrift, engineman.

November 24th.—Patrick Walsh, injured by being caught between a car and post of a building at Jersey City. M. Caulfield, conductor; H. L. Roe, engineman.

November 25th.—N. Blum, injured by falling while alighting from a train at Jersey City. W. A Boulton, conductor; I. A. Van Pelt, engineman.

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December 15th.—Mrs. S. M. Lyon, injured by hand being caught by a car door at Trenton. A. N. Ritter, conductor; W. Keefe, engineman.

Employes killed or injured while coupling or handling cars at stations.

January 1st.—C. A. Simpson, injured at Meadows. M. King, conductor; J. W. Donely, engineman.

January 2d.—Henry Bigler, injured at Monmouth Junction. J. F. Green, conductor; J. Dennison, engineman.

January 2d.—A. L. Snedeker, injured at Meadows. A. L. Smith, conductor; W. P. Smith, engineman.

January 5th.—B D. Perry, injured at Newark. J. Frank, conductor; B. Rossell, engineman.

January 6th.—H. T. Lowenberg, injured at Jersey City. W. Kindred, conductor; H. E. Johnson, engineman.

January 6th.—George Wilson, injured at Harrison. E. J. Armstrong, conductor; E. W. Caswell, engineman.

January 9th.—George Latimer, injured at Newark. C. P. More, conductor; John Ryan, engineman.

January 11th.—A. D. Carter killed, and John McBride injured, at Metuchen. H. Marshall, conductor; E. Reynolds, engineman.

January 23d.—Edward Litts, injured at Trenton. C. Womelsdorf, conductor; J. H. Mason, engineman.

January 27th.—T. F. Ferguson, injured at Jersey City. M. O'Rourke, conductor; G. W. Bishop, engineman.

January 31st.—R. J. Burns, injured at Harrison. G. Barkman, conductor; F. E. Pierce, engineman.

February 3d.—M. Kane, injured at Jersey City. M. Kane, conductor; H. M. Kinney, engineman.

February 5th.—J. F. Boran, injured at Jersey City. W. J. Sheehan, conductor; C. E. Cook, engineman.

February 5th.—Frank Murphy, injured at Meadows. A. Kraatz, conductor; J. W. Donely, engineman.

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February 6th.—John Lynch, injured at Jersey City. J. E. Westcott, conductor; G. McLaughlin, engineman.

February 6th.—J. E. Meaney, injured at Jersey City. P. J. Quinn, conductor; E. D. Martin, engineman.

February 9th.—T. J. Higgins, injured at Meadows. W. H. Burke, conductor; F. Ethridge, engineman.

February 19th.—T. F. Barry, injured at Stelton. B. F. Wiltse, conductor; W. H. Bantom, engineman.

February 23d.—John Smith, injured at East Brunswick. Jonas Hager, conductor; J. McGrady, engineman.

February 23d.—Peter McQueen, injured at Jersey City. J. E. Venner, conductor; T. Mooney, engineman.

February 26th.—Charles Foster, injured at Jersey City. L. Carley, conductor; J. M. Slater, engineman.

February 28th.—J. J. Cannon, injured at Jersey City. J. A. Quinn, conductor; J. H. Mason, engineman.

March 3d.—J. D. Thompson, injured at Jersey City. H. W. Truax, conductor; C. W. Ferguson, engineman.

March 4th.—George H. White, injured at Jersey City. F. Amerman, conductor; W. Roberts, engineman.

March 7th.—Stephen E. Burke, injured at Jersey City. J. E. Venner, conductor; J. Hall, engineman.

March 15th.—Henry Hamilton, injured at Meadows. S. W. Horner, conductor; H. J. Fackenthall, engineman.

March 15th.—Patrick Foley, injured at Jersey City. J. F. Mack, conductor; M. G. Clendenny, engineman.

March 15th.—M. Guyott, injured at Rahway. E. H. Elmhirst, conductor; J. A. Barry, engineman.

March 19th.—T. F. Josephs, injured at Trenton. W. T. Sharp, conductor; A. P. Swem, engineman.

March 23d.—F. Landmesser, injured at Jersey City. F. Landmesser, conductor; W. Nunnemacher, engineman.

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March 25th.—F. J. Frawley, injured at Woodbridge. G. Stewart, conductor; P. Regan, engineman.

March 27th.—Cornelius McKering, injured at Meadows. A. J. Rogg, conductor; E. W. Caswell, engineman.

March 28th.—Harry Quiers, injured at Waverly. A. Lebengood, conductor; J. I. Keefer, engineman.

April 6th.—H. A. Seeds, injured at Monmouth Junction. S. Travis, conductor; W. Woolsey, engineman.

April 8th.—Frank J. McArthur, injured at Jersey City. J. F. Conway, conductor; G. McLaughlin, engineman.

April 11th.—R. A. Walsh, injured at Monmouth Junction. R. Allen conductor; G. T. Auchter, engineman.

April 12th.—J. Fitzgerald, injured at Jersey City. J. Fitzgerald, conductor; J. S. McKenzie, engineman.

April 13th.—George F. Smith, injured at Jersey City. —— ——, conductor; —— ——, engineman.

April 14th.—E. L. Freeman, injured at Perth Amboy Junction. O. A. Swenson, conductor; W. H. Gordon, engineman.

April 18th.—C. Dotterwick, injured at Jersey City. P. J. Hand, conductor; J. Capner, engineman.

April 20th.—John L. Keegan, injured at Meadows. J. Moyle, conductor; F. Hyde, engineman.

April 23d.—James J. Jennings, injured at Jersey City. P. J. Quinn, conductor; J. W. Boice, engineman.

April 27th.—P. J. McQueen, injured at Jersey City. M. Kane, conductor; J. W. Boice, engineman.

April 30th.—C. F. Wyckoff, injured at Jersey City. M. Kane, conductor; J. W. Boice, engineman.

May 12th —J. J. Lyons, injured at Meadows. Thomas Coyne, conductor; W. Middlesworth, engineman.

June 2d.—George Davis, injured at Jersey City. F. Hartman, conductor; F. Lozier, engineman.

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June 6th —John Pierson, injured at Meadows. C. Huncke, conductor; W. H. Vandewater, engineman.

June 7th.—D. M. Meagher, injured at Jersey City. M. McGovern, conductor; J. Egan, engineman.

June 7th.—William B. Winner, injured at Newark. G. Barkman, conductor; F. E. Pierce, engineman.

June 17th.—D. J. Gorman, injured at Meadows. T. Coyne, conductor; W. Middlesworth, engineman.

June 25th.—J. E. Venner, injured at Jersey City. O. Fleming, conductor; J. Hall, engineman.

June 29th.—R. J. McHenry, injured at Meadows. R. Dingley, conductor; D. Buckley, engineman.

July 1st.—Stephen Burke, injured at Jersey City. J. Ferry, conductor; W. Curran, engineman.

July 4th.—A. G. Maphet, injured at Meadows. A. Kraatz, conductor; J. W. Donely, engineman.

July 6th.—William Creutzburg, injured at Meadows. P. J. Clark, conductor; F. Ethridge, engineman.

July 7th.—Peter Fitzpatrick, injured at Meadows. W. J. Hendricks, conductor; H. L Carpenter, engineman.

July 9th.—P. A. Higgins, injured at Jersey City. P. A. Higgins, conductor; J. B Fine, engineman.

July 10th.—Christopher Graham, injured at Jersey City. P. J. Hand, conductor; J. Capner, engineman.

July 12th.—H. M. Clark, injured at Newark. C. P. More, conductor; John Ryan, engineman.

July 12th.—E. S. Black, injured at Jersey City. —— ——, conductor; —— ——, engineman.

July 18th.—J. H. Fulmer, killed at Jersey City. H. H. Shafer, conductor; J. W. Horn, engineman.

July 25th.—A. H. Gilbert, injured at Jersey City. P. J. Hand, conductor; J. Capner, engineman.

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July 29th.—P. J. McElroy, injured at Newark. M. R. Burns, conductor; C. H. Blumer, engineman.

August 1st.—James Culnen, injured at Meadows. James Culnen, conductor; C. W. Williams, engineman.

August 6th.—David W. Adams, injured at Jersey City. W. G. Sisson, conductor; W. H. Coulson, engineman.

August 24th.—P. Nolan, injured at Jersey City. C. Robinson, conductor; W. C. Johnson, engineman.

August 27th.—H. Dunlap, injured at Jersey City. J. E. Venner, conductor; W. C. Johnson, engineman.

September 1st.—W. B. Winner, injured at Harrison. George Barkman, conductor; F. E. Pierce, engineman.

September 8th.—H. F. Berry, injured at Meadows. L. McDonald, conductor; A. Bennett, engineman.

September 11th.—George Stalknecht, injured at Meadows. P. Noon, conductor; C. A. Thomas, engineman.

September 25th.—F. C. Clark, injured at Jersey City. P. A. Higgins, conductor; E. P. Hutton, engineman.

October 5th.—Thomas F. Ferguson, injured at Jersey City. A. J. Rogg, conductor; E. P. Hutton, engineman.

October 7th.—C. M. Wadleigh, injured at Meadows. P. Noon, conductor; C. W. Martin, engineman.

October 11th.—Philip Stiro, injured at East Brunswick. H. Linthurst, conductor; F. H. Silvers, engineman.

October 16th.—John Coffield, injured at Jersey City. William Myers, conductor; A. H. Howell, engineman.

October 18th.—E. F. Blake, injured at Meadows. W. H. Burke, conductor; C. A. Thomas, engineman.

October 18th.—Philip Kelly, injured at Jersey City. Philip Kelly, conductor; W. L. Murweis, engineman.

October 18th.—David W. Adams, injured at Jersey City. M. Bodell, conductor; W. H. Coulson, engineman.

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October 29th.—J. J. Duffy, killed at Jersey City. M. Caulfield, conductor; H. L. Roe, engineman.

November 1st —William T. Ash, injured at Meadows. R. E. Green, conductor; H. B. Eldridge, engineman.

November 3d.—F. D. Swain, injured at Rahway. H. W. Truax, conductor; J. M. Bickel, engineman.

November 4th.—J. E. Jones, Jr., injured at Jersey City. John Devers, conductor; T. Connors, engineman.

November 7th.—J. E. Meaney, injured at Jersey City. C. P. Wyckoff, conductor; J. W. Boice, engineman.

November 7th.—T. F. Grace, injured at Jersey City. W. McLaughlin, conductor; E. A. Titman, engineman.

November 10th —John Devers, injured at Jersey City. P. Carroll, conductor; T. Connors, engineman.

November 11th.—Andrew Frey, injured at Jersey City. A. Schirrle, conductor; J. A. Boehm, engineman.

November 17th.—T. F. Grace, injured at Jersey City. P. Mullin, conductor; P. Metz, engineman.

November 18th.—D. J. Sullivan, injured at Jersey City. J. Geraghty, conductor; H. Fleigauf, engineman.

November 18th.—Hugh Gilmartin, injured at Jersey City. F. Courtney, conductor; W. Murweis, engineman.

November 19th.—A. White, injured at Meadows. T. W. Dempsey, conductor; C. W. Scott, engineman.

November 19th.—J. Costello, injured at Meadows. T. W. Dempsey, conductor; C. W. Scott, engineman.

November 20th.—James O'Donnell, injured at South Elizabeth. J. Dougherty, conductor; B. M. Lupton, engineman.

November 26th.—M. Caulfield, injured at Jersey City. M. Caulfield, conductor; H. L. Roe, engineman.

November 27th.—M. A. Gilseman, injured at Jersey City. P. A. Higgins, conductor; J. B. Fine, engineman.

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November 30th.—William Myers, injured at Jersey City. T. J. Boyle conductor ; A. H. Howell, engineman.

December 2d.—G. Whingates, injured at Perth Amboy. G. H Williams, conductor ; J. Meaney, engineman.

December 11th.—F. Landmesser, injured at Jersey City. F. Landmesser, conductor ; H. Cochran, engineman.

December 11th.—J. F. Moran, injured at Meadows. T. J. Carmody, conductor ; F. J. Creveling, engineman.

December 12th.—E. J. Carney, injured at Jersey City. P. Brown conductor ; E. P. Hutton, engineman.

December 13th.—Thomas Hughes, injured at Jersey City. H. Menig, conductor ; F. A. Henneman, engineman.

December 14th.—Nicholas Carroll, injured at Jersey City. Nicholas Carroll, conductor ; J. P. Mason, engineman.

December 14th.—James Kane, injured at Meadows. W. T. Sharp conductor; E. Reynolds, engineman.

December 15th.—Conrad Nitzell, injured at Marion. T. Dempsey, conductor ; W. H. Holland, engineman.

December 16th.—L. K. Reynolds, injured at Jersey City. J. A. Quinn, conductor ; J. A. Boehm, engineman.

December 17th.—F. J. Walters, injured at Waverly. M. R. Burns, conductor ; C. H. Blumer, engineman.

December 17th.—John Gaffney, injured at Meadows. A. Kraatz, conductor ; J. W. Donnelly, engineman.

December 21st.—H. G. Bunker, injured at Jersey City. M. McGrath, conductor; H. E. Johnson, engineman.

December 22d.—A. H. Barber, injured at Trenton. T. F. Bruton, conductor; P. J. Lawton, engineman.

December 25th.—P. A. C. Nyggard, injured at Jersey City. J. Leonard, conductor; E. W. Gwinnell, engineman.

December 26th.—John A. Bahr, injured at Jersey City. P. Burke, conductor ; William C. Wilson, engineman.

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December 28th.—Keron P. Kelly, injured at Rahway. E. Booth, conductor; J. H. Mason, engineman.

Employes Killed or Injured by Accident as Stated.

January 3d.—E. M. Meeker, killed while walking on a track at Marion. W. Dawson, conductor; J. C. Knowles, engineman.

January 17th.—Giovanno Marrazzo and Antonio Silvestro, killed while at work on the tracks at Monmouth Junction. S. Knowles, conductor; D. W. Kerr, engineman.

January 17th.—Thomas D. Reilly, killed by jumping from an engine in front of a train at Millham Junction. J. W. Bostwick, conductor; L Myers, engineman.

January 18th.—John McNamara and Joseph Burns, injured by collision of cars at Jersey City. P. Mullins, conductor; P. Metz, engineman.

January 18th.—Thomas McCue, injured by jumping from a moving train at Marion. P. F. Corey, conductor; B. F. Smith, engineman.

January 25th.—William Brophy, injured while at work on the tracks at Trenton. W. Davis, conductor; J. M. Bickel, engineman.

January 27th.—John J. Keenoy, injured by barrow tilting while putting coal in an engine tender at Jersey City. N. Brown, conductor; E. P. Hutton, engineman.

February 1st.—Martha Cooper, injured by falling while cleaning a car at Trenton. H. H. Taylor, conductor; C. Lees, engineman.

February 3d.—John Grogan, injured by derailment of a car at South Elizabeth. F. Amerman, conductor; W. Roberts, engineman.

February 12th.—H. Jennings, injured by falling from an engine at Millstone Junction. W. H. Burroughs, conductor; H. A. Martindale, engineman.

February 13th.—O. A. Swenson, injured by collision at Voorhees. O. A. Swenson, conductor; J. S. Van Nostrand, engineman.

February 15th.—W. Heaney, injured by a trunk falling in a baggage car at Metuchen. E L. Titus, conductor; C. N. Devinney, engineman.

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February 17th.—Jacob Ohlinger, injured while standing on tracks at Meadows. E. Ryan, conductor; J. Kugler, engineman.

February 24th.—G. W. Lanning, injured by striking his leg with a coal pick at Jersey City. W. H. Baufield, conductor; W. H. Coulson, engineman.

February 26th.—Ernest Kegel, injured by falling from a moving train at Meadows. Ernest Kegel, conductor; H. T. Carpenter, engineman.

March 4th.—Eugene M. Lippincott, fatally injured by falling from a moving train at East Brunswick. H W. Truax, conductor; W. P. Smith, engineman.

March 9th.—John Bushell, killed by falling from a moving train at Meadows. A. J Rogg, conductor; A. E. Harris, engineman.

March 14th.—J. P. Kirwin, injured by falling from an engine at Millstone Junction. E. B. Dalrymple, conductor; P. J. Lawton, engineman.

March 27th.—C. W. Ward, injured while at work on the tracks at Jersey City. R. Davis, conductor; J. S. Sullivan, engineman.

April 3d.—C. Rothemeyer, killed while patrolling tracks at Monmouth Junction. J. B. Miller, conductor; S. Simpson, engineman.

April 3d.—Philip F. George, injured while getting on a moving train at Jersey City. W. H. Brooks, conductor; J. R. Todd, engineman.

April 5th.—M. S. Mason, injured by trapdoor of vestibule coach falling on his foot at Trenton. J. B. Miller, conductor; L. Bates, engineman.

April 11th.—J. F. Moran, injured by falling while going over a car at Meadows. H. W. Truax, conductor; W. Cooper, engineman.

April 12th.—John Gerbery, injured while at work on the tracks at Newark. M. H. Garrigan, conductor; F. Overbaugh, engineman.

April 13th.—Thomas J. Moran, injured by falling into turn-table pit at Perth Amboy Junction. Thomas J. Moran, conductor; J. A. Van Nuys, engineman.

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April 15th.—M. J. Walker, injured by a cinder in his eye at Metuchen. W. T. Sharp, conductor; E. Reynolds, engineman.

April 15th.—Milton J. Bard, struck by a stand-pipe and injured at Millham Junction. Simon Brown, conductor; B. Jaquett, engineman.

April 16th.—W. H. Bowne, injured while assisting to unload a car at Waverly. John Cafferty, conductor; W. J. Burton, engineman.

April 19th.—W. Osborn, injured by glass from a broken car door at Monmouth Junction. J. Brown, conductor; J. M. Cook, engineman.

April 20th.—H. Poland, injured by falling from a car at Newark. T. J. Denniston, conductor; J. H. Vandegrift, engineman.

April 25th.—Harry Clark, injured by falling through a bridge while drilling cars at Newark. M. R. Burns, conductor; C. H. Blumer, engineman.

April 26th.—J. E Kenahan, injured while throwing a switch at Jersey City. J. Geraghty, conductor; H. Fleigauf, engineman.

May 2d.—M. Spille, injured while throwing a switch at Jersey City. M. Spille, conductor; F. Disbrow, engineman.

May 5th.—C. H. Hogentogler, injured by coal falling in tender of engine at Lawrence. Adam Green, conductor; D. Loyman, engineman.

May 5th.—H. Wilson, injured by collision of cars at Jersey City. H. Garr, conductor; J. A. Boehm, engineman.

May 8th.—J. J. Kiloran, injured while standing on track at Jersey City. C. Robinson, conductor; W. C. Johnson, engineman.

May 11th.—Joseph Fallon, injured by falling while marking cars at Marion. Joseph Fallon, conductor; J. A. Boehm, engineman.

May 17th.—David J. Gorman, injured by falling from pilot of an engine at Meadows. Charles Huncke, conductor; W. H. Vandewater, engineman.

May 17th.—A Frey, injured by a stone thrown at train at Jersey City. T. Dempsey, conductor; W. H. Holland, engineman.

May 19th.—J. J. Jamison, injured by breaking a lantern globe at Jersey City. L. F. Shine, conductor; J. B. Fagins, engineman.

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May 23d.—Bridget Bannon, injured by collision of cars at Jersey City. M. Caulfield, conductor; C. Martin, engineman.

May 25th.—Henry Gee, injured by falling from a car at Jersey City. M. Kane, conductor; F. Hyde, engineman.

May 28th.—Michael F. Riley, injured while disconnecting side rod of an engine at Lawrence. P. O'Neill, conductor; Michael F. Riley, engineman.

May 31st.—William Myers, injured by stepping on a coupling-pin while getting off a car at Jersey City. F. J. Boyle, conductor; H. T. Carpenter, engineman.

May 31st.—F. J. Creveling, injured by striking a lamp post at Marion. H. Dilts, conductor; F. J. Creveling, engineman.

June 2d.—John Pisko, injured by jumping from a car and falling at Princeton Junction. T. C. Wharton, conductor; W. H. Miller, engineman.

June 2d.—Ralph Stillman, injured by foot slipping while stepping on pilot of an engine at Rocky Hill. W. N. Stults, conductor; L D. Morrison, engineman.

June 3d.—J. J. Cannon, injured by falling while getting off a car at Jersey City. P. J. Hand, conductor; J. Capner, engineman.

June 7th.—B. B. Weidener, injured by coming in contact with an overhead bridge at Jersey City. J. Berry, conductor; A. E. Lott, engineman.

June 8th.—Martin Lee, finger caught and injured while getting off an engine at Monmouth Junction. M. Kennedy, conductor; Martin Lee, engineman.

June 16th.—Michael Joyce, fatally injured while crossing tracks at Jersey City. Peter Mackin, conductor; E. P. Hutton, engineman.

June 19th.—James Russell, injured while throwing a switch at Jersey City. M. J. Atcheson, conductor; F. W. Ryan, engineman.

June 19th.—August Sheafhauser and Walter B. Dye, killed while at work on the tracks at Plainsboro. L. M. Silance, conductor; J. W. Hartman, engineman.

June 19th.—John J. Gibbons, injured by falling from a car at Jersey City. W. Byrne, conductor; James Reilly, engineman.

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June 20th.—Michael Krupe, killed while walking on tracks at South Elizabeth. —— ——, conductor; —— ——, engineman.

June 25th.—William O'Donnell, injured by falling from a car at Jersey City. J. E. Westcott, conductor; F. Hyde, engineman.

June 27th.—H. W. Baker, injured by stepping on a stone while getting off a car at Jersey City. L. Carley, conductor; —— ——, engineman.

June 29th.—Robert D. Titus, injured by falling from a car at Waverly. Robert D. Titus, conductor; G. L Hetzel, engineman.

June 30th.—J. H. Gabriel, injured by coming in contact with trackfence while getting on a train at Rahway. F. E. Wyckoff, conductor; J. A. Van Nuys, engineman.

July 3d.—George Faber, injured by falling from an engine at Meadows. Frank Kelly, conductor; W. Middlesworth, engineman.

July 5th.—Frank Maring, injured by coming in contact with trackfence at Newark. Mr R. Burns, conductor; C. H. Blumer, engineman.

July 6th.—James J. Cannon, hand caught and injured by an endgate of a car at Jersey City. J. E. Westcott, conductor; F. Hyde, engineman.

July 8th.—Henry Gee, injured by a cinder in his eye at Jersey City. P. Burke, conductor; J. Ryan, engineman.

July 9th.—C. E. Fitzer, injured by falling while getting off a car at Jersey City. H. Mening, conductor; F. A. Henneman, engineman.

July 10th.—Frank E. Bridgewater, injured by a cinder in his eye at Marion. L. McDonald, conductor; H. Bennett, engineman.

July 14th.—A. Harrison, injured by falling while in a car at Waverly. J. W. Castian, conductor; W. A. Hyland, engineman.

July 15th.—D. J. Stelle, killed by stepping in front of a moving train at Millham Junction. J. Smith, conductor; J. S. Van Nostrand, engineman.

July 17th.—Patrick Burke, struck and injured by an object projecting from a car while walking alongside of a train at Jersey City. Patrick Burke, conductor; J. M. Regan, engineman.

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July 17th.—William H. Shay, injured by a piece of coal falling from an engine at Millham Junction. J. F. Dittenhofer, conductor; J. Dennison, engineman.

July 17th.—William Rich, injured by coming in contact with a drawbridge at Newark. William Rich, conductor; W. J. Dugan, engineman.

July 18th.—C. F. Brill, injured by coming in contact with an overhead bridge at Jersey City. J. S. Jobes, conductor; W. E. Powers, engineman.

July 18th.—J. B. Fluharty, injured by hand being caught under a wheel while cleaning ash pan of an engine at Millstone Junction. G. B. Hengst, conductor; C. Scull, engineman.

July 21st.—H. J. Ferris, injured by falling from a car at Meadows. E. Kegel, conductor; H. H. Blore, engineman.

July 23d.—George F. Drake, injured by lading of a car shifting at Jersey City. C. Robinson, conductor; W. C. Johnson, engineman.

July 25th.—J. C. Cash, injured by arm being caught between spokes of engine driving-wheel and saddle-spring at Jersey City. F. Farber, conductor; L. Myers, engineman.

July 31st.—H. T. Carpenter, injured by hand being caught between a bar and door of engine furnace at Jersey City. M. Caulfield, conductor; H. T. Carpenter, engineman.

August 1st—Patrick O'Brien, fatally injured while at work on the tracks at Jersey City. George McNally, conductor; T. J. Egan, engineman.

August 9th.—George N. Moore, hand injured while putting coal in an engine furnace at Jersey City. P. J. Hand, conductor; J. Capner, engineman.

August 9th.—George, Dudash, killed while at work on the tracks at Iselin. L. M. Silance, conductor; John Bender, engineman.

August 15th.—R. Summer, injured by being caught between a car and platform at Jersey City. A. McTaggart, conductor; M. F. Lee, engineman.

August 16th.—J. J. Coll, injured by a brake-stick while applying brakes at Millstone Junction. H. Linthurst, conductor; J. G. Warwick, engineman.

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August 16th.—C. T. Rambo, fatally injured by falling from an engine at Waverly. J. Fellona, conductor; G. R. Maxon, engineman.

August 18th.—F. Maring, injured by falling while getting off a car at Newark. M. R. Burns, conductor; C. H. Blumer, engineman.

August 19th.—James Kane, injured by striking bridge-guard at North Elizabeth. W. T. Sharp, conductor; J. H. Jackson, engineman.

August 21st.—Joseph McDonald, fatally injured by falling from a car at Jersey City. J. Geraghty, conductor; G. W. Zengle, engineman.

August 21st.—Charles L. Watson, injured by falling from a freight train at Lawrence. —— ——, conductor; —— ——, engineman.

August 25th.—Thomas Doyle, injured by falling from a car at Jersey City. Philip Mullin, conductor; Peter Metz, engineman.

August 25th.—John Bates, injured by falling from a car at Jersey City. P. J. Quinn, conductor; F. Springstead, engineman.

August 28th.—F. Luskin, injured by being thrown from a bench at Jersey City. B. F. Ellison, conductor; F. J. Creveling, engineman.

August 28th.—Otto Engelbrecht, injured while crossing tracks at Jersey City. —— ——, conductor; C. H. Swem, engineman.

August 30th.—John Mulvey, injured while crossing tracks at Jersey City. J. Geraghty, conductor; G. W. Zengel, engineman.

August 31st.—J. Hogan, injured by falling from a car at Harrison. T. W. Dempsey, conductor; F. J. Creveling, engineman.

September 5th.—J. O. Minary, injured by falling from a car at Princeton Junction. Riley Snook, conductor; M. Hogan, engineman.

September 13th.—H. W. Cannon, injured while throwing a switch at Meadows. J. Lythgoe, conductor; F. C. Shotwell, engineman.

September 14th.—M. J. Walker, injured by collision of cars at Elizabeth. W. T. Sharp, conductor; E. Reynolds, engineman.

September 14th.—J. A. Quinn, injured by striking his leg while getting off an engine. J. A. Quinn, conductor; J. P. Mason, engineman.

September 17th.—Charles A. Meyers, injured by falling over switch wires at Princeton Junction. I. Manuel, conductor; A. J. Keech, engineman.

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September 18th.—R. Hewitt, injured by falling from a car at Meadows. Charles McNally, conductor; D. Carr, engineman.

September 20th.—John Pisco, injured by thumb being caught between car door and casing at Trenton. T. C. Wharton, conductor; H. Miller, engineman.

September 25th.—J. McD. Pate, injured by falling from a car at South Elizabeth. A. Michaels, conductor; G. Dougherty, engineman.

September 25th.—D. J. Gorman, injured by lading of car shifting at Meadows. J. J. Cannon, conductor; H. H. Blore, engineman.

September 26th.—G. H. White, injured by falling from a car at Newark. F. Amerman, conductor; W. Roberts, engineman.

September 29th.—Michael Keady, injured while crossing tracks at Jersey City. P. A. Higgins, conductor; J. B. Fine, engineman.

September 29th.—T. P. Gearey, injured while attempting to get on a freight train at Marion. —— ——, conductor; —— ——, engineman.

September 30th.—Michael Egan, injured while crossing bridge over Hackensack river, Meadows. W. W. Branson, conductor; T. H. Cadell, engineman.

October 3d.—James Hargrove, injured by falling and foot being caught under a car at Waverly. James Hargrove, conductor; J. S. Van Nostrand, engineman.

October 4th.—William Percy, injured by falling while getting off a car at Millstone Junction. H. W. Truax, conductor; R. A. Golding, engineman.

October 4th.—Bernard Weir, fatally injured while crossing tracks at Jersey City. W. H. McLaughlin, conductor; W. H. Nunnemacher, engineman.

October 7th.—William Burbank, injured while crossing tracks at Jersey City. J. Brown, conductor; W. W. Lyon, engineman.

October 7th.—Charles O'Donnell, injured while patrolling tracks at Meadows. J. E. Westcott, conductor; L. B. Mead, engineman.

October 7th.—D. F. Frawley, injured by collision of cars at Metuchen. J. Lythgoe, conductor; F. C. Shotwell, engineman.

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October 8th.—L. K. Reynolds, injured by striking roof of a building at Jersey City. M. McGrath, conductor; E. A. Titman, engineman.

October 8th.—H. A. Frawley, injured by collision of cars at Jersey City. W. J. Atcheson, conductor; J. W. Boice, engineman.

October 10th.—M. McLaughlin, injured by a trap-door of a coach falling on his foot at Trenton. J. B. Miller, conductor; J. Huber, engineman.

October 10th.—Eugene J. Williams, killed by falling from a moving train at Rahway. J. A. Keenan, conductor; C. R. Creevey, engineman.

October 11th.—Roso Groom, injured while unloading cross-ties from a car at Monmouth Junction. T. C. Wharton, conductor; W. H. Miller, engineman.

October 11th.—Arthur Biron, injured by falling from a car at Jersey City. C. Vanderhooff, conductor; J. Capner, engineman.

October 12th.—John Giessler, caught between cars on parallel tracks and injured at Waverly. I. F. Arnold, conductor; J. Norton, engineman.

October 13th —William O'Donnell, fatally injured by falling from a moving train at Meadows. P. F. Brennan, conductor; G. Gillen, engineman.

October 13th.—Simon Halliwell, injured by falling from a car at Jersey City. J. W. Greenleaf, conductor; M. G. Clendenny, engineman.

October 14th.—Henry Last, injured by collision of cars at Jersey City. F. Landmesser, conductor; H. Cochran, engineman.

October 15th.—Michael O'Brien, injured by falling from a car at Jersey City. C. J. Hetherington, conductor; F. Hyde, engineman.

October 15th.—H. B. Himelright, injured by falling while getting off a car at Meadows. H. Dilts, conductor; M. K. Packer, engineman.

October 16th.—C. P. Clark, injured by falling from a car at Elizabeth. M. H. Garrigan, conductor; F. V. Overbaugh, engineman.

October 16th.—James Hunter, injured while applying brakes at Jersey City. Peter Mackin, conductor; E. P. Hutton, engineman.

October 17th.—Edwin S. Ross, injured by falling from an engine at Jersey City. M. Purcell, conductor; C. Cozzens, engineman.

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October 17th.—M. B. McManus, injured by attempting to get on a moving train at Jersey City. W. A. White, conductor; C. R. Creevey, engineman.

October 20th.—D. M. Meagher, injured while getting on a moving train at Jersey City. P. Burke, conductor; P. Regan, engineman.

October 21st.—George W. Watts, injured by collision of cars at Meadows. W. H. Burke, conductor; C. A. Thomas, engineman.

October 27th.—F. L. Bradbury, hand caught and injured between lever and holder while scooping water at Monmouth Junction. J. Nolan, conductor; J. H. Emmons, engineman.

October 27th.—P. J. McQueen, injured while getting off a car at Waverly. E. J. Armstrong, conductor; W. C. Jennings, engineman.

October 29th.—August Wien, injured by falling from a moving train at Jersey City. M. Bodell, conductor; W. H. Coulson, engineman.

October 31st.—William D. Collins, injured by falling from a moving train at Meadows. T. F. Boylan, conductor; W. Dugan, engineman.

October 31st.—I. H. Payran, injured by falling from a car at Trenton E. B. Dalrymple, conductor; W. N. Doan, engineman.

October 31st.—C. T. Hartman, injured by falling from an engine at East Brunswick. M. Cannon, conductor; J. M. Delaney, engineman.

November 2d.—B. L. Mooney, injured by striking his foot against a splintered rail while crossing tracks at Jersey City. P. Mackin, conductor; E. P. Hutton, engineman.

November 3d.—Louis Sunricker, injured by falling from a moving train at East Brunswick. J. Brennan, conductor; C. W. Plant, engineman.

November 5th.—E. McKenney, injured by slipping on an apon of an engine tender at Rahway. T. W. Dempsey, conductor; F. J. Creveling, engineman.

November 5th.—F. J. Creveling, injured while drawing fire from an engine at Waverly. T. W. Dempsey, conductor; F. J. Creveling, engineman.

November 8th.—J. M. Bickel, injured by falling from a moving engine at Iselin. T. J. Carmody, conductor; J. M. Bickel, engineman.

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November 15th.—William Meshrow, injured by hand being caught in a car door at Elizabeth. L. P. Booz, conductor; C. Naimby, engineman.

November 18th.—Michael Mescow, killed while patrolling tracks at Perth Amboy Junction. W. H. Burroughs, conductor; W. W. Lyon, engineman.

November 21st.—William J. Faulkner, struck by a train and injured while taking car numbers at Marion. H. Christie, conductor; W. Watson, engineman.

November 21st.—B. Gilbert, killed while crossing tracks at Jersey City. W. J. Murphy, conductor; E. Yeager, engineman.

November 23d.—T. Van Horn, injured by attempting to get on a moving train at Metuchen. T. Van Horn, conductor; H. B. Eldridge, engineman.

November 23d.—J. M. Pate, killed by a passing train while packing hot journal of a car at Harrison. J. Fellona, conductor; G. R. Maxon, engineman.

November 23d.—W. J. Morningred, killed by falling under a moving train at Meadows. W. H. Burke, conductor; H. Hoesley, engineman.

November 24th.—J. R. England, injured by falling from a moving train at North Elizabeth. Joseph Fallon, conductor; J. B. Doyle, engineman.

November 26th.—W. R. Cottrell, injured by jumping from an engine at Waverly. W. A. Boulton, conductor; T. Smith, engineman.

November 27th.—W. D. Baker, injured by falling from a moving train at Meadows. W. J. Hendricks, conductor; W. J. Dugan, engineman.

November 27th.—H. B. Eldridge, injured while under an engine tender repairing air brakes at Millham Junction. G. B. Sutts, conductor; H. B. Eldridge, engineman.

December 6th.—Frank Apgar, injured by falling from a train at Trenton. A. S. Hoffman, conductor; E. Lewis, engineman.

December 9th.—Wilson Peel, found injured; supposed to have been struck by a train while going to work at Meadows. —— ——, conductor; —— ——, engineman.

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December 12th.—Charles Speigler, J. E. Henicker, killed, and Henry Zogbaum, fatally injured, by collision of trains near Plainsboro. J. McElroy, conductor; S. Shaffer, engineman; W. N. Lawrence, conductor; P. Logan, engineman; W. Conners, conductor; Charles Speigler, engineman.

December 13th.—C. H. Williams, injured by attempting to get on a moving train at Newark. J. R. Cornell, conductor; J. P. Freeman, engineman.

December 26th.—C. B. Althouse, injured by closing a car door on his hand at Elizabeth. T. J. Thomas, conductor; E. O. Page, engineman.

December 26th.—C. E. Barnes, injured while throwing switch at Jersey city. W. McLaughlin, conductor; F. H. Silvers, engineman.

December 27th.—J. M. Slater, injured by falling from an engine at Jersey City, L. Carley, conductor; J. M. Slater, engineman.

December 29th.—Archie Hill, injured by steam escaping from blow-off cock of an engine at Newark. J. M. Fitzgerald, conductor; Archie Hill, engineman.

December 30th.—R. B Hart, injured by closing a car door on his hand at Avenel. J. M. Fitzgerald, conductor; D. W. J. Mahoney, engineman.

No conductor or engineman has been discharged on account of any of the accidents mentioned in this report.

Amboy Division.

Persons killed by trains while crossing tracks.

September 1st.—Daniel Kell, State street, Camden. T. A. Robertson, conductor; A. E. Engle, engineman.

October 12th.—Frederick Gorgi, Lena Gorgi, Freda Gorgi, Maggie Gorgi, near Riverside. E. S. Sapp, conductor; W. B. Jobes, engineman.

November 20th.—Hugh Callahan, 5th street, Camden. G. B. Collett, conductor; D. Cassidy, engineman.

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December 9th.—Daniel Donnahue, near Windsor. T. H. Jones, conductor; E. Johnson, engineman.

December 25th.—Lydia Bodine, Pensauken. J. G. Clarke, conductor; A. E. Engle, engineman.

Persons injured by trains while crossing tracks.

February 21st.—Charles Britton, slight bruise, Merchantville. E. A. Gross, conductor; John Colton, engineman.

April 1st.—A. I Richardson, head cut, Jamesburg. W. E. Vandusen, conductor; W. L. Cole, engineman.

September 1st.—Geo. O. Thompson, leg hurt, Freehold. W. E. Vandusen, conductor; C. H. Smith, engineman.

September 11th.—Michael Gartland, near Hainesport, arm and hip hurt. T. J. Owens, conductor; A. J. Downs, engineman.

October 28th.—Frederick Hinkle, bruised, Helmetta. Wm. Gross, conductor; D. Emmons, engineman.

November 23d.—Sarah A. Danley, shoulder hurt; Frances Newman, head cut, Manasquan. J. H. Riddle, conductor; E Gulick, engineman.

December 9th.—Otto Kramer, head and arm hurt near Windsor. T. H. Jones, conductor; E. Johnson, engineman.

December 29th.—J. H. Richardson, bruises, Burlington. D. Beatty, conductor; W. Vannest, engineman.

Persons killed by trains while walking or standing on tracks.

January 25th.—E B. Minster, near Beideman. A. F. Perrett, conductor; W. B. Jobes, engineman.

April 27th.—Katie Early, Knickerbocker Row. L. W. Eler, conductor; J. S. Worts, engineman.

May 20th.—Edward Kelly, Pavonia. R. H. Robbins, conductor; A. J. Downs, engineman.

June 19th.—Unknown man, at Camden. C. W. Ostrander, conductor; J. Husted, engineman.

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August 16th.—Unknown man, near Lenola. E. A. Gross, conductor; J. Kugler, engineman.

December 15th.—Peter Wiceronski, South Amboy. John Test, conductor; E. Stratton, engineman.

Persons injured by trains while walking or standing on tracks.

March 3d.—E. R. Merrick, feet crushed, Camden. —— ——, conductor; B. F. Thompson, engineman.

September 3d.—A. Thompson, shoulder bruised, Haddon avenue. Train unknown.

December 1st.—Levi G. Horn, ribs broken, Pavonia. A. C. Kirk, conductor; E. A. Starkey, engineman.

December 2d.—Charles Stutzbach, head and side hurt, Riverside. C. West, conductor; Collin Stratton, engineman.

Persons killed or injured getting on or off moving trains.

May 25th.—J. Johnson, knee hurt, Allaire. W. E. Vandusen, conductor; W. L. Cole, engineman.

May 30th.—Margaret Holvick, side hurt, Riverton. D. Blizzard, conductor; I. S. Worts, engineman.

October 25th.—Mary Seebye, foot hurt, Delair. W. E. Read, conductor; U. S. Wells, engineman.

October 27th.—May H. Hall, bruised hip, Burlington, E. Stout, conductor; E. Cain, engineman.

October 25th.—Eliza H. Coburn, knee hurt, Delair. T. J. Owens, conductor; B. F. Lucas, engineman.

Persons killed or injured otherwise than as above stated.

January 27th.—Frank Cole, back hurt by shock, Farmingdale. F. H. Dey, conductor; E. E. Bouse, engineman.

January 27th.—T. P. Sulivan, leg hurt, car floor, Camden; running cars.

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March 3d.—A. Cesker, head hurt, ste aling ride, Trenton. E. A. Jemison, conductor; J. Patterson, engineman.

April 19th.—G. Angerine, hand hurt, car door, Burlington. E Stout, conductor; G. H. Hudnut, engineman.

May 8th.—George Conover, fatal injury, stealing ride, Bordentown, F. Cake, conductor; J. Herbert, engineman.

May 16th.—Helena M. Russell, side hurt by fall, Riverton. ——— ———, conductor; ——— ———, engineman.

July 3d.—Two unknown men, killed, stealing ride, Jamesburg. Wm. Smoker, conductor; J. C. Kelley, engineman.

August 11th.—William Streeter, fatal fall from train, Yardville. C. S. Toy, conductor; H. Harker, engineman.

August 17th.—Frank Mauer, knee hurt stealing ride, Jamesburg. T. P. Ryan, conductor; C. A. Emmons, engineman.

September 14th —Daniel Cavanaugh, head hurt, derailment, Pavonia. Alfred Kirk, conductor; H. Southard, engineman.

September 14th.—H. B. Willits, head hurt, striking crossing gate, Camden.

October 17th.—Harry Bennett, foot crushed on tracks, draw bridge, Camden.

November 11th.—Unknown man killed stealing ride, Camden. W. B. Ludlow, conductor; H. Dewees, engineman.

December 13th.—M. F. Daily, A. Trueman, S. G. Melvin, S. Jaquellard, Francis Ingling, slight injuries, collision, Camden. E. Deacon, conductor; T. D. Bunting, enginemau.

Employes killed or injured coupling or handling cars.

January 20th.—H. C. Truax, fireman, leg hurt, Stevens. C. R. Stewart, conductor; W. Vannest, engineman.

January 25th.—F. W. Render, brakeman, hand hurt, South Amboy. Running cars.

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January 26th.—R. W. Letts, brakeman, leg hurt, South Amboy. K. Finley, conductor ; W. C. Everitt, engineman.

February 17th.—C. E. Prevost, brakeman, hand hurt, Camden. C. West, conductor ; J. Patterson, engineman.

February 25th.—D. Boxer, brakeman, hand hurt, Burlington. T. Asay, conductor; J. Lewis, engineman.

February 24th.—D. Leigh, brakeman, hand hurt, Moorestown. C. West, conductor ; W. Perry, engineman.

March 14th.—C. McCue, brakeman, head hurt, Old Bridge. I. Peak, conductor ; J. Kugler, engineman.

April 10th.—C. F. Brill, brakeman, hand hurt, Camden. Wm. Patterson, conductor; Geo. Wilkinson, engineman.

April 11th.—E. McCormick, brakeman, foot hurt, Camden. Wm. Hennessey, conductor; W. B. Jobes, engineman.

April 16th.—Angus Steward, brakeman, hand hurt, Camden. Wm. Pitman, conductor; J. Zanes, engineman.

May 14th.—Wm. Bessey, conductor, foot hurt, Camden. Wm. Bessey, conductor; Geo. Wilkinson, engineman.

July 2d.—T. Finnegan, brakeman, foot crushed, Camden. F. F. Dowell, conductor; Wm. Birch, engineer.

June 20th.—E. Patterson, brakeman, head hurt, Camden. Running cars.

July 4th.—Thos. Bell, brakeman, side hurt, Bordentown. J. Vandegrift, conductor; W. B. Jobes, engineman.

July 16th —T. H. Hager, brakeman, hand hurt, South Amboy. J. Manhattan, conductor; C. E. Compton, engineman.

July 17th.—John Wendler, conductor, feet crushed, Jamesburg. J. Wendler, conductor; R Foley, engineman.

August 7th.—R. S. Powers, brakeman, arm hurt, South Amboy. Running cars.

August 29th.—P. C. Applegate, baggageman, leg hurt, Point Pleasant. H. G. VanMarter, conductor; L. Bates, engineman.

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August 29th.—John Bryson, brakeman, hand hurt, Point Pleasant. J. N. Newell, conductor; G. Wilkinson, engineman.

September 6th.—Adam Fey, brakeman, hip hurt, Camden. F. Dowell, conductor; Wm. Tilton. engineman.

September 11th.—W. S. Daniels, brakeman, foot hurt, Camden. J. Sweetman, conductor; —— Savage, engineman.

August 31st.—J. V. Hamilton, brakeman, foot hurt, Hightstown. J. A. Shinn, conductor; C. Stratton, engineman.

October 5th.—S. P. Clymer, switchman, back hurt, Camden. George Johnson, conductor; W. B. Jobes, engineman.

October 23d.—J. J. Blakely, brakeman, foot hurt, Camden. Running cars.

October 28th.—H. A. Ross, brakeman, hand hurt, Camden. J. McKaig, conductor; J. Ireton, engineman.

December 4th.—William Inch, brakeman, side hurt, Camden. W. A. Pittman, conductor; U. S. Wells, engineman.

December 5th.—S. G. Endicott, porter, head hurt, Camden. Robert Selah, conductor; Edward Cain, engineman.

December 7th.—John Hollihan, brakeman, foot hurt, White Hill. C. S. Toy, conductor; W. B. Jobes, engineman.

December 12th.—A. C. Kirk, conductor, leg hurt, Camden. A. C. Kirk, conductor; E. A. Starkey, engineman.

Employes killed or injured otherwise than as above stated.

January 13th.—W. D. Johnson, brakeman, bruised jumping off, Bordentown. J. T. Mason, conductor; J. Herbert, engineman.

February 6th.—W. R. Brelsford, carpenter, killed on tracks, Bordentown. S. R. Way, conductor; G. H. Hudnut, engineman.

March 13th.—C E. Compton, engineman, arm hurt, fall from engine, South Amboy. C. E. Compton, engineman.

March 15th.—John Gourlick, laborer, arm hurt by train, Deep Cut. W. B. Ludlow, conductor; H. Dewees, engineman.

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April 2d.—Patrick Duffy, laborer, killed under engine, Camden. W. E. Perry, engineman.

May 24th —T. R. Lyons, brakeman, head cut, collision, Camden. Wm Hennesey, conductor; Wm. Jobes, engineman.

August 8th.—S. H. Curtis, flagman, killed ; struck by train, Sea Girt. J. N. Williams, conductor ; F. Howard, engineman.

August 17th.—B. H. Yetman, laborer, fell from train, shoulder hurt, Tennent. J. M. Hampton, conductor ; S. Wilson, engineman.

August 26th —G. Chappelone, laborer, killed, struck by train, Camden E. Stout, conductor ; G. H. Hudnut, engineman.

December 2d.—William Riley, engineman, side hurt, cleaning engine, Hightstown. Wm. Riley, engineman.

December 22d.—E. Snedeker, laborer, ankle hurt, Jamesburg, hand-car.

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VINCENTOWN BRANCH OF THE 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 the Burlington County Railroad Company presents the following report for the year ending December 31st, 1899:

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 2.84 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 $15,000 stock held by individuals, interest on $15,000 of bonded debt assumed and paid by the 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 New Jersey, Camden county, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is President of the Vincentown Branch of the Burlington County Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this second day of February, A. D. 1900.

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

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RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$815 48
Income from freight,	1,912 98
Income from other sources,	485 15
Total,	$3,213 61

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, . . . $4,238 28

Dividends paid during the year 1899, and how paid—Two of 3 per cent. on $15,000, each payable in cash.

P. O. address of the above company—General Office Pennsylvania Railroad Company, 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, 1899:

Capital stock paid in,	$600,000 00
Cost of road and equipments, at foreclosure sale, $10,000; since added, $130,587.17,	$140,587 17

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, and is annexed hereto.

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway Company.

No separate account of the same was kept.

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—143 Liberty street, New York city, N. Y.

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ACCIDENTS.

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

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WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to 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, 1899:

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,350,000 00
Floating debt,	44,729 19
Cost of road and equipments,	$3,194,729 19

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 bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

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

State of New York, New York county, *ss.*—William H. Truesdale, 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.

W. H. TRUESDALE.

Sworn and subscribed before me this sixth day of February, A. D. 1900.

JOSIAH M. FOOTE,
Notary Public, Kings County,
Certificate filed in New York.

Dividends paid during the year 1899, and how paid—$126,000 directly to stockholders by lessee.

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P. O. address of the above Company—No. 26 Exchange Place, New York city.

ACCIDENTS.

January 20th.—William Hermitage, brakeman, eye injured in Oxford tunnel by a stone falling from the tunnel.

August 12th.—Mrs. John A. Price, of Washington, D. C., slightly injured while stepping from train No. 5 at Oxford Furnace.

December 5th.—H. J. Larkin, conductor, jaw fractured by falling from caboose at Manunka Chunk.

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WARREN FOUNDRY 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 Foundry Railroad Company presents the following report for the year ending December 31st, 1899 :

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

Dividends paid during the year 1899, and how paid—None.

The road extends from points in the yards of the Warren Foundry and Machine Company to other points in said yards, a distance less than one-quarter of a mile.

RECEIPTS AND EXPENSES FOR 1899.

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

P. O. address of this Company—Phillipsburg, N. J.

State of New York, New York county, *ss.*—William Runkle, being duly sworn, on his oath says that he is President of the Warren Foundry Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

WM. RUNKLE.

Sworn and subscribed before me this 12th day of March, A. D. 1900.

ALFRED J. GERARD,
Notary Public, N, Y. County.
(135)

ACCIDENTS.

None.

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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, 1899 :

Capital stock paid in,	$43,800 00
Cost of road and equipments,	$42,354 20

The road extends from East Long Branch to West End, a distance of 1.55 mile.

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, and is annexed hereto.

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

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

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

Dividends paid during the year 1899, and how paid—None.

P. O. address of this Company—No. 143 Liberty street, New York city, N. Y.

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ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, 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 following report for the year ending December 31st, 1899:

Capital stock paid in,	$5,055,350 00
Bonded debt,	4,993,400 00
Floating debt—None.	
Cost of road and equipments,	$10,043,740 74

Dividends paid during the year 1899, and how paid—Two of 2½ per cent. each, in cash, on common stock, and two of 3 per cent. each, in cash, on special guaranteed stock.

The road extends—

	Miles.
From Camden to Cape May,	80.92
From Woodbury to Salem,	28.39
Branch in Salem,	1.27
From Elmer to Riddleton Junction,	10.38
From Alloway Junction to Quinton,	4.22
From Glassboro to Bridgeton,	19.68
From Main street, north of old passenger station, to Pearl and Lemon streets in Bridgeton,	1.67
From Manumuskin to Maurice river, opposite Port Norris,	9.76
From Newfield to Junction with W. J. & S. R. R., near Atlantic City,	32.60
From Pleasantville to Somers Point,	7.14
From Sea Isle Junction to Sea Isle City,	4.79
From Sea Isle City to Second street Pier, Ocean City,	11.68
From Sea Isle City to Stone Harbor,	9.14
From Anglesea Junction to Holly Beach,	7.24
From Camden to Atlantic City,	58.73
From Absecon Inlet to Sea View Excursion House, Atlantic City,	3.16
From Junction Atlantic City Branch at Sea View Excursion House, Atlantic City, to Longport,	5.67
From W. J. & S. R. R. at Drawbridge, Atlantic City, to Junction with South Atlantic Branch, near Providence avenue, south of Chelsea, Atlantic City,	1.23
From Haddonfield to Medford,	11.98
A total distance of,	309.65

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RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$1,840,542 73
Income from freight,	889,319 88
Income from other sources,	278,593 72
Total,	$3,008,456 33
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,141,691 33

P. O. address of this Company—General Office Pennsylvania Railroad Company, Philadelphia, Pa.

State of New Jersey, Camden county, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is 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 1899 are correct and true to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this second day of February, A. D. 1900.

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

ACCIDENTS.

January 12th.—Frank Schott, killed by being struck by a train at Westville, N. J.

February 11th.—Dr. Edward North, killed by being struck by a train at Hammonton, N. J.

March 1st.—Charles Stake, injured by being struck by a train at Atco, N. J. He was standing on track looking at a passing train—a trespasser.

April 2d.—Edward Young and Maria Young, injured by being struck by a train at crossing south of Clayton, N. J.

June 1st.—John Seelig, injured by being struck by a train about one mile north of Egg Harbor, N. J. He was walking on the track toward the train.

June 6th.—F. T. Bochanski, injured by being struck by a train at Newton avenue crossing, Camden, N. J.

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June 19th.—Prosporo Lapenda, fatally injured by jumping from train at Vineland, N. J.

June 24th.—James A. Harris, killed by being struck by a train between Ancora and Waterford, N. J. He was riding a bicycle.

July 11th.—Miss Hannah Miner, killed by being struck by a train at Malaga, N. J.

July 29th.—Harvey Clevenger, injured by jumping from a train at Wildwood, N. J.

September 1st.—William P. Williams, killed by being struck by a train at Woodbury, N. J. He was found lying alongside of the track.

September 12th.—R. Delicate, killed by being struck by a train near Haddon avenue, Camden, N. J., while trespassing on the track.

September 17th.—Charles Holmes, killed by being struck by a train at Browning's Crossing, City Line, N. J.

September 17th.—Emma Flamer, killed by being struck by a train at Browning's Crossing, City Line, N. J.

October 2d.—Michael Flynn, killed by being struck by a train at Atco, N. J.

October 5th.—W. L. Lloyd, brakeman, fatally injured by being caught between cars at Woodbury, N. J.

October 18th.—Joseph Richman, killed by being struck by a train at Mullica Hill Road Crossing, south of Woodbury, N. J.

November 9th.—Joseph De Pasquale, killed by being thrown from work-train one mile south of Sewell, N. J.

December 9th.—Albert Gardiner, killed by being struck by a train at Egg Harbor, N. J.

December 22d.—John Freas, killed by being struck by a train near Alloway, N. J.

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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, 1899 :

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,0000,00 00
Cost of road and equipments,	$60,000,000 00

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 425 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of 4 per cent. per annum upon outstanding bonds secured by a mortgage, not exceeding $50,000,000.

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

State of New York, New York county, *ss.*—Samuel R. Callaway, being duly sworn, on his oath says that he is President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAM'L R. CALLAWAY.
President.

Sworn and subscribed before me this 20th day of February, A. D. 1900.

MILES BRONSON,
Notary Public, N. Y. County.

P. O. address of this Company—Grand Central Station, New York.

State of New York, county of New York, *ss.*—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says :

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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, 1899, is correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 20th day February, 1900.

J. P. McMAHON,
Notary Public, N. Y. County.

ACCIDENTS.

February 19th.—Wm. Deer, non-employe, arm injured, at New Durham; attempted to pass under car, fell, and arm run over. Train 74; F. Hardenburg, conductor; F. Jarvis, engineman.

February 23d.—B. Brabazone, watchman, killed, in Weehawken yard; stepped in front of engine. F. Weaver, conductor; J. White, engineman.

May 13th.—C. Jansen, brakeman, arm broken, at Little Ferry; struck by train while standing on track. Train 82; C. F. Emmett, conductor; J. Lee, engineman.

June 2d.—Ira Neilson, school-boy, killed, at Dumont; struck by train while walking on track. Train 8; J. F. McCool, conductor; D. Shea, engineman.

June 16th.—Unknown man, non-employe, killed, at Ridgefield Park; found dead on track. Train —; —— ——, conductor; —— ——, engineman.

July 8th.—P. Kasaufilian, non-employe, killed, at Weehawken. Went under cars to seek shelter from rain. Train —; —— ——, conductor; —— ——, engineman.

July 8th.—J. Yousef, non-emyloye, foot crushed, at Weehawken; went under cars to seek shelter from rain. Train —; —— ——, conductor; —— ——, engineer.

August 12th—H. O'Neill, non-employe, hand crushed, at Weehawken; fell from train while stealing a ride. Train 79; J. Hess, conductor; T. Winshull, engineman.

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September 1st.—M. Masterson, laborer, employe, injured, at Weehawken; struck by engine while working on track. Engine 199; ——, conductor; T. Winshull, engineman.

September 29th.—J. D. Dodge, brakeman, injured, at Weehawken; coupling. Engine, 117; J. Stout, conductor; D. Morrissey, engineman.

November 9th.—J. Brennan, non-employe, killed, at Bergensfields; struck by train while walking on track. Train 59; G. Williams, conductor; J. Fetter, engineman.

November 10th.—W. Ryan, brakeman, injured, at Granton; coupling. Engine 145; L. Schnell, conductor; W. Morse, engineman.

November 14th.—J. A. Haddock, brakeman, injured, at Weehawken; coupling. Engine 142; G. Miller, conductor; J. Barker, engineman.

November 22d.—D. Mahoney, brakeman, killed, at Weehawken; fell from train by reason of collision. Engine 96; P. Campbell, conductor; M. Murray, engineman.

December 16th.—C. G. Bauerles, car cleaner, injured, at Weehawken; alighting from train before it stopped. Train 60; D. M. Underwood, conductor; W. Elliott, engineman.

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WEST SHORE AND ONTARIO 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, the West Shore and Ontario Terminal Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$4,723,100 00
Bonded debt,	10,000,000 00

The road extends from junction with West Shore Railroad to pier line, a distance of .37 mile.

P. O. address of this Company—Grand Central Station, New York.

State of New York, New York county, *ss.*—Samuel R. Callaway, being duly sworn, on his oath says that he is President of the West Shore and Ontario Terminal Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

SAMUEL R. CALLAWAY,
President.

Sworn and subscribed before me this 20th day of February, A. D. 1900.

MILES BRONSON,
Notary Public, New York County.

John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, deposes and says that the accounts and operations of the West Shore and Ontario Terminal Company are merged in those of the West Shore Railroad.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 20th day of February, A. D. 1900.

J. P. McMAHON,
Notary Public, New York County.

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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, 1899:

Capital stock paid in,	$22,400 00
Floating debt,	102,590 95
Cost of road and equipments,	$124,990 95

The road as located extends from a point on Central Railroad of New Jersey, near Newark bay bridge, to foot of St. Paul avenue, Jersey City, a distance of seven miles, of which there has been constructed ninety-four one-hundreths 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, and is hereto annexed.

State of New York, New York city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the West Side Connecting Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this first day of March, A. D. 1900.

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

RECEIPTS AND EXPENSES FOR 1899.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.

No separate account of the same has been kept.

Dividends paid during the year 1899, and how paid—None.

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P. O. address of the above company—143 Liberty street, New York city, New York.

ACCIDENTS.

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

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WHIPPANY 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 Whippany River Railroad Company presents the following report for the year ending December 31st, 1899:

Capital stock paid in,	$25,000 00
Bonded debt,	25,000 00
Floating debt,	20,249 74
Cost of road and equipments,	$57,539 25

Dividends paid during the year 1899, and how paid.—No dividends paid, the earnings used to reduce the floating debt and improve the road.

The road extends from Whippany, N. J., to Morristown, N. J., a distance of 3.777 miles; Malapardis branch, 1.068 miles.

RECEIPTS AND EXPENSES FOR 1899.

Income from passengers,	$1,263 72
Income from freight,	43,870 79
Income from other sources,	142 29
Total,	$45,276 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$44,969 10
	$307 70

REMARKS.

The above statement shows that we received during the year 1899, $45,276.80, and that we paid out $44,969 10; this payment includes all costs of our road during said year and should be divided as follows: $5,433.38 reduction of floating debt, $5,000.00 improvements to road by filling and grading, $35,228.02 for all expenditures as above, leaving balance on hand of $307.70. The above allowance for improvements is an estimate and as near right as I am able to make same with the small data to hand, having no books opened as yet for this Company.

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P. O. address of the above Company—Whippany, Morris county, N. J.

State of New Jersey, Morris county, *ss.*—Richard W. McEwan, being duly sworn, on his oath says that he is Secretary and Superintendent of the Whippany River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1899 are correct and true, to the best of his knowledge and belief.

R. W. McEWAN,
Sec'y and Sup't.

Sworn and subscribed before me this 16th day of March, A. D. 1900.

E. A. QUAYLE,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31st, 1899.

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 1899.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad,	83.21	$2,200,000 00	$2,213,375 00	.....	$5,225,449 16	$717,768 63	$343,629 64	$32,433 81	$1,093,832 08	$840,098 70	None,	.....	Philadelphia & Reading Railway Co.
Baltimore and New York Railway,	5.30	350,000 00	350,000 00	.....	485,137 15	.....	79,072 12	.....	.....	127,111 62	None,	.....	
Barnegat Railroad,	7.73	50,000 00	.....	.....	50,000 00	.....	.....	.....	.....	.....	None,	.....	Manahawkin & Long Beach Trans. Co.
Belvidere-Delaware Railroad,	80.83	1,253,000 00	2,749,000 00	.....	4,138,709 36	240,452 36	917,164 21	28,395 35	1,186,011 92	782,684 48	One of 5 per cent. payable in cash,	.....	Pennsylvania Railroad Company.
Bergen County Railroad,	9.821	200,000 00	200,000 00	.....	613,216 78	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Erie Railroad Company.
Bergen and Dundee Railroad,	2.105	6,000 00	.....	.....	7,655 38	.....	.....	.....	.....	.....	None,	Operations and expenses included in report of lessee company,	Erie Railroad Company.
Buena Vista Railroad,	1.03	3,000 00	.....	$18,428 11	21,428 11	.....	.....	.....	.....	.....	.....	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of N. J.
Camden and Burlington County Railroad,	29.61	381,925 00	350,000 00	17,260 75	749,185 75	167,856 18	54,635 85	37,921 43	260,413 46	233,793 85	Two of 3 per cent. each, payable in cash,	Receipts and expenses of the Burlington and Mount Holly Traction Co. included,	Pennsylvania Railroad Company.
Camden County Railroad,	7.27	100,000 00	40,700 00	.....	210,894 79	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Atlantic City Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	6.25	150,000 00	150,000 00	.....	300,000 00	12,734 07	75 00	612 43	13,421 50	15,499 07	None,	.....	
Carteret Extension Railroad,	1.82	19,400 00	.....	4,297 92	23,697 92	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Carteret and Sewaren Railroad,	1.25	12,700 00	.....	12,132 90	24,832 90	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Central Railroad Company of New Jersey,	155.69	27,055,800 00	47,414,350 00	.....	23,806,499 84	2,518,251 57	5,886,145 46	412,896 25	8,817,293 28	5,802,804 22	Three of 1 per cent. each and one of one and one-quarter per cent.,	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 Valley 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	100,000 00	27,504 78	228,038 91	.....	.....	.....	.....	.....	None,	Operations included in report of the Morris and Essex R. R. Co. Scrip stock, $2,034.13,	Dela., Lacka. & Western Railroad Co.
Columbus, Kinkora and Springfield Railroad,	14.16	66,600 00	129,800 00	25,000 00	196,000 00	7,236 62	10,468 35	4,778 51	22,483 48	21,826 75	None,	.....	Pennsylvania Railroad Company.
Cumberland and Maurice River Railroad,	21.20	250,000 00	5,000 00	10,848 59	265,848 59	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of N. J.
Cumberland and Maurice River Extension Railroad,	1.23	15,000 00	.....	1,270 33	16,270 33	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of N. J Southern Ry. Co.,	Central Railroad Company of N. J.
Delaware and Bound Brook Railroad,	30.81	1,800,000 00	1,800,000 00	.....	3,545,510 58	370,190 93	757,880 60	53,729 32	1,181,800 85	518,125 46	Four quarterly, of 2 per cent. each,	.....	Philadelphia & Reading Railway Co.
Delaware River Railroad,	19.97	225,000 00	65,000 00	.....	241,431 47	23,327 23 4,938 27	20,141 27 3,655 50	4,302 45 569 00	47,770 95 9,162 77	44,459 05 7,991 14	None. None,	From Jan. 1, to Oct. 31, 1899, inclusive, For Nov. and Dec., 1899, Road not yet constructed,	West Jersey and Seashore Railroad Co., covering period Nov. 1 to Dec. 31, '99.
Delaware River and Atlantic Railroad,	52.00	194,716 67	.....	.....	.....	.....	.....	.....	.....	.....	None,	.....	
Delaware River Railroad and Bridge Company,	4.82	1,300,000 00	1,300,000 00	.....	2,600,000 00	53,687 23	195,508 23	386 58	249,582 04	60,849 04	June 26, 1899, 2 per cent. in cash; Dec. 30, 1899, 2 per cent. in cash,	.....	Pennsylvania Railroad Company.
Delaware Railroad Company of New Jersey,	2.00	4,925 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Construction of road stopped by injunction,	
Docks Connecting Railway,	3.448	9,000 00	.....	.....	9,187 50	.....	.....	.....	.....	.....	.....	.....	Erie Railroad Company.
Dover and Rockaway Railroad,	5.13	140,000 00	35,000 00	.....	175,000 00	.....	.....	.....	.....	.....	.....	.....	Central Railroad Company of N. J.
Easton and Amboy Railroad,	60.15	6,000,000 00	6,000,000 00	.....	10,920,071 12	441,885 92	3,302,997 47	330,053 54	4,074,936 93	3,911,917 88	None,	Included in the operations of this company are the receipts and expenditures of the Lehigh Valley Terminal Ry., Pittstown Branch Ry., Perth Amboy and Raritan Ry. and Middlesex Ry.,	
East Trenton Railroad,	3.03	59,000 00	.....	.....	59,000 00	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of the Delaware and Bound Brook R. R. Co.,	Philadelphia & Reading Railway Co.
Elizabeth Extension Railroad,	.89	30,000 00	.....	.....	27,365 70	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Erie Railroad,	136.11	171,240,200 00	128,118,100 00	5,331,624 89	277,952,314 38	836,144 48	1,180,861 84	112,792 62	2,129,798 94	1,565,911 09	None,	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 R. R. and Northern R. R. Co. of N. J.,	
Ferro Monte Railroad,	2.52	30,000 00	.....	.....	50,309 27	.....	297 64	389 00	686 64	159 53	None,	.....	
Freehold and Atlantic Highlands Railroad,	22.75	650,000 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of N. J.
Freehold and Jamesburg Agricultural Railroad,	27.54	295,600 00	498,600 00	.....	813,726 31	106,667 20	51,036 29	8,872 94	166,576 43	127,368 71	None,	.....	Pennsylvania Railroad Company.
Greenville and Hudson Railway,	2.62	400,000 00	350,000 00	91,054 29	841,054 29	.....	.....	.....	.....	.....	.....	Construction work not yet completed,	Lehigh Valley Terminal Railway Co.
Hackensack and Lodi Railroad,	1.41	25,000 00	.....	.....	25,000 00	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of lessee company,	New York, Susq. & Western R. R. Co.
Hibernia Mine Railroad,	5.50	200,000 00	.....	.....	193,624 34	.....	.....	.....	.....	.....	.....	.....	Central Railroad Company of N. J.
Hibernia Underground Railroad,	1.30	100,000 00	.....	8,944 37	108,944 37	.....	.....	.....	.....	.....	None,	.....	
Hoboken Railroad, Warehouse and Steamship Connecting Co.,	2.00	238,000 00	.....	66,532 14	155,142 16	.....	40,044 85	.....	40,044 85	38,183 31	None,	.....	
Hopatcong Railroad,	.89	10,000 00	.....	.....	17,485 25	.....	.....	.....	.....	.....	None,	Operations included in report of Morris and Essex R. R. Co.,	Dela., Lacka. & Western Railroad Co.
Hudson and Communipaw Railroad,	1.00	2,000 00	.....	56 06	.....	.....	.....	.....	.....	.....	None,	Road not yet constructed,	
Jersey City and Bayonne Railroad,	5.00	13,500 00	.....	1,195 52	14,695 52	.....	.....	.....	.....	.....	.....	Road not constructed,	
Jersey City Belt Line Railway,	5.829	12,000 00	.....	23,966 43	35,966 43	.....	.....	.....	.....	.....	None,	Construction work not yet completed,	
Jersey City and Bergen Railroad,	8.25	1,000,000 00	258,000 00	.....	1,308,000 00	1,567,222 81	.....	8,194 97	1,575,417 78	714,873 10	None,	.....	Consolidated Traction Company.
Lafayette Railroad,	.55	2,000 00	.....	59,865 15	61,865 15	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Lehigh and Hudson River Railway,	63.20	1,100,000 00	1,450,950 00	.....	2,585,378 00	9,183 13	232,588 80	3,415 58	345,187 51	171,150 59	None,	See report as to South Easton and Phillipsburg R. R.,	

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Erie Railroad,	136.11	171,240,200 00	128,118,100 00	5,331,624 89	277,952,314 38	836,144 48	1,180,861 84	112,792 62	2,129,798 94	1,565,911 09	None,	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 R. R. and Northern R. R. Co. of N. J.,	
Ferro Monte Railroad,	2.52	30,000 00	.....	.....	50,309 27	.....	297 64	389 00	686 64	159 53	None,	.....	
Freehold and Atlantic Highlands Railroad,	22.75	650,000 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of N. J.
Freehold and Jamesburg Agricultural Railroad,	27.54	295,600 00	498,600 00	.....	813,726 31	106,667 20	51,036 29	8,872 94	166,576 43	127,368 71	None,	.....	Pennsylvania Railroad Company.
Greenville and Hudson Railway,	2.62	400,000 00	350,000 00	91,054 29	841,054 29	.....	.....	.....	.....	.....	.....	Construction work not yet completed,	Lehigh Valley Terminal Railway Co.
Hackensack and Lodi Railroad,	1.41	25,000 00	.....	.....	25,000 00	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of lessee company,	New York, Susq. & Western R. R. Co.
Hibernia Mine Railroad,	5.50	200,000 00	.....	.....	193,624 34	.....	.....	.....	.....	.....	.....	.....	Central Railroad Company of N. J.
Hibernia Underground Railroad,	1.30	100,000 00	.....	8,944 37	108,944 37	.....	.....	.....	.....	.....	None,	.....	
Hoboken Railroad, Warehouse and Steamship Connecting Co.,	2.00	238,000 00	.....	66,532 14	155,142 16	.....	40,044 85	.....	40,044 85	38,183 31	None,	.....	
Hopatcong Railroad,	.89	10,000 00	.....	.....	17,485 25	.....	.....	.....	.....	.....	None,	Operations included in report of Morris and Essex R. R. Co.,	Dela., Lacka. & Western Railroad Co.
Hudson and Communipaw Railroad,	1.00	2,000 00	.....	56 06	.....	.....	.....	.....	.....	.....	None,	Road not yet constructed,	
Jersey City and Bayonne Railroad,	5.00	13,500 00	.....	1,195 52	14,695 52	.....	.....	.....	.....	.....	.....	Road not constructed,	
Jersey City Belt Line Railway,	5.829	12,000 00	.....	23,966 43	35,966 43	.....	.....	.....	.....	.....	None,	Construction work not yet completed,	
Jersey City and Bergen Railroad,	8.25	1,000,000 00	258,000 00	.....	1,308,000 00	1,567,222 81	.....	8,194 97	1,575,417 73	714,873 10	None,	.....	Consolidated Traction Company.
Lafayette Railroad,	.55	2,000 00	.....	59,865 15	61,865 15	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Lehigh and Hudson River Railway,	63.20	1,100,000 00	1,450,950 00	.....	2,585,378 00	9,183 13	232,588 80	3,415 58	345,187 51	171,150 59	None,	See report as to South Easton and Phillipsburg R. R.,	
Lehigh and New England Railroad,	56.42	1,500,000 00	431,000 00	96,757 14	2,027,757 14	3,302 26	37,343 36	784 10	41,429 72	29,555 42	None,	.....	
Lehigh Valley Terminal Railway,	22.82	10,000,000 00	10,900,000 00	.....	12,455,923 93	.....	.....	.....	.....	.....	.....	Receipts and expenses included in report of Easton and Amboy Railroad Co.,	Easton & Amboy Railroad Company.
Lodi Branch Railroad,	1.75	60,000 00	.....	.....	60,000 00	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of lessee company,	New York, Susq. & Western R R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00	.....	1,177,272 87	.....	.....	.....	.....	.....	None,	Operations and expenses included in report of lessee company,	Erie Railroad Company.
Macopin Railroad,	1.50	60,000 00	44,000 00	.....	104,000 00	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of lessee company,	New York, Susq. & Western R. R. Co.
Manahawkin and Long Beach Transportation Company,	8.71	8,900 00	.....	500 00	8,463 81	1,855 78	2,203 14	965 94	5,024 86	6,060 53	None,	.....	
Manufacturers' Extension Railroad,	1.23	53,700 00	.....	.....	50,937 60	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Middle Brook Railroad,	1.85	4,000 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Road under construction,	
Middlesex Railway,	.34	2,000 00	.....	2,253 57	4,253 57	.....	.....	.....	.....	.....	None,	Earnings and expenses included in report of Easton and Amboy Railroad Co.,	Easton and Amboy Railroad Company.
Middle Valley Railroad,	1.38	4,000 00	.....	5,939 09	9,939 09	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Millstone and New Brunswick Railroad,	6.64	95,750 00	.....	109,172 45	113,404 42	4,125 30	5,204 41	861 02	10,130 73	18,053 93	None,	.....	Pennsylvania Railroad Company.
Morris County Railroad,	18.00	300,000 00	300,000 00	41,684 49	641,684 49	482 37	28,809 82	72 87	29,365 06	29,268 26	.....	Receipts and expenses of Hibernia Branch Railroad included,	
Morris and Essex Railroad,	119.71	15,000,000 00	24,269,000 00	.....	39,101,968 59	2,262,150 79	3,099,290 90	398,467 98	5,759,909 67	3,507,042 19	$1,050,000 by lessee company,	.....	Dela., Lacka. & Western Railroad Co.
Morris and Essex Extension Railroad,	1.92	221,000 00	.....	29,000 00	250,000 00	.....	.....	.....	.....	.....	$8,840 by lessee company,	Operations included in report of Morris and Essex Railroad Co.,	Dela., Lacka. & Western Railroad Co.
Mount Holly, Lumberton and Medford Railroad,	5.95	95,650 00	75,000 00	.....	170,650 00	964 97	3,844 49	417 12	5,226 58	9,746 03	Two of 3 per cent. each in cash,	.....	Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	3.54	160,000 00	.....	.....	169,278 77	.....	11,528 65	.....	11,528 65	9,102 12	None,	.....	
National Docks Railway,	8.83	3,854,000 00	.....	.....	3,889,538 49	709 00	294,494 52	4,706 58	299,910 10	95,957 45	March 31, 1899, $115,620,	.....	
Navesink Railroad,	4.66	90,000 00	.....	611,926 99	701,926 99	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of the N. J. Southern Railway Co.,	Central Railroad Company of N. J.
Newark Bay Railway,	4.91	10,000 00	.....	3,178 83	13,178 83	.....	.....	.....	.....	.....	None,	Construction work not yet completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00	.....	180,131 09	283,981 09	.....	.....	.....	.....	.....	$6,231 by lessee company,	Operations included in report of the Morris and Essex Railroad Co.,	Dela , Lacka. & Western Railroad Co.
Newark and Hudson Railroad,	5.620	250,000 00	250,000 00	.....	355,056 18	.....	.....	.....	.....	.....	None,	Operations and expenses included in report of lessee company,	Erie Railroad Company.
New Jersey Junction Railroad,	4.85	100,000 00	1,700,000 00	.....	1,719,065 00	.....	.....	.....	.....	.....	.....	Receipts and expenses included in report of lessee company,	N. Y., Central & Hudson River R. R.
New Jersey and New York Railroad,	34.504	2,228,600 00	983,160 00	29,649 55	3,092,168 52	193,419 07	109,099 62	13,865 37	316,384 06	225,833 66	None,	.....	
New Jersey Shore Line Railroad,	15.50	31,060 00	.....	2,438 00	33,438 00	.....	.....	.....	.....	.....	None,	Road not constructed,	
New Jersey Southern Railway,	77.68	2,590,600 00	1,790,600 00	.....	752,000 00	498,382 38	309,214 93	75,213 06	882,810 37	793,199 10	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,	Central Railroad Company of N. J.
New York Bay Railroad,	9.20	500,000 00	467,073 99	.....	967,073 99	.....	.....	.....	.....	.....	One of 4 per cent. in cash,	.....	Pennsylvania Railroad Company.
New York and Fort Lee Railroad,	.24	1,000,000 00	.....	.....	269,601 72	.....	.....	.....	.....	.....	None,	.....	New Jersey Junction Railroad Co.
New York and Greenwood Lake Railway,	51.66	100,000 00	1,500,000 00	.....	1,600,000 00	.....	.....	.....	.....	.....	None,	Operations and expenses included in report of lessee company,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	1,692,000 00	.....	.....	.....	.....	.....	.....	.....	.....	Receipts and expenses included in report of lessee companies,	Central R. R. Co. of N. J. and the Pennsylvania R. R. Co., under agreement
New York and New Orange Railroad,	3.10	50,000 00	.....	18,675 05	68,675 05	497 83	138 37	30 28	666 48	3,453 28	None,	.....	
New York, Susquehanna and Western Railroad,	235.44	26,000,000 00	12,833,000 00	420,533 52	42,263,785 69	360,716 26	1,405,934 12	48,562 11	1,815,212 49	1,108,066 40	None,	Report includes the earnings and expenses of the Macopin R R., Passaic and New York R. R, Lodi Branch R. R., and Hackensack & Lodi R. R.,	
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	654,000 00	.....	1,654,000 00	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of lessee company,	Erie Railroad Company.
Ocean City Railroad,	9.60	125,000 00	125,000 00	.....	268,000 00	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of the Atlantic City R. R. Co.,	Atlantic City Railroad Company.
Ogden Mine Railroad,	9.86	450,000 00	.....	.....	450,000 00	.....	.....	.....	.....	.....	.....	.....	Central Railroad Company of N. J.
Palisades Railroad,	4.442	253,585 00	.....	.....	232,793 60	7,336 56	.....	.....	.....	.....	.....	Road was consolidated with the Jersey City, Hoboken & Paterson St. Ry. on Nov. 1, 1899,	North Hudson County Railway Co.
Passaic and Delaware Railroad,	14.11	111,050 00	.....	36,528 63	147,578 63	.....	.....	.....	.....	.....	$5,552.50 by lessee company,	Operations included in report of Morris and Essex R. R. Co.,	Dela., Lacka. & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00	.....	.....	100,000 00	.....	.....	.....	.....	.....	$4,000 by lessee company,	Operations included in report of Morris and Essex R. R. Co.,	Dela., Lacka. & Western R. R. Co.
Passaic River Extension Railroad,	1.00	7,700 00	.....	.....	7,700 00	.....	.....	.....	.....	.....	.....	Road not constructed,	
Passaic and New York Railroad,	3.00	70,000 00	70,000 00	.....	140,000 00	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of lessee company,	New York, Susq. & Western R. R. Co.
Paterson and Hudson River Railroad,	13.95	630,000 00	.....	.....	630,000 00	.....	.....	.....	.....	.....	8 per cent. in cash, $50,400,	.....	Erie Railroad Company.

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Newark and Bloomfield Railroad,	4.24	103,850 00		180,131 09	283,981 09						$6,231 by lessee company,	Operations included in report of the Morris and Essex Railroad Co.,	Dela , Lacka. & Western Railroad Co.
Newark and Hudson Railroad,	5.620	250,000 00	250,000 00		355,056 18						None,	Operations and expenses included in report of lessee company,	Erie Railroad Company.
New Jersey Junction Railroad,	4.85	100,000 00	1,700,000 00		1,719,065 00							Receipts and expenses included in report of lessee company,	N. Y., Central & Hudson River R. R.
New Jersey and New York Railroad,	34.504	2,228,600 00	983,160 00	29,649 55	3,092,168 52	193,419 07	109,099 62	13,865 37	316,384 06	225,833 66	None,		
New Jersey Shore Line Railroad,	15.50	31,060 00		2,438 00	33,438 00						None,	Road not constructed,	
New Jersey Southern Railway,	77.68	2,590,600 00	1,790,600 00		752,000 00	498,382 38	309,214 93	75,213 06	882,810 37	793,199 10	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,	Central Railroad Company of N. J.
New York Bay Railroad,	9.20	500,000 00	467,073 99		967,073 99						One of 4 per cent. in cash,		Pennsylvania Railroad Company.
New York and Fort Lee Railroad,	.24	1,000,000 00			269,601 72						None,		New Jersey Junction Railroad Co.
New York and Greenwood Lake Railway,	51.66	100,000 00	1,500,000 00		1,600,000 00						None,	Operations and expenses included in report of lessee company,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	1,692,000 00									Receipts and expenses included in report of lessee companies,	Central R. R. Co. of N. J. and the Pennsylvania R. R. Co., under agreement
New York and New Orange Railroad,	3.10	50,000 00		18,675 05	68,675 05	497 83	138 37	30 28	666 48	3,453 28	None,		
New York, Susquehanna and Western Railroad,	235.44	26,000,000 00	12,833,000 00	420,533 52	42,263,785 69	360,716 26	1,405,934 12	48,562 11	1,815,212 49	1,108,066 40	None,	Report includes the earnings and expenses of the Macopin R R., Passaic and New York R. R , Lodi Branch R. R., and Hackensack & Lodi R. R.,	
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	654,000 00		1,654,000 00							Operations and expenses included in report of lessee company,	Erie Railroad Company.
Ocean City Railroad,	9.60	125,000 00	125,000 00		268,000 00						None,	Receipts and expenses included in report of the Atlantic City R. R. Co.,	Atlantic City Railroad Company.
Ogden Mine Railroad,	9.86	450,000 00			450,000 00								Central Railroad Company of N. J.
Palisades Railroad,	4.442	253,585 00			232,793 60	7,336 56						Road was consolidated with the Jersey City, Hoboken & Paterson St. Ry. on Nov. 1, 1899,	North Hudson County Railway Co.
Passaic and Delaware Railroad,	14.11	111,050 00		36,528 63	147,578 63						$5,552.50 by lessee company,	Operations included in report of Morris and Essex R. R. Co.,	Dela., Lacka. & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000 by lessee company,	Operations included in report of Morris and Essex R. R. Co.,	Dela., Lacka. & Western R. R. Co.
Passaic River Extension Railroad,	1.00	7,700 00			7,700 00							Road not constructed,	
Passaic and New York Railroad,	3.00	70,000 00	70,000 00		140,000 00							Operations and expenses included in report of lessee company,	New York, Susq. & Western R. R. Co.
Paterson and Hudson River Railroad,	13.95	630,000 00			630,000 00						8 per cent. in cash, $50,400,		Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00		545,433 29						None,	Operations and expenses included in report of lessee company,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						8 per cent. in cash, $23.840,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,	Receipts and expenses included in report of lessee company,	Union Transportation Company.
Perth Amboy and Raritan Railway,	5.678	12,000 00		28,489 85	40,489 85						None,	Earnings and expenses included in report of Easton and Amboy Railroad Co.,	Easton & Amboy Railroad Company.
Perth Amboy and Woodbridge Railroad,	6.40	228,400 00	100,000 00		346,439 43	75,781 21	83,556 98	8,521 85	167,860 04	122,423 80	10 per cent. in cash, $22,840,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.09	200,000 00		110,278 66	200,000 00	4,368 08	1,832 46	1,263 44	7,463 98	18,932 50	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	13 90	300,000 00	25,000 00	12,851 93	301,647 49	2,099 20	5,068 10	971 98	8,139 28	12,914 33	None,		
Philadelphia and Long Branch Railroad,	49.07	765,000 00	750,000 00	205,995 30	1,540,633 63	55,571 61	27,604 07	5,510 52	88,686 20	124,687 93	None,		Pennsylvania Railroad Company.
Port Reading Railroad,	19.72	2,000,000 00	1,503,500 00		3,721,291 29		389,150 62	1,042 26	390,192 88	232,001 14	None,		Philadelphia and Reading Railway Co.
Pittstown Branch Railway,	4.02	40,000 00		19,535 92	59,535 92						None,	Earnings and expenses included in report of Easton & Amboy R. R. Co.,	Easton and Amboy Railroad Company.
Raritan North Shore Railroad,	4.28	4,000 00		61,275 33	65,275 33						None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Raritan River Railroad,	18.10	365,000 00	353,000 00	29,681 25	733,446 65	11,497 39	55,984 16	3,325 00	70,806 55	46,877 94	None,		
Rockaway Valley Railway,	24.50	125,000 00	125,000 00	9,300 00	251,000 00	4,344 87	27,875 41	5,336 22	37,556 50	24,758 74	None,		
Rocky Hill Railroad and Transportation Company,	2.38	45,600 00			45,654 14	1,811 00	13,126 83	536 56	15,474 39	10,508 52	Six per centum on capital stock paid half-yearly by lessee company,		Pennsylvania Railroad Company.
Seacoast Railroad,	66.35	1,200,000 00	1,100,000 00		2,300,000 00						None,	Receipts and expenses included in report of the Atlantic City Railroad Co.,	Atlantic City Railroad Company.
Sound Shore Railroad,	5.99	14,000 00		135,250 60	149,250 60						None,	Receipts and expenses included in report of lessee company,	Central Railroad Company of N. J.
Sussex Railroad,	29.52	1,638,600 00	236,500 00		1,865,766 03	39,772 23	140,256 77	19,889 38	199,918 38	100,200 42	None,		
Toms River Railroad,	7.57	240,000 00			15,000 00						None,	Receipts and expenses included in report of the New Jersey Southern Railway Co.,	Central Railroad Company of N. J.
Toms River and Barnegat Railroad,	14.71	30,000 00		45,563 33	75,563 33						None,	Receipts and expenses included in report of the New Jersey Southern Railway Co.,	Central Railroad Company of N. J.
Tuckerton Railroad,	29.00	550,991 54	99,882 50	6,249 88	662,017 05	20,661 00	22,281 36	8,079 57	51,021 93	48,817 33	None,		
Union Transportation Company,	24.38					21,885 89	15,831 16	3,374 53	41,091 58	39,044 91	None,		
United New Jersey Railroad and Canal Company,	449.00	21,240,400 00	20,000,000 00		47,168,717 71	7,806,800 82	11,903,271 33	2,204,322 07	21,914,394 22	15,849,636 27	Ten per centum on capital stock paid quarterly by lessee company, $2,124,040,		Pennsylvania Railroad Company.
Vincentown Branch Railroad,	2.84	25,000 00	15,000 00		40,000 00	815 48	1,912 98	485 15	3,213 61	4,238 28	Two of 3 per cent. on $15,000 in cash,		Pennsylvania Railroad Company.
Vineland Railroad,	46.82	600,000 00			140,587 17						None,	Receipts and expenses included in report of the New Jersey Southern Railway Co.,	Central Railroad Company of N. J.
Warren Railroad,	18.82	1,800,000 00	1,350,000 00	44,729 19	3,194,729 19						$126,000 by lessee company,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lacka. and West. R. R. Co.
Warren Foundry Railroad,	*	2,000 00			2,000 00						None,		
West End Railroad,	1.55	43,800 00			42,354 20						None,	Receipts and expenses included in report of the New Jersey Southern Railway Co.,	Central Railroad Co. of N. J.
West Jersey and Seashore Railroad,	309.65	5,055,350 00	4,993,400 00		10,043,740 74	1,840,542 73	889,319 88	278,593 72	3,008,456 33	2,141,691 33	Two of 2½ per cent. each in cash on common stock; 2 3 per cent. each in ca on special guarantee stock,		Pennsylvania Railroad Company.
West Shore Railroad,	425.00	10,000,000 00	50,000,0 00 00		60,000,000 00							See affidavit concerning operations,	N. Y. Central and Hudson River R. R.
West Shore and Ontario Terminal Company,	.37	4,723,100 00	10,000,000 00									See affidavit concerning operations,	
West Side Connecting Railroad,	.94	22,400 00		102,590 95	124,990 95						None,	Receipts and expenses included in report of lessee company,	Central Railroad Co. of N. J.
Whippany River Railroad,	3.777	25,000 00	25,000 00	20,249 74	57,539 25	1,263 72	43,870 79	142 29	45,276 80	44,969 10	None,		

* Less than one-quarter mile.

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