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1910

State of New Jersey.

Railroad and Canal Reports.

1910

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ANNUAL STATEMENTS

OF THE

RAILROAD AND CANAL COMPANIES

OF THE

STATE OF NEW JERSEY

TOGETHER WITH

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

For the Year 1910

TRENTON, N. J.
MacCrellish & Quigley, State Printers.
1911.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 7th, 1911.

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 1910, 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,

E. I. EDWARDS,
Comptroller of the Treasury.

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State Director's Report.

TRENTON, N. J., February 9th, 1911.

Hon. Woodrow Wilson, Governor of the State of New Jersey, Trenton, N. J.

DEAR SIR—I have the honor to submit herewith my annual report as State Director of United New Jersey Railroad and Canal Company, for the year ending December 31st, 1910.

The statements exhibit:

First—Total mileage, 526.16 miles.

Second—Loss, $328,120.69.

Third—Amounts charged and credited to "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1910, inclusive, showing a debit balance on January 1st, 1911, $27,967,547.63.

The State of New Jersey is the owner of 3,242 shares of stock, par value of $324,200, on which a dividend of ten per cent. (10%) has been paid and received by the State, as appears by the annual report of the State Treasurer for 1910.

The terms of the lease under which the Pennsylvania Railroad Company operates the property of the United New Jersey Railroad and Canal Company have been strictly complied with, and the physical condition of the property has been satisfactorily maintained.

Very respectfully,

JOSHUA E. BORTON,

State Director.

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Statements.

The Following Statement shows the Mileage of the Lines Comprising the New Jersey Division of the Pennsylvania Railroad Company, the Earnings and Expenses of Which Are Included With Operations of the United New Jersey Railroad and Canal Company for the Year 1910, as Shown on Accompanying Sheets.

United New Jersey Railroad and Canal Company (Railroads and Ferries):	*Miles.*
New Jersey and Pennsylvania State Line in Delaware river at Trenton, N. J., to Jersey City, N. J.,	56.71
Hudson River Ferries,	1.00
Camden, N. J., to South Amboy, N. J.,	61.23
Connection with Freehold and Jamesburg Agricultural Railroad at Jamesburg Junction, N. J.,	.28
Connection with Kinkora and New Lisbon Railroad at Kinkora, N. J.,	.31
Connection with Delaware River Railroad and Bridge Company's Branch No. 1 at Fish House, N. J.,	.25
Connection with Camden and Burlington County Railroad at Pavonia, N. J.,	.19
Connection with West Jersey and Seashore Railroad, Atlantic City Division, at Camden, N. J.,	.10
Harsimus Branch—Near Marion, N. J., to Harsimus Cove, N. J.,	1.36
Centre Street Branch—Harrison, N. J., to Canal street, Newark, N. J.,	1.34
Bonhampton Branch—Metuchen, N. J., to Bonhampton, N. J.,	1.80
Kingston Branch—Monmouth Junction, N. J., to Kingston, N. J.,	4.28
Jamesburg Branch—Monmouth Junction, N. J., to Jamesburg, N. J.,	5.45
Princeton Branch—Princeton Junction, N. J., to Princeton, N. J.,	3.06
Millham Branch—Millham Junction, N. J., to Coalport, in Trenton, N. J.,	2.00
Bordentown Branch—Trenton, N. J., to Bordentown, N. J.,	6.07
Florence Branch—Florence, N. J., to Wood's Iron Works,	2.04
South Trenton Branch—Coalport, Trenton, to near Hamilton avenue, Trenton, N. J.,	.87
	148.34

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	Miles.
Pennsylvania Tunnel and Terminal Railroad,	11.89
Harrison and East Newark Connecting Railroad,	.21
Pennsylvania Annex,	1.00
Perth Amboy and Woodbridge Railroad,	6.43
Millstone and New Brunswick Railroad,	6.56
Rocky Hill Railroad and Transportation Company,	2.84
Belvidere Delaware Railroad,	81.08
Philadelphia and Trenton Railroad,	26.32
Pennsylvania Railroad—Delaware Avenue Branch,	3.54
Commerce Street Branch,	.76
Canal Street Branch,	.31
Thirty-fourth Street Branch,	.63
Connecting Railway,	35.65
Delaware River Railroad and Bridge,	9.52
Freehold and Jamesburg Agricultural Railroad,	27.31
Kinkora and New Lisbon Railroad,	10.46
Camden and Burlington County Railroad,	29.86
Mount Holly, Lumberton and Medford Railroad,	5.94
Vincentown Branch of the Burlington County Railroad,	2.77
Philadelphia and Long Branch Railroad,	48.74
Total railroads and ferries,	460.16
Delaware and Raritan Canal (U. N. J. R. R. & C. Co.),	66.00
Grand Total New Jersey Division,	526.16

In addition to above the New Jersey Division operates 37.24 miles of line under trackage rights.

Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of Other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1910.

GROSS REVENUE FROM OPERATION.

From Freight Revenue,	$18,912,270	78
Passenger Revenue,	12,220,503	05
Mail Revenue,	522,513	14
Express Revenue,	1,760,529	70
Other Transportation Revenue,	481,214	32
Non-Transportation Revenue,	354,986	82
Outside Operations Revenue (excluding D. & R. Canal),	3,397,313	80
Delaware and Raritan Canal,	302,981	34
Total,	$37,952,312	95

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OPERATING EXPENSES.

For Maintenance of Way and Structures,	$4,629,973 23	
Maintenance of Equipment,	4,539,155 79	
Traffic Expenses,	593,494 69	
Transportation Expenses,	14,734,273 63	
General Expenses,	737,219 91	
Outside Operations Expenses (excluding D. & R. Canal),	4,587,313 97	
Delaware and Raritan Canal,	428,070 41	
Total,	30,249,501 63	
Net Revenue from Operation,		$7,702,811 32
Deduct Rental of Equipment, Terminal Facilities, etc.,		1,345,919 83
		$6,356,891 49
To which add—		
Dividend on Belvidere Delaware Railroad Company Stock,	$100,840 00	
Philadelphia and Camden Ferry Company Stock,	21,036 00	
Camden and Burlington County Railroad Company Stock,	11,418 00	
Paterson and Ramapo Railroad Company Stock,	300 00	
Associates of the Jersey Company Stock,	10,000 00	
Freehold and Jamesburg Agricultural Railroad Company Stock,	9,594 00	
Trenton Delaware Bridge Company Stock,	11,868 00	
Perth Amboy and Woodbridge Railroad Company Stock,	6,000 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds,	3,400 00	
Rents,	210,102 09	
		384.558 09
Total income,		$6,741,449 58

From which deduct payments as follows:

United New Jersey Railroad and Canal Company—

Dividend on $21,240,400.00 stock at ten per cent.,	$2,124,040 00	
Interest on loan of 1923, $1,824,000.00 at four per cent.,	72,960 00	
Interest on loan of 1929, $6,020,000.00 at four per cent.,	240,800 00	

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Interest on loan of 1944, $5,646,000.00 at four per cent.,	$225,840 00	
Interest on loan of 1948, $841,000.00 at four per cent.,	33,640 00	
Interest on loan of 1951, $5,669,000.00 at three and one-half per cent.,	198,415 00	
Organization,	10,000 00	
Taxes,	1,243,848 21	
Interest on Mortgages and Ground Rents,	22,140 71	
Interest on $2,000,000.00 P. R. R. Co. First Mortgage four per cent. Bonds, issued account of purchase of New York Pier Properties,	80,000 00	
		$4,251,683 92
Philadelphia and Trenton Railroad Company—		
Dividend on $494,100.00 stock at ten per cent.,	$49,410 00	
Taxes,	16,086 01	
Interest on Mortgages and Ground Rents,	414 00	
		65,910 01
Camden and Burlington County Railroad Company—		
Dividend on $381,925.00 stock at six per cent.,	$22,915 50	
Interest on $350,000.00 bonds at four per cent.,	14,000 00	
Organization,	500 00	
Taxes,	16,220 69	
		53,636 19
Vincentown Branch of the Burlington County Railroad—		
Dividend on $15,000.00 stock at six per cent.,	$900 00	
Taxes,	412 40	
		1,312 40
Mt. Holly, Lumberton and Medford Railroad Company—		
Dividend on $44,750.00 stock at six per cent.,	$2,685 00	
Organization,	200 00	
Taxes,	1,565 09	
		4,450 09
Rocky Hill Railroad and Transportation Company—		
Dividend on $18,700.00 stock at six per cent.,	$1,122 00	
Organization,	100 00	
Taxes,	729 12	
		1,951 12

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Connecting Railway Company—		
Dividend on $3,613,650.00 stock at four per cent.,	$144,546 00	
Interest on $1,000,000.00 bonds at four and one-half per cent.,	45,000 00	
Interest on $1,980,000.00 bonds at three and one-half per cent.,	69,300 00	
Interest on Mortgages and Ground Rents,	2,675 76	
Taxes,	41,142 98	
		$302,664 74
New York Bay Railroad Company—		
Compensation for Trackage Rights,	$245,400 00	
Interest on Mortgages and Ground Rents,	10,000 00	
Taxes,	100,570 36	
		355,970 36
Delaware River Railroad and Bridge Company—		
Net earnings,	$228,536 62	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	139,084 99	
Belvidere Delaware Railroad Company—		
Net earnings,	375,307 07	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	59,682 29	
		802,610 97
Construction Expenditures on United New Jersey Railroad and Canal Company and lines operated in connection therewith,	773,203 98	
Floating Equipment—Tug Boats and Car Floats,	424,014 34	
Shop Tools and Machinery,	32,162 15	
		1,229,380 47
		$7,069,570 27
Loss,		$328,120 69

C. M. BUNTING,
Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa.

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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, 1910, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1909, ..	$30,120,907 06	
Amount expended in 1910, ...	1,809,066 75	
		$31,929,973 81

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1909, ...	$7,578,556 07	
Proceeds from sales in 1910, ...	959,678 35	
		8,538,234 42
Debit balance, January 1st, 1911, ...		$23,391,739 39

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1909, ..	$3,653,813 57	
Amount expended in 1910, ...	Nothing.	
		3,653,813 57

Cr.

By Proceeds from sale of real estate, materials, etc., to December 31st, 1909, ...	$1,123,663 98	
Proceeds from sale in 1910, ...	Nothing.	
		1,123,663.98
Debit balance, January 1st, 1911, ...		$2,530,149 59

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1909, ..	$3,930,361 76	
Amount expended in 1910, ...	9,944 36	
		3,940,306 12

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Cr.

By United New Jersey Railroad and Canal Company's stock,	$2,258,708 55	
Proceeds from sale of building and materials to December 31st, 1909,	127,796 08	
Proceeds from sales in 1910,	Nothing.	
		2,386,504 63
Debit balance, January 1st, 1911,		$1,553,801 49

HARSIMUS COVE RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1909,	$1,231,335 58	
Amount expended in 1910,	4,668 52	
		1,236,004 10

Cr.

By United New Jersey Railroad and Canal Company's stock,	$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1909,	2,855 49	
Proceeds from sales in 1910,	Nothing.	
		744,146 94
Debit balance, January 1st, 1911,		$491,857 16

SUMMARY.

Dr.

To Cost of construction,	$31,929,973 81	
Real estate,	3,653,813 57	
Harsimus Cove construction,	3,940,306 12	
Harsimus Cove right of way and real estate,	1,236,004 10	
		$40,760,097 60

Cr.

By Proceeds from sales of bonds, equipment, real estate, materials and other property,	$9,792,549 97	
United New Jersey Railroad and Canal Company's stock,	3,000,000 00	
		12,792,549 97
Debit balance, January 1st, 1911,		$27,967,547 63

C. M. BUNTING,
Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa., February 7th, 1911.

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The following Statistics and facts are given in the Annual Reports of the Railroad Companies of this State made to the Comptroller for the year ending December 31st, 1910. In each case these facts and statements are sworn to by the Railroad Officer making the Report.

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Report of Railroad Companies.

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, Atlantic City Railroad Company presents the following Report for the year ending December 31st, 1910:

Capital stock paid in,	$3,625,000 00
Bonded debt,	4,538,617 00
Cost of road and equipments,	$8,913,643 10

Dividends paid during the year 1910, 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.; Winslow Junction, N. J., to Cape May, N. J.; Tuckahoe, N. J., to Sea Isle City, N. J.; Ocean City Junction, N. J., to Ocean City, N. J., a distance of 166.54 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$1,113,695 07
Income from freight,	726,908 63
Income from other sources,	127,773 11
Total,	$1,968,376 81
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,962,470 45

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

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State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER,
Comptroller.

Sworn and subscribed before me, this fourth day of February, A. D. 1911.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission Expires April 18th, 1911.

ACCIDENTS.

January 1st, 1910—Michael L. Ellis, employe, fatally injured, Camden, N. J. Struck by cars. M. L. Ellis, conductor; Thomas Mahney, engineer.

January 10th—Michael Bernado, employe, non-fatally injured, Elwood, N. J. Rail fell on hand. William Hofflinger, conductor; Chas. E. Smith, engineer.

January 11th—James M. Morris, employe, fatally injured, Winslow Junction, N. J. Fell off car. F. W. Weigand, conductor; Ferd. Laird, engineer.

January 28th—Antonio Calabrese, non-employe, killed, Risley, N. J. Team struck. F. A. Baker, conductor; Thomas Hand, engineer.

January 28th—Carelos Caromele, Giamo DeGrarrica, employes, non-fatally injured, Farmington, N. J. Struck by hand car. ———, conductor; ———, engineer.

February 14th—George Krumn, non-employe, non-fatally injured, Brigantine Junction, N. J. Running for train, fell. W. J. Cartwright, conductor; Daniel Short, engineer.

February 21st—Ernest Haines, employe, non-fatally injured, Camden, N. J. Jumping on car. Ernest Haines, conductor; A. B. Davis, engineer.

February 23d—Levi McManga, non-employe, non-fatally injured, Dorothy, N. J. Opening box car door. ———, conductor; ———, engineer.

March 14th—Christ Meyer, non-employe, non-fatally injured, Egg Harbor, N. J. Struck by train. E. E. Clark, conductor; Jas. Whittaker, engineer.

March 17th—Francesco Sapranze, employe, non-fatally injured, Atlantic City, N. J. Rail fell on leg. ———, conductor; ———, engineer.

March 26th—Benj. L. Brower, employe, non-fatally injured, Pleasantville, N. J. Struck by station roof. F. W. Weigand, conductor; G. Smith, engineer.

April 6th—Roy E. Avis, employe, non-fatally injured, Winslow Junction, N. J. Fell into car. G. S. Lewis, conductor; M. L. Atkinson, engineer.

April 8th—E. Guerrieri, employe, non-fatally injured, Brigantine Junction, N. J. Hand caught between rails. William Hofflinger, conductor; B. Treadway, engineer.

April 10th—John F. Murray, non-employe, non-fatally injured, Hammonton, N. J. Jumping off car. C. P. McLain, conductor; J. Timmons, engineer.

June 15th—William Prescott, non-employe, fatally injured, Pleasantville, N. J. Team struck. Josiah Lee, conductor; M. Rattigan, engineer.

June 29th—Phelix Krull, non-employe, killed, Camden, N. J. Struck by train. Harry Ruth, conductor; B. F. Peters, engineman.

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July 1st—William B. Vanable, employe, non-fatally injured, Cedar Brook, N. J. Jumping off engine. George S. Lewis, conductor; Henry Schenck, engineer.

July 7th—Charles Gillan, employe, non-fatally injured, Camden, N. J. Struck by engine. ————, conductor; James Matthews, engineer.

July 7th—Charles C. Collins, employe, non-fatally injured, Brigantine Junction, N. J. Cut by glass. Samuel Price, conductor; Charles C. Collins, engineer.

July 11th—George S. Lewis, employe, non-fatally injured, Williamstown Junction, N. J. Falling from car. George S. Lewis, conductor; W. A. Saumany, engineer.

July 13th—Raymond Bartling, employe, non-fatally injured, Winslow Junction, N. J. Attending locomotive fire. Thomas Phillips, conductor; John Palmer, engineer.

July 14th—John J. Collins, employe, non-fatally injured, Winslow Junction, N. J. Handling freight shipment. C. H. Robinson, conductor; W. A. Saumany, engineer.

July 16th—John W. Ward, non-employe, non-fatally injured, Atlantic City, N. J. Struck by engine. F. C. Simkins, conductor; T. Collins, engineer.

July 30th—Lolli Lodivico, employe, non-fatally injured, Richland, N. J. Fell off hand car. ————, conductor; ————, engineer.

July 31st—Patrick C. Shea, non-employe, non-fatally injured, West Collingswood, N. J. Struck by intertrack fence. G. A. Clarke, conductor; S. Burroughs, engineer.

July 31st—Gus Brit, non-employe, non-fatally injured, Camden, N. J. Struck by engine. Frank Dougherty, conductor; G. W. P. Wood, engineer.

August 3d—Samuel Price, employe, non-fatally injured, Winslow Junction, N. J. Fell off freight platform. Samuel Price, conductor; C. Collins, engineer.

August 19th—Antonio Jimmie, employe, non-fatally injured, Newtonville, N. J. Struck by casting. C. S. Hand, conductor; Frank Hein, engineer.

August 19th—Frank Ford, Mrs. Anna Girvin, employes, non-fatally injured, Camden, N. J. Cleaning cars. H. E. Ruth, conductor; B. F. Peters, engineer.

August 31st—A. A. Greene, employe, fatally injured, Haddon Heights, N. J. Struck by train. N. Laycock, conductor; M. Rattigan, engineer.

September 10th—Daniel Atwood, employe, non-fatally injured, Winslow Junction, N. J. Falling from car. G. S. Lewis, conductor; W. A. Sumany, engineer.

September 14th—A. L. Thomas, employe, killed, Atlantic City, N. J. Caught between car and freight platform. Floyd Overton, conductor; S. L. Borroughs, engineer.

September 16th—Joseph Hickman, employe, non-fatally injured, Camden, N. J. Jumping off car. Irving Turner, conductor; Elwood Storms, engineer.

October 9th—Chester Candy, employe, non-fatally injured, Camden, N. J. Jumping off car. James Black, conductor; Morton Black, engineer.

October 12th—Charles Jones, employe, non-fatally injured, Stratford, N. J. Attending locomotive fire. M. Keegan, conductor; W. Williams, engineer.

October 16th—Thomas M. Crowell, employe, non-fatally injured, Braddock, N. J. Closing freight car door. F. W. Young, conductor; W. G. Hein, engineer.

November 23d—Thomas G. Hines, employe, killed, Camden, N. J. Falling from car. J. P. Thomas, conductor; T. Wigglesworth, engineer.

December 3d—Welsely Williams, employe, non-fatally injured, Winslow Junction, N. J. Oiling engine. E. T. Brady, conductor; W. Williams, engineer.

December 16—William Arthur, employe, non-fatally injured, Camden, N. J. Reversing engine. Harry Pavon, conductor; W. Arthur, engineer.

December 27th—Samuel Cox, employe, non-fatally injured, Camden, N. J. Falling off engine. J. P. Thomas, conductor; T. Wigglesworth, engineer.

December 27th—Archibald Holton, non-employe, non-fatally injured, Camden, N. J. Struck by engine. Ernest Haines, conductor; E. Bakley, engineer.

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ATLANTIC CITY AND OCEAN CITY RAILROAD COMPANY.

Capital stock paid in,	$180,000 00
Bonded debt,	180,000 00
Floating debt—None.	
Cost of road and equipments,	$329,534 98

The road extends from Somers Point to Boardwalk, Ocean City, N. J., a distance of 2.61 miles. It is leased to the Atlantic City & Shore Railroad Company at an annuel rental of $19,500. It is equipped and operated by the Atlantic City & Shore Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Harry E. Kohn, being duly sworn, on his oath says, that he is President of the Atlantic City & Ocean City Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

HARRY E. KOHN.

Sworn and subscribed before me, this twenty-third day of January, A. D. 1911.

JOSEPH F. COTTER,

[L. S.] *Notary Public,*

My Commission Expires May 14th, 1911.

RECEIPTS AND EXPENSES FOR 1910.

Income from rental,	$19,500 00
Income from freight—None.	
Income from other sources—None.	
Total,	$19,500 00

Dividends paid during the year 1910, and how paid—$9,000 in cash.

P. O. address of this company—No. 605 Land Title Building, Philadelphia, Pa.

ACCIDENTS.

Road operated by Atlantic City and Shore Railroad Company.

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ATLANTIC CITY AND SHORE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	917,000 00
Floating debt,	101,000 00
Cost of road and equipments,	$1,930,461 99

Dividends paid during the year 1910, and how paid—None.

The road extends from Atlantic City to Ocean City, and from Atlantic City to Longport, a distance of 24 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$532,751 97
Income from freight—None.	
Income from other sources,	18,297 80
Total,	$551,049 75
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$254,767 45

REMARKS.

This report included receipts and expenditures, also the accidents of the Atlantic City and Ocean City Railroad Company, and Atlantic Avenue Line, Atlantic City, N. J., the former being operated under a lease, and the latter under a trackage right agreement, with the West Jersey and Seashore Railroad Company.

P. O. address of the above company—No. 8 South Virginia avenue, Atlantic City, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—W. A. Stern, being duly sworn, on his oath says, that he is President of the Atlantic City & Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true to the best of his knowledge and belief.

W. A. STERN.

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Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

LOUIS DU HADWAY,
[L. S.] *Notary Public,*
My Commission expires January 17, 1913.

ACCIDENTS.

January 4th, 1910—C. W. Flippin, bruised leg and thigh. Made misstep, car standing. Conductor, K. R. Smith; motorman, J. J. McCauley. Not employed.

January 29th—R. L. Grice, cut on face. Window blown in. Conductor, C. S. Price; motorman, R. L. Grice. Still employed.

February 10th—J. Gibbo, laceration of hand and knee, strained ligaments of shoulder. Attempted to board moving car. Conductor, S. Izenskie; motorman, H. E. Heineman. Still employed.

March 16th—J. W. Price, slight cut over eye. Tried to board moving car between blocks. Conductor, H. L. Roberts, motorman, L. C. Jefferson. Motorman still employed.

April 9th—Johnson's wagon; H. Simpkins, driver; property damaged, driver's leg and arm bruised. Car collided with wagon. Conductor, W. S. Gilmore; motorman, G. W. Mack. Conductor still employed.

May 1st—Clara Oldfield, hip bruised. Stepped off before car stopped. Conductor, B. M. Golding; motorman, H. D. Brubaker. Conductor still employed.

May 10th—Catherine Oleson, lacerated jaw and forehead, leg and ankle bruised, also shock. Stepped from rear of car, struck by car moving in opposite direction. Conductor, F. A. Park; motorman, W. F. Haley. Still employed.

May 30th—J. T. Patterson, laceration over left eye and temple. Stepped from moving car. Unreported case.

July 4th—William Smith, cut over eye, bruise of leg, flank and ankle. Intoxicated man tripping over fender of car, thrown in front of and ran over by a wagon. Conductor, W. B. Whaley; motorman, J. H. Wieland. Still employed.

July 4th—Mrs. R. Beard, personal injury. Stepped from moving car. Conductor, R. S. Higbee; motorman, F. L. Lynes. Motorman still employed.

July 23d—Thomas Nelson, employe, cut above eye, abrasion of back, cut on wrist, arm, leg and knee. Man while intoxicated tried to board moving train and fell. Conductors, M. V. Huyette, C. F. McGrew; motorman, E. Fraas. Motorman still employed. Conductor McGrew not employed.

July 27th—Mrs. A. Williams, personal injury. Stepped from moving car. Conductor, S. Izenskie; motorman, R. T. Heisley. Conductor still employed.

August 11th—Mrs. C. Schneider and daughter, bruise of left leg, shoulder and elbow; child's elbow bruised. Alighted from moving car. Conductor, W. H. Marcussen; motorman, R. Fenstermacher. Not employed.

August 13th—Mrs. E. Van Sciver, unknown. While alighting car was started on signal given by a passenger. Conductor, J. English; motorman, H. E. Heineman. Motorman still employed.

August 18th—Mrs. J. Rothschild, personal injury. Stepped from moving car. Conductor, A. S. Stickney; motorman, D. Harvey. Not employed.

August 24th—Mrs. L. Sanderson, injury to ankle. Tripped on rail while crossing tracks; claimed struck by fender. Conductor, W. L. Collins; motorman, E. Higbee. Conductor still employed.

August 22d—W. T. McCall, employe, head cut, leg injured. Fell off crowded car. Conductor, W. T. McCall; motorman, F. B. Mason. Still employed.

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August 29th—Mrs. A. Maxwell, personal injury. Alighted before car stopped. Conductor, O. Hackney; motorman, S. Harvey. Not employed.

August 31st—Henrietta Smith, slight bruise on head, arm and elbow slightly swollen. Stepped from moving car. Conductor, N. W. Speece; motorman, C. H. Bamford. Motorman still employed.

August 25th—R. G. Fell, strained muscles and ligaments of left leg and knee. Claimed was thrown from running-board by jerk of car. Unreported case.

September 6th—Mollie Handy, jar and shock. Alighted from moving car. Conductor, F. A. Venino; motorman, F. McAllister. Still employed.

September 5th—W. P. Nelson, employe, side bruised, stunned. Hand rail gave way. Conductor, W. P. Nelson. Still employed.

September 9th—Mrs. M. Harris, cut on head, bruise and shock. Alighted before car stopped. Conductor, M. Widlansky; motorman, G. Applegate. Still employed.

September 16th—Mary Newman, shock. Claimed car started while alighting. Conductor, C. C. Meighan; motorman, J. G. Babcock. Motorman still employed.

September 21st—L. Pododing, unknown. Evidently asleep; fell from car to street. Conductor, W. P. Nelson; motorman, W. Gifford. Conductor still employed.

September 14th—S. Doughty, employe, injury to ball of eye. Piece of steel pierced ball of eye.

September 21st—Mrs. Mary Clifton, left hip and leg bruised. Claimed car started while alighting. Unreported case.

September 22d—W. Offley, personal injury. Claimed car started while he was alighting. Conductor, A. E. Herman; motorman, J. Wieland. Motorman still employed.

September 23d—J. S. Champion, limbs bruised. Changed seats while car was running, slipped and fell, dragged several feet. Conductor, R. Hume; motorman, J. Watson. Still employed.

November 2d—C. H. Smith, employe, laceration of forefinger and arm. Sudden jerk of rope.

November 19th—W. H. Edwards, left side bruised. Alighted from moving car. Conductor, M. Corkran; motorman, F. McAllister. Motorman still employed.

November 30th—R. B. Martin, finger injured. Alighted from moving car. Conductor, W. Monroe; motorman, W. L. Hammell. Still employed.

December 2d—Mrs. N. Flint, left hip fractured. Got off standing car and fell over tracks after car had passed along. Conductor, N. Smith; motorman, S. K. Mathis. Still employed.

December 14th—Miss A. Leipe, leg broken. Alighted from standing car; fell on icy ground after alighting. Conductor, A. Van Pelt; motorman, F. McAllister. Motorman still employed.

December 23d—Wagon of Weisbrod & Hess; J. Daniels, driver; F. A. Venino, conductor. Slight damage to wagon; driver slightly bruised; conductor's rib fractured. Head-on collision caused by driver turning directly in front of moving car. Conductor, F. A. Venino; motorman, P. F. Knee. Still employed.

December 30th—Generotzky's wagon; M. D. Shoultes, driver. Shock to driver; wagon and car slightly damaged; small cut on horse. Head-on collision, caused by driver's gross carelessness. Conductor, H. Freas; motorman, C. Freyer. Still employed.

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THE BALTIMORE AND NEW YORK RAILWAY CO.

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt,	191,795 42
Cost of road and equipments,	$891,795 42

Dividends paid during the year 1910, and how paid—None.

The road extends from Cranford, N. J., to A. K. Bridge, a distance of 5.35 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from freight,	$377,657 69
Total,	$377,657 69
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$315,497 59

P. O. address of the above Company—17 State street, New York, N. Y.

State of New York, New York county, *ss.*—C. C. F. Bent, being duly sworn, on his oath says, that he is Vice-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 1910, are correct and true, to the best of his knowledge and belief.

C. C. F. BENT.

Sworn and subscribed before me, this 24th day of January, A. D. 1911.

[L. S.]

R. N. STEVENS,
Notary Public,
Rockland Co., N. Y.,
Certificate filed in New York County.

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ACCIDENTS.

May 10th, 1910—E. Bonasch, conductor, of C. R. R. of N. J., whilst walking ahead of cars in Cranford yard, was knocked down and sustained a cut on leg; Engine, C. R. R. of N. J., No. 72,. Conductor, E. Bonasch; engineman, C. Husband.

August 15th—W. L. Ford, Jr., trainman. Fell off rear car of freight train No. 697 at Herman Crossing, near Staten Island Junction, slightly injuring back and arm. Conductor, H. J. Hayes; engineman, Hugh Halpin.

December 25th—M. W. McGarvey, conductor of extra freight train, engine No. 1635, was thrown against side of caboose, slightly injuring his head. Conductor, M. W. McGarvey; engineman, G. W. Ford.

BARNEGAT RAILROAD COMPANY.

Capital stock paid in,	$50,000 00
Bonded debt—None.	
Floating debt,	17,616 73
Cost of road and equipments,	$50,000 00

The road extends from 3,186 feet east of Barnegat City Junction, N. J., to Barnegat City, N. J., a distance of 8.15 miles.

It is operated by the Tuckerton Railroad Company for and on account of the Barnegat Railroad Company, and the latter company bears all the expenses in connection therewith. This arrangement is subject to termination on three months' notice.

This company supplies its own equipment, but the further information required by law is furnished by the Tuckerton Railroad Company.

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

SAMUEL REA.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,

[L. S.] *Notary Public,*

Commission Expires February 26th, 1913.

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RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$1,775 41
Income from freight,	1,720 15
Income from other sources,	892 09
Total,	$4,387 65
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$11,193 32
Dividends paid during the year 1910, and how paid—None.	

* Includes $897.64 taxes and other obligatory charges.

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

ACCIDENTS.

Accidents, if any, reported by the Tuckerton Railroad Company, which operates the line.

BAY SHORE CONNECTING RAILROAD COMPANY.

Capital stock paid in,	$34,777 06
Floating debt,	2,784 51
Cost of road and equipments,	$35,034 47

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

Operated jointly by the Lehigh Valley Railroad Company, of New Jersey, and Central Railroad Company, of New Jersey, and included in report of those companies.

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Bay Shore Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me, this second day of March, A. D. 1911.

GEORGE ELLENBERGER,
[L. S.] *Notary Public, Kings Co., No. 2701,*
Certificate filed in N. Y. Co., No. 1037.

Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—228 South Third street, Philadelphia, Pa.

ACCIDENTS.

See statement attached to report of Lehigh Valley Railroad Company, of New Jersey.

BELVIDERE DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,665,000 00
Floating debt—None.	
Cost of road and equipments,	$4,160,665 00

The road extends from Trenton, N. J., to Manunka Chunk, N. J., 67.42 miles; connection with Delaware, Lackawanna and Western Railroad in Manunka Chunk, N. J., 0.09 miles; Coalport in Trenton, to East Trenton, N. J., 1.73 miles; Lambertville to Flemington, N. J., 11.55 miles; Martin's Creek, N. J., to junction with Delaware, Lackawanna and Western Railroad, 0.29 miles; a total distance of 81.08 miles.

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

Lease assigned to the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company.

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

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

SAMUEL REA.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$429,710 36
Income from freight,	1,394,024 15
Income from other sources,	119,997 91
Total,	$1,943,732 42

Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$1,817,056 94

Dividends paid during the year 1910, and how paid—One of ten per cent., paid in cash.

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

ACCIDENTS.

Train Accidents, Employes—Coupling or Uncoupling.

November 5th, 1910—Howard I. Tinsman, brakeman, fourth finger right hand lacerated. Engineman, Jos. Cherry; conductor, Chas. A. Metzgar.
November 24th—A. L. Sine, brakeman, badly squeezed. Engineman, P. W. Skillman; conductor, Jacob B. Shepherd.
December 2d—Eugene F. Sprowl, brakeman, index finger right hand mashed. Engineman, F. Walton; conductor, Geo. Moyer.

Collisions.

November 23d, 1910—Jos. Cherry, engineman, cut under left eye and scalp lacerated. Engineman, Jos. Cherry; conductor, none.

* Includes $306,361.77 interest on bonded debt, taxes and other obligatory charges.

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Falling from Trains, Locomotives or Cars.

January 22d, 1910—P. R. Huff, brakeman, left ankle sprained. Engineman, T. Stanton; conductor, A. C. Hulshizer.

August 1st—Edward Moser, brakeman, left foot cut off. Engineman, E. Edinger; conductor, Chas. A. Metzgar.

September 12th—Edward A. Seyffert, brakeman, right wrist broken and right ankle bruised. Engineman, E. F. Stevenson; conductor, Chas. P. Dickey.

November 16th—Ira E. Snyder, brakeman, left foot injured. Engineman, Jno. Tennecliff; conductor, S. P. Clymer.

November 16th—Thos. H. Heitzman, brakeman, sprained right ankle. Engineman, Jno. Tennecliff; conductor, S. P. Clymer.

December 5th—John F. Malone, brakeman, right wrist and elbow contused. Engineman, W. E. Browning; conductor, H. H. Shaffer.

December 5th—R. H. Rockhill, fireman, killed. Engineman, W. McVeay; conductor, J. B. Dean.

December 19th—Jos. P. Redman, brakeman, right arm injured. Engineman, J. H. McElroy; conductor, C. H. Rich.

Jumping On or Off Trains, Locomotives or Cars.

October 5th, 1910—Wm. McLain, baggage master, cut under left eye. Engineman, F. S. Joiner; conductor, F. R. Pierson.

November 13th—John P. Brophy, switchman, sprained cords in calf of leg. Engineman, W. U. Vannoy; conductor, O. J. Fisher.

December 5th—Nathaniel F. Bound, brakeman, left ankle sprained. Engineman, H. Marjarum; conductor, J. B. Clayton.

Struck by Trains, Locomotives or Cars.

February 18th, 1910—Daniel W. Ball, brakeman, injured about chest. Engineman, J. Tennecliff; conductor, J. A. Heitzman.

April 27th—Nathan Zimmerman, engineman, gash above right eye, right arm and shoulder bruised. Engineman, N. Zimmerman; conductor, Thos. Diebert.

June 29th—Wm. J. Leslie, operator, shoulder and back contused, scalp wound and left ear lacerated. Engineman, Ellwood Sandol; conductor, Wm. H. Paxson.

September 6th—Richard W. Dawson, brakeman, killed. Engineman, John Cane; conductor, B. Rooney.

December 21st—John E. Luckmire, brakeman, back and hips bruised. Engineman, J. J. Brophy; conductor, J. J. Coleman.

Other Causes.

June 22d, 1910—Jos. A. McCreavy, brakeman, right hand squeezed and skin torn. Engineman, W. Werts; conductor, C. P. Dickey.

September 17th—George Alexander, fireman, left arm bruised. Engineman, C. V. Bowden; conductor, D. Lutz.

September 28th—Saml. J. Lippincott, brakeman, two ribs on left side broken. Engineman, A. Niece; conductor, Wm. Thatcher.

November 10th—Thos. Moser, baggage master, ribs on left side injured. Engineman, S. J. Duckworth; conductor, G. H. Reading.

December 11th—E. C. Gibney, fireman, back injured. Engineman, E. Edinger; conductor, L. A. Pursell.

Other Persons Struck by Trains, Locomotives or Cars at Other Points Along Track.

May 4th, 1910—Nellie White, right foot cut off. Engineman, C. Simmons; conductor, S. A. Hendrickson.

August 30th—Frank Brotzman, arm fractured. Engineman, F. P. Parsons; conductor, Bos. E. Allen.

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Jumping On or Off Trains, Locomotives or Cars.

March 3d, 1910—Mrs. Wm. H. Britton, wrist broken and hip injured. Engineman, F. P. Parsons; conductor, Jos. E. Allen.

June 1st—Timothy McCoy, both legs cut off. Engineman, J. V. Nixon; conductor, W. H. Young.

June 21st—Wm. Bunnell, cut over right eye and nose cut and bruised. Engineman, C. Simmons; conductor, F. Kitchin.

September 10th—Andrew Soninski, scalp wound. Engineman, M. Meskill; conductor, J. K. Schanck.

September 13th—Harry Stocker, right foot mashed below ankle. Engineman, G. Case; conductor, A. C. Hulshizer.

September 22d—Amos McPherson, cut alongside left eye and thumb cut. Engineman, W. R. O'Neill; conductor, T. Wallington.

November 6th—A. R. Edinger, skin on right side of face and neck scraped off. Engineman, J. S. Southwick; conductor, P. T. Dawson.

December 2d—Reuben Marshall, cut on back of head. Engineman, R. Cooley; conductor, C. M. Person.

Collisions.

December 10th, 1910—W. Snyder, slight cut on under lip and bridge of nose bruised slightly; Miss Ida Stout, slight cut on upper lip; J. J. Morgan, scratch on forehead, over left eye and left cheek bone; E. W. Gearhart, cheek bone bruised under left eye. Engineman, E. F. Stevenson; conductor, F. A. Kitchin. Engineman, J. J. Dooley; no conductor.

Overhead Obstructions.

September 7th, 1910—Wm. Wood, killed. Engineman, E. Fenton; conductor, T. Miller.

Falling from Trains, Locomotives or Cars.

August 22d, 1910—Helen Mathews, hurt her elbow. Engineman, C. W. Cope; conductor, Thos. Doyle.

Other Causes.

May 24th, 1910—Chas. A. Zipp, cut on head. Engineman, J. F. Lyman; conductor, T. Doyle.

June 25th—Geo. O'Daniels, finger crushed. Engineman, R. Cooley; conductor, P. T. Dawson.

June 30th—Jos. Reinenger, bad cut on left arm. Engineman, F. S. Joiner; conductor, F. R. Pierson.

August 15th—Wm. O'Brien, left knee strained. Engineman, Harvey Nolf; conductor, J. R. Mills.

August 27th—Mrs. Nash, hurt her hip. Engineman, J. F. Lyman; conductor, J. K. Schanck.

September 12th—L. L. Byer, right arm bruised. Engineman, C. W. Cope; conductor, T. Doyle.

All of the above enginemen and conductors are still in the service.

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BERGEN COUNTY RAILROAD.

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

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

It is leased to the Erie Railroad Company at an annual rental of $12,000 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.

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

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

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

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BERGEN AND DUNDEE RAILROAD.

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

The road extends from a point on the Bergen County Railroad, in Saddle River, to Vreeland Lake, in Passaic, N. J., a distance of 2.45 miles.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

[L. s.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

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Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—No information at hand; see former reports.

Dividends paid during the year 1910, and how paid—None.

The road extends the length of Brigantine Island, a distance of seven miles.

RECEIPTS AND EXPENSES FOR 1910.

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

REMARKS.

On October 9th or 10th, 1903, the company ceased all operations; on November 17th, 1903, R. D. A. Parrott, Esq., was appointed receiver; on April 15th, 1904, the property was sold under foreclosure and bought by John O. Heald, and on June 24th a deed was received, since which date the property has been held awaiting a purchaser and has not been operated in any part at any time from October 9th, 1903, to the date of this report.

P. O. address of the above company's purchaser—John O. Heald, 141 Broadway, New York.

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says, that he is the purchaser of the Brigantine Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me, this tenth day of January, A. D. 1911.

SMITH SCHULTZ,
Master in Chancery of N. J.

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THE BUENA VISTA RAILROAD COMPANY.

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

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

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock paid in,	$381,925 00
Bonded debt,	350,000 00
Floating debt,	45,081 86
Cost of road and equipments,	$769,991 00

The road extends from Pavonia, N. J., to Pemberton, N. J., 22.35 miles; connection with Philadelphia and Long Branch Railroad at Birmingham, to east of Birmingham Station, .39 miles; East Burlington, N. J., to Mount Holly, N. J., 7.12 miles; a total distance of 29.86 miles.

It is leased to the United New Jersey Railroad and Canal Company, at an annual rental of six per cent. on the capital stock, four per cent. on the funded debt, taxes, and five hundred dollars for maintaining organization. Lease assigned to the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company.

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

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

SAMUEL REA.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26, 1913.

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RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$198,785 22
Income from freight,	113,022 81
Income from other sources,	60,314 28
Total,	$372,122 31
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$445,399 90

Dividends paid during the year 1910, and how paid—Two of three per cent. each paid in cash.

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

ACCIDENTS.

Accidents, if any, are reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

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

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	$328,420 49

Dividends paid during the year 1910, and how paid—None.

The road extends from Cape May City, N. J., to Cape May Point, and Sewell's Point, N. J., a distance of 6.29 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$15,286 42
Income from freight,	5,447 96
Income from other sources,	1,407 68
Total,	$22,142 06
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$40,667 99

*Includes $53,435.78 rental for use of road and taxes.

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P. O. address of the above company—Kaighn's Point Ferry House, Camden, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Ziegler, being duly sworn, on his oath says, that he is Comptroller of the Cape May, Delaware Bay and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER,
Comptroller.

Sworn and subscribed before me, this fourth day of February, A. D. 1911.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission expires April 18, 1911.

ACCIDENTS.

August 30th, 1910—A. G. Taylor, employe, non-fatally injured, Cape May, N. J. Repairing car. F. McNeill, conductor; Shanger Hand, engineer.

CARTERET EXTENSION RAILROAD COMPANY.

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

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

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that is Vice-President of

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
[L. S.] *Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

CARTERET AND SEWAREN RAILROAD COMPANY

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

The road extends from Liebigs to Port Reading Railroad tracks, a distance of 1.25 miles.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$27,436,800 00
Bonded debt, outstanding,	45,474,000 00

Dividends paid during the year 1910, and how paid—Six (6) of two (2) per cent. each; in all twelve (12) per cent. on par value of stock, paid in cash.

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

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	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 Wharton (formerly High Bridge and Longwood Valley Railroad),	25.17
German Valley to Chester (formerly High Bridge Railroad),	4.51
Hopatcong Junction to Nolan's Point (formerly Lake Hopatcong Railroad),	5.56
Spur—Avenue A, Bayonne, to Safety Insulated Wire and Cable Company's works,	0.45
Spur—Avenue A. Bayonne, to Avenue C,	0.60
Spur—Phillipsburg to Ingersoll-Sargeant Drill Works,	0.75
Spur—To Feigenspan's Brewery, Newark,	0.37
Spur—To Bay Shore Connecting Railroad, Newark,	0.15
A total length of,	156.59

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$3,694,017 61
Income from freight,	8,936,181 24
Income from other sources,	3,345,732 99
Total,	$15,975,931 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$10,327,545 55

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

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

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

ACCIDENTS.

Coupling or Uncoupling—Employes.

January 24th, 1910—Calvin S. Berry, brakeman, injured at Hampton. Engineer, Jas. Splane; conductor, Robt. Fenwick.

March 2d—E. J. Herster, brakeman, injured at Phillipsburg. Engineer, B. McMahon; conductor, O. Ritter.

April 11th—John Minaugh, baggage master, injured at Somerville. Engineer, E. Jones; conductor, S. Piatt.

April 16th—E. J. Smith, brakeman, injured at Plainfield. Engineer, J. S. Eveland; conductor, John Degnan.

July 16th—Wm. Drake, brakeman, injured at Elizabeth. Engineer, A. Schenck; conductor, J. J. Barry.

August 4th—John T. Jones, brakeman, injured at Dunellen. Engineer, E. O'Connor; conductor, Fred Lincoln.

November 5th—Harry Gelenius, fireman, injured at Boynton Beach. Engineer, B. McDonald; conductor, C. A. Teets.

December 27th—Alfred C. West, brakeman, injured at Cranford. Engineer, I. Van Cliff; conductor, G. K. Moffett.

Collisions—Employes.

January 14th, 1910—Joseph Mulligan, brakeman, injured at Carteret. Engineer, A. Erickson: conductor, C. F. McAtee.

January 18th—G. S. Vought, fireman, injured at High Bridge. Engineer, H. Schmidt; conductor, R. T. Slockbower.

March 17th—Jas. J. Carr, brakeman; Wm. Stillwagon, engineer; injured at Jersey City. Engineers, W. Stillwagon, F. Schultz; conductors, A. Tice, John O'Rourke.

March 31st—J. Crowley, engineman, injured at Jersey City freight yard. Engineers, J. Crowley, W. Heilig; conductors, F. S. DeLong, J. Holland.

July 19th—John J. Judge, brakeman, injured at Jersey City freight yard. Engineer, J. Crowley; conductor, J. O'Connell.

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September 29th—Wm. Lilly, fireman; Edward Strough, brakeman; injured at Elizabethport. Engineers, H. Beach, W. H. McMahon; conductors, E. Goust, K. Matthews.

December 29th—Frank A. Palmer, fireman, injured at Elizabethport. Engineer, J. Wells; conductor, H. Krauss.

December 30th—F. C. Bender, brakeman; injured at Lebanon. Engineer, W. J. Kain; conductor, R. E. Hartman.

Collisions—Non-Employes.

October 7th—Louis Goldbrecht, non-employe, injured at Jersey City passenger yard. Engineer, C. Burrows; conductor, E. J. Kirk.

Derailments—Employes.

February 14th, 1910—Wm. Kennedy, brakeman, injured at Bayway, Elizabethport. Engineer, F. Mooney; conductor, S. H. Phipps.

March 7th—J. Turbett, conductor, injured at East Ferry street, Newark. Engineer, H. Smith; conductor, J. Turbett.

Falling from Trains, Locomotives or Cars—Employes.

January 21st, 1910—W. H. Shuster, brakeman, injured at Jersey City. Engineer, F. Wilcox; conductor, ————.

January 29th—Russell B. Walworth, brakeman, injured at Jersey City freight yard. Engineer, F. Peckham; conductor, J. J. Carr.

February 3d—William Brown, brakeman, injured at Somerville. Engineer, C. Houston; conductor, Thomas Galvin.

February 8th—John F. Bayer, brakeman, injured at Dunellen. Engineer, H. S. Painter; conductor, J. J. Flaherty.

February 28th—Thos. Walsh, brakeman, injured at Elizabethport. Engineer, J. Kenney; conductor, H. Bauerband.

March 31st—H. Wildoner, brakeman, injured at High Bridge. Engineer, J. Fitzpatrick; conductor, J. Gillespie.

April 1st—J. J. Manning, brakeman, injured at Newark. Engineer, J. Hogan; conductor, C. C. Braken.

April 16th—Chas. Dalton, dock brakeman, injured at Pt. Johnston coal docks, Bayonne. Engineer, ————; conductor, ————.

April 25th—F. Sinclair, fireman, injured at Bloomsbury. Engineer, F. Woodruff; conductor, H. Shuck.

June 18th—Daniel Haggerty, brakeman, killed at Elizabethport. Engineer, A. Schanck; conductor, Patrick Barry.

July 1st—George Braman, engineer, injured at Rockaway. Engineer, Geo. Braman; conductor, Thos. Hill.

July 26th—Henry W. Werkheiser, brakeman, injured at Hampton. Engineer, J. B. Everitt; conductor, M. W. Hummell.

July 29th—Calvin Reed, brakeman, injured at Ferry street, Newark. Engineer, J. Simms, conductor; J. Spellman.

August 1st—Charles Ullerick, fireman, killed at Jersey City freight yard. Engineer, W. Miller; conductor, W. Haskill.

October 9th—Charles Harvey, conductor, injured at Jersey City. Engineer, W. Grant; conductor, Chas. Harvey.

October 10th—J. M. Evans, conductor, injured at Jersey City. Engineer, J. N. Kimball; conductor, J. M. Evans.

October 27th—L. H. Sornberger, brakeman, injured at Bound Brook. Engineer, H. S. Painter; conductor, J. J. Flaherty.

October 27th—R. E. Hartman, brakeman, injured at White House. Engineer, A. Smith; conductor, S. Bloom.

November 4th—S. C. Reinert, brakeman, injured at Hampton. Engineer, F. B. Woodruff; conductor, J. J. Thornton.

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November 7th—Roy Hoff, fireman, injured at Fiddlers. Engineer, ————; conductor ————.

December 12th—John Dunn, brakeman, injured at Jersey City. Engineer, F. Dunke; conductor, W. J. Jordon.

December 22d—Wm. Huff, engineman, injured at Brills. Engineer, W. Huff; conductor, Edw. Lufft.

December 25th—Tony Maley, water watcher, injured at Jersey City. Engineer, ————; conductor, ————.

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

February 8th, 1910—Jos. Lampart, trespasser, injured at Maurer. Engineer, C. A. Hayes; conductor, H. E. Barton.

February 23d—J. J. Byrne, passenger, injured at West Side avenue, Jersey City. Engineer, A. Neigert; conductor, J. Spellman.

April 10th—Jas. Norval, passenger, injured, Oak Island Junction. Engineer, A. Heim; conductor, E. Stevens.

July 23d—Frank Dalia, trespasser, killed at Plainfield. Engineer, J. S. Eveland; conductor, J. J. Degnan.

November 13th—Unknown woman, passenger, killed at Bound Brook. Engineer, B. F. Loughery; conductor, P. Malley.

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

January 8, 1910—G. Stanley Vought, fireman, injured at Hampton. Engineer, Henry Schmidt; conductor, R. T. Slockbower.

January 8th—Terence McManus, fireman, injured at Elizabethport. Engineer, W. Hopler; conductor, ————.

January 15th—A. W. Rickert, brakeman, injured at Jersey City freight yard. Engineer, F. Peckham; conductor, J. J. Carr.

January 27th—J. V. P. Long, brakeman, injured at Chrome. Engineer, Geo. Rowland; conductor, W. I. Breese.

February 18th—John Barry, brakeman, injured at Elizabethport. Engineer, T. Hartnett; conductor, G. Litchfield.

February 27th—Jas. H. Lysinger, brakeman, P. & R., injured at Communipaw. Engineer, S. Walters; conductor, R. Coogan.

March 19th—C. B. Dougherty, brakeman, injured at East 22d street, Bayonne. Engineer, D. Ferguson; conductor, S. J. Briskey.

April 6th—Melville H. Metler, brakeman, injured at Newark. Engineer, W. Jacobus; conductor, L. Homler.

April 22d—F. J. Coyle, brakeman, injured at Phillipsburg. Engineer, F. J. Dervin; conductor, John Mahoney.

May 7th—Edward Burke, brakeman, injured at Jersey City. Engineer, John Conine; conductor, A. Tice.

May 15th—Sidney Lawrence, brakeman, injured at Jersey City freight yard. Engineer, J. Wharmby; conductor, J. Coriell.

July 26th—Frank Sinclair, fireman, injured at White House. Engineer, H. Prime; conductor, K. Matthews.

August 13th—E. W. Trout, fireman, injured at Cranford Junction. Engineer, Wm. Newlands; conductor, A. Britton.

August 23d—Edward J. McCarthy, conductor, injured at Dunellen. Engineer, John McChurchie; conductor, E. J. McCarthy.

August 25th—Timothy Harkins, conductor, injured at Spring street. Elizabeth. Engineer, V. Thomas; conductor, T. Harkins.

September 3d—Amos Smith, brakeman, injured at El Mora. Engineer, H. Heller; conductor, C. C. Greeby.

September 6th—Paul Hurie, laborer, injured at Communipaw, Jersey City. Engineer, ————; conductor, ————.

September 20th—Wm. Naugle, brakeman, injured at Bound Brook. Engineer, D. Hummer; conductor, J. E. Mahoney.

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October 11th—Robert L. Senter, fireman, injured at Jersey City yard. Engineer, Frank Peckham; conductor, ————.

November 5th—D. J. Kelleher, brakeman, injured at Jersey City. Engineer, R. Loshen; conductor, O. E. Braden.

November 16th—Chas. Woodnorth, assistant yardmaster, injured at Jersey City. Engineer. R. Lindsay; conductor, J. Heagney.

November 18th—Samuel T. Heil, brakeman, injured at Vulcanite. Engineer, H. Hahn; conductor, J. J. Howley.

November 29th—W. Isaacson, brakeman, injured at Jersey City. Engineer, P. Norton; conductor, J. Adams.

December 16th—Ernest Gilliland, brakeman, P. & R., injured at Jersey City yard. Engineer, ————; conductor, ————.

December 19th—Thos. Hudson, brakeman, injured at Jersey City. Engineer, P. Morton; conductor, E. Roach.

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

January 10th, 1910—M. Tomback, passenger, injured at West Side avenue, Jersey City. Engineer, C. Foster; conductor, F. Lewis.

January 13th—Dennis Heney, passenger, injured at West 8th street, Bayonne. Engineer, H. Ayers; conductor, W. Shaw.

January 13th—W. L. Saunders, passenger, injured at Plainfield. Engineer, S. Watson; conductor, M. Henry.

February 16th—Percy Swindell, trespasser, injured at High Bridge. Engineer, O. Sinclair; conductor, D. W. Sliker.

February 27th—Mary Crilly, passenger, injured at Greenville, Jersey City. Engineer, P. Eder; conductor, G. Van Nortwick.

March 1st—John Walsh, passenger, injured at Greenville, Jersey City. Engineer, C. Morton; conductor, F. Vanatta.

March 11th—Mrs. Maria Wagner, non-employe, injured at Jersey City. Engineer, M. Loughery; conductor, P. J. Jeffers.

March 12th—Robt. Johnson, passenger, injured at East Ferry street, Newark. Engineer, A. Heim; conductor, J. Spellman.

March 22d—Jos. Shutella, trespasser, injured at Chrome. Engineer, A. Heim; conductor, F. Goger.

March 27th—Wm. Gould, passenger, injured at Elizabeth. Engineer, W. Stillwagon; conductor, F. Reed.

March 27th—Benj. Young, trespasser, injured at Glen Gardner. Engineer, K. Heaney; conductor, T. Maloney.

April 2d—Berbard Wallin, passenger, injured at Pacific avenue, Jersey City. Engineer, I. Funk; conductor, H. Dowdell.

April 6th—Strawn Forrest, trespasser, killed at White House. Engineer, C. Zeek; conductor, J. F. Snyder, Jr.

April 10th—Irvin Loucks, passenger, injured at Greenville, Jersey City. Engineer, E. Huff; conductor, W. Tinsman.

April 12th—Edward Kelly, trespasser, injured at Lincoln. Engineer, A. S. Smith; conductor, H. Shuck.

April 15th—James M. Gavan, trespasser, killed at Grant avenue, Plainfield. Engineer, V. Thomas; conductor, J. Harrity.

April 26th—R. W. Mowen, passenger, injured at Clinton avenue, Plainfield. Engineer, E. Huff; conductor, W. Barnes.

May 9th—Miss Sadie Roach, passenger, injured at West 8th street, Bayonne. Engineer, H. Tomey; conductor, H. Dowdell.

May 25th—Mary B. Schmidt, passenger, injured at East 33d street, Bayonne. Engineer, I. Funk; conductor, F. Lewis.

June 3d—George Anniga, trespasser, injured at East 22d street, Bayonne yard. Engineer, ————; conductor, ————.

June 15th—B. H. Harrison, passenger, injured at Plainfield. Engineer, G. Cobson; conductor, E. Evans.

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June 24th—Ethel Weidwald, passenger, injured at Somerville. Engineer, J. Walsh; conductor, T. Galvin.

June 27th—F. Loustali, passenger, injured at Jersey City. Engineer, J. Reagan; conductor, J. Walsh.

July 2d—T. E. Casey, passenger, injured at Bound Brook. Engineer, F. Wilcox; conductor, M. Durling.

July 4th—Mrs. Jas. Pender, passenger, injured at Perth Amboy. Engineer, C. Pittinger; conductor, W. Berkheimer.

July 23d—Robert Uhl, passenger, injured at Westfield. Engineer, F. Miller; conductor, D. Kirk.

July 24th—Mrs. C. Herman, passenger, injured at West 8th street, Bayonne. Engineer, G. Squires; conductor, G. Van Nortwick.

July 26th—F. J. Miller, passenger, injured at Carteret. Engineer, R. Wolverton; conductor, W. Gilp.

July 30th—Frederick Bartow, passenger, injured at Elizabeth. Engineer, G. Koehler; conductor, W. Meehan.

August 7th—Mrs. G. Loehr, passenger, injured at Elizabethport. Engineer, P. Kuntz; conductor, A. Pine.

August 8th—Frank P. Smith, passenger, injured at Elizabethport. Engineer, C. Mason; conductor, E. Davis.

August 16th—J. C. Wakly, passenger, injured at Elizabethport. Engineer, Frank Biddle; conductor, F. Shinafield.

August 20th—Chas. Schriber, passenger, injured at Elizabethport. Engineer, F. Mooney; conductor, L. Fritts.

September 5th—Tony Ablomske, passenger, injured at Perth Amboy. Engineer, H. Dumke; conductor, W. A. Hayes.

September 5th—Mrs. Adolph Vollmer, passenger, injured at Elizabethport. Engineer, Wm. Curry; conductor, J. B. Cannon.

September 11th—Jennie Carter (colored), passenger, injured at Plainfield. Engineer, Jas. Butler; conductor, L. P. Titus.

September 14th—Miss Violet Thorne, passenger, injured at Aldene. Engineer, N. Sheridan; conductor, W. J. Sheehan.

September 26th—Joe Ginda, trespasser, injured at Carteret. Engineer, R. Wolverton; conductor, W. Gilp.

October 6th—Michael Mansfield, trespasser, injured at Raritan. Engineer, Edw. O'Connor; conductor, S. J. Briskey.

October 25th—Unknown man, passenger, injured at Pt. Reading. Engineer, Wm. Creveling; conductor, J. L. Hunt.

November 9th—Mrs. Schiniski, passenger, injured at Elizabeth. Engineer, G. Cameron; conductor, J. H. Van Middlesworth.

November 11th—Mrs. L. Heyne, passenger, injured at Newark. Engineer, R. Wolverton; conductor, W. Gilp.

November 26th—Chas. Malina, passenger, injured at Elizabeth. Engineer, F. Miller; conductor, D. P. Kirk.

November 26th—Daniel Gimble, passenger, injured at Jersey City. Engineer, J. McKeaney; conductor, H. G. Conrad.

December 3d—Wallace White, passenger, injured at Jersey City. Engineer, I. Funk; conductor, D. Sullivan.

December 3d—Mrs. Andrew, passenger, injured at Jersey City. Engineer, W. Cobson; conductor, T. J. Sands.

December 24th—Chas. English, passenger, injured at Arlington avenue, Jersey City. Engineer, M. Ahern; conductor, H. E. Dowdell.

December 26th—Jesse D. Bennett, passenger, injured at Elizabeth. Engineer, C. B. Henry; conductor, Alfred Taylor.

December 30th—Henry Kothe, passenger, injured at West 8th street, Bayonne. Engineer, M. Moynihan; conductor, M. Durling.

Struck by Overhead Obstructions—Employes.

February 6th, 1910—Edward Bosman, brakeman, injured at White House. Engineer, C. Tomey; conductor, N. Warman.

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March 1st—J. Kubosky, brakeman, injured at Green Brook. Engineer, E. G. Seward; conductor, R. Britton.

July 31st—Arthur C. Gavin, brakeman, killed at High Bridge. Engineer, N. O'Neill; conductor, J. H. Hinckle.

September 21st—Samuel Ollis, engineman, injured at East 49th street, Bayonne. Engineer, Samuel Ollis, conductor, Edw. Foust.

October 19th—John Nolan, brakeman, injured at Jersey City. Engineer, C. Duncan; conductor, W. Wilson.

Struck by Overhead Obstructions—Non-Employes.

July 15th, 1910—Charles Gregors, trespasser, injured at Cherry street, Elizabeth. Engineer, F. Arnold; conductor, A. Conley.

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

February 12th, 1910—William Huff, non-employe, injured at Cranford Junction. Engineer, F. Wagner; conductor, ————.

March 15th—Hula Beck, pedestrian, injured at Elizabethport. Engineer, W. McMahon; conductor, J. S. Murphy.

April 25th—Anna Guarna, pedestrian, killed at Thompson street, Raritan. Engineer, M. Dubbs; conductor, G. Getsinger.

April 28th—John Papovich, non-employe, injured at Hughes' crossing, Dover. Engineer, H. Rader; conductor, H. Amerman.

July 7th—Mary A. Ireland, pedestrian, killed at Cranford. Engineer, M. Loughery; conductor, J. Gibson.

July 12th—Mrs. Cornelia Stone, pedestrian, injured at Phillipsburg. Engineer, W. Kelly; conductor, M. Rissmiller.

December 15th—Thos. Mannion, pedestrian, killed at Arlington avenue, Jersey City. Engineer, W. W. Snyder; conductor, C. Warman.

December 20th—Matthew Slaughter (colored), non-employe, injured at Westfield. Engineer, Wm. Taylor; conductor, W. H. Johnson.

December 31st—James McLaughlin, pedestrian, killed at Bound Brook. Engineer, F. Haiges; conductor, H. Weichman.

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

January 7th, 1910—Dennis O'Shea, ticket agent, killed at High Bridge. Engineer, H. Prime; conductor, G. A. Wildoner.

January 14th—Domonic Shrell, laborer, injured at Communipaw, Jersey City. Engineer, B. Flynn; conductor, J. Ireland.

January 14th—Tony Graco, laborer, injured at Communipaw, Jersey City. Engineer, J. Errickson; conductor, M. Knapp.

January 15th—Walter Rau, driller, killed at Jersey City. Engineer, A. Harine; conductor, F. Vannatta.

January 23d—Daniel Parks, laborer, injured at White House. Engineer, H. Ayers; conductor, F. Vannatta.

February 7th—James Croy, messenger, killed at Jersey City. Engineer, J. Mulford; conductor, ————.

February 13th—Wm. Babcock, head driller, injured at Jersey City. Engineer, P. Norton; conductor, W. Babcock.

February 15th—George Davis, assistant yardmaster, killed at Jersey City. Engineer, Jas. Spence; conductor, Matthew Healy.

February 18th—Wm. H. Reynolds, section foreman, injured at Bloomsburg. Engineer, E. C. Pyatt; conductor, ————.

March 3d—Nathan Hill, bridge carpenter, killed at Boynton Beach. Engineer, J. Mulford; conductor, A. Hetfield.

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April 14th—Frank Galison, laborer, injured at Jersey City. Engineer, G. H. Jones; conductor, G. Dumphy.

April 27th—Frank Lewis, laborer, killed at Communipaw, Jersey City. Engineer, G. Koehler; conductor, J. Ross.

April 28th—Wm. Gaskel, conductor, injured at Jersey City. Engineer, W. Heilig; conductor, W. Gaskel.

May 10th—Elmer Bonasch, conductor, injured at Cranford Junction. Engineer, C. S. Husbands; conductor, E. Bonasch.

July 8th—Henry Brunkhart, signal maintainer, killed on Newark bay draw. Engineer, D. Ferguson; conductor, C. Warman.

July 14th—John Smith, machinist, injured at Jersey City. Engineer, G. Ward; conductor, G. Cooley.

September 7th—John Smith, laborer, injured at Ludlow. Engineer, Martin Engle; conductor, ————.

October 17th—George Haggerty, inspector, injured at Phillipsburg. Engineer, C. Felty; conductor, R. Gregg.

November 5th—Michael Garvel, blacksmith helper, injured at Communipaw. Engineer, N. J. Sheridan; conductor, W. A. Snyder.

December 28th—George Daniels, brakeman, injured at Phillipsburg. Engineer, J. J. Corkery; conductor. H. Kauffman.

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

January 11th, 1910—John Rapitowsky, non-employe, killed at West Side avenue, Jersey City. Engineer, F. Jacobus; conductor, ————.

January 13th—Dominico Denxenito, trespasser, killed at Somerville. Engineer, W. McMahon; conductor, H. L. Houtz.

January 13th—Edward O. Holloran, trespasser, injured at Bayonne. Engineer, W. H. Stiner; conductor, H. A. Wise.

January 17th—John Stasko, trespasser, injured at Wharton. Engineer, G. Bodine; conductor, S. Crook.

January 19th—Patrick L. Rehill, trespasser, killed at Arlington avenue, Jersey City. Engineer, ————; conductor, ————.

January 21st—J. Rodok, trespasser, killed at Communipaw, Jersey City. Engineer, J. Smeck; conductor, D. Hickey.

February 16th—Unknown man, trespasser, killed at East Ferry street, Newark. Engineer, A. Heim; conductor, F. Goger.

February 28th—Kust Bilanics (John Bullo), trespasser, injured at Elmora. Engineer, H. Ayres; conductor, W. Barnes.

March 2d—Frank Wells, trespasser, injured at Grant avenue, Plainfield. Engineer, P. Quick; conductor, G. Van Nortwick.

March 5th—Mary Horniak, trespasser, killed at Wharton. Engineer, L. Smith; conductor, J. Boughart.

March 19th—P. A. Rinehart, passenger, injured at North Branch. Engineer, E. Mahoney; conductor, C. Stokes.

April 13th—Lorenzo Tuzeao, non-employe, killed at Van Nostrand place, Jersey City. Engineer, C. Foster; conductor, S. Johnston.

May 1st—Chas. Stewart (supposed), killed near North Branch. Engineer, B. Flynn; conductor, W. Creveling.

May 3d—Jens Larsen, trespasser, killed at Sewaren. Engineer, T. Manion; conductor, C. Wyatt.

May 11th—John P. Haucks, trespasser, killed at Bayonne. Engineer, G. Brown; conductor, J. Kennedy.

May 12th—F. David Price, trespasser, killed at Singer's tower, Elizabethport. Engineer, M. Moynihan; conductor, D. Aller.

May 30th—Luther J. Gibbons, trespasser, killed at Roselle. Engineer, W. Smith; conductor, H. Amerman.

June 4th—Wabislaw Kozen, trespasser, killed at East 22d street, Bayonne. Engineer, W. Ferguson; conductor, F. Fairbanks.

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June 4th—William Miller, trespasser, killed at Cary's. Engineer, J. Dineen; conductor, L. Stametz.

June 8th—Benj. Bolford, trespasser, killed at Woodbridge Junction. Engineer, G. Coffee; conductor, W. Durling.

June 18th—Eugene Bozzy, trespasser, injured at Elizabethport. Engineer, W. Ahle; conductor, W. Shaw.

June 25th—Charles Adams, trespasser, injured at High Bridge. Engineer, G. Carey; conductor, W. Campbell.

July 8th—O. Martinson, trespasser, injured at East 22d street, Bayonne. Engineer, G. Weller; conductor, H. Boyd.

July 18th—Hannah Hanson, passenger, injured at Elizabeth avenue, Elizabeth. Engineer, G. Stout; conductor, W. Cline.

July 25th—Ernest R. Ludwig, trespasser, killed at West 8th street, Bayonne. Engineer, N. Sheridan; conductor, M. Henry.

August 5th—Anthony Wilkich, trespasser, killed at East Ferry street, Newark. Engineer, H. Tomey; conductor, S. Dennis.

August 18th—Harry Fisher, trespasser, injured at Jersey City yard. Engineer, G. Ross; conductor, J. C. Medenbock.

August 27th—James Walsh, trespasser, injured at Plainfield. Engineer, John E. Logan; conductor, ————.

September 6th—Frank Dalrymple, trespasser, killed at High Bridge. Engineer, C. Morton; conductor, W. E. Ming.

September 27th—A. J. Galleth, passenger, killed at Roselle. Engineer, Jos. Smeck; conductor, D. Hickey.

October 6th—Ignatz Bennick, trespasser, injured at Bayonne. Engineer, G. Quick; conductor, T. Maroney.

October 13th—Teresa Lamar, passenger, injured at East 49th street, Bayonne. Engineer, Edw. Jones; conductor, S. L. Platt.

October 20th—Frank Summer, trespasser, killed at Elizabethport. Engineer, Geo. Koehler; conductor, Wm. Meehan.

October 20th—Chas. Mafala, trespasser, injured at Garwood. Engineer, Edw. O'Connor; conductor, S. J. Briskey.

October 23—Unknown man, trespasser, killer at Greenville. Engineer, G. Preisendanz; conductor, ————.

November 2d—Jacob Blumbach, trespasser, injured at Newark. Engineer, Stewart L. Jones; conductor, J. W. Eggers.

November 4th—Alik Mukolesin, trespasser, injured at Bayonne, East 22d street yard. Engineer, G. Brown; conductor, J. Kennedy.

November 5th—Cornelius Stolk, passenger, injured at Cranford. Engineer, F. R. Naylor; conductor, G. F. Trimmer.

November 18th—Harry Allen, non-employe, killed at Newark. Engineer, H. Smith; conductor, J. M. Turbett.

November 25th—Mrs. Mabel Mount Wyckoff, trespasser, killed at High Bridge. Engineer, C. Montgomery; conductor, F. Conley.

November 28th—Jos. Bochen, trespasser, killed at Carteret. Engineer, G. Byrnes; conductor, W. I. Breese.

November 29th—Daniel Arthur, non-employe, killed at Jersey City, Pacific avenue. Engineer, F. Wynkoop; conductor, F. W. Reed.

December 6th—Harry Kearn, trespasser, killed at Phillipsburg. Engineer, F. Fisher; conductor, M. L. Young.

December 10th—John Buckley, trespasser, killed at Bayonne. Engineer, ————; conductor, ————.

December 29th—Frank McDonald, trespasser, killed at Elizabeth. Engineer, E. Bowers; conductor, W. Chambers.

On or About Trains, Locomotives or Cars—Employes.

January 4th, 1910—Irving Orr, fireman, injured at Greenbrook, Dunellen. Engineer, G. Koehler; conductor, J. Ross.

January 5th—R. McCrindle, fireman, injured at East 22d street, Bayonne. Engineer, G. Quick; conductor, T. Maroney.

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January 13th—Jos. Homler, fireman, injured at Bartley. Engineer, H Schmidt; conductor, R. T. Slockbower.

January 14th—John Degnan, conductor, injured at Plainfield. Engineer, J. S. Eveland; conductor, John Degnan.

January 20th—Michael Miller, fireman, injured at Somerville. Engineer, M. Moynihan; conductor, ———.

January 28th—A. St. Andrews, brakeman, injured at Jersey City freight yard. Engineer, Jas. Simms; conductor, Geo. Redder.

January 28th—Chas. Morganroth, engineman, injured at Elizabethport, Avenue yard. Engineer, C. Morganworth; conductor, G. Litchfield.

January 29th—George Hart, conductor, injured at Jersey City. Engineer, F. Fozard; conductor, George Hart.

January 31st—Harry E. Grube, brakeman, injured at Phillipsburg. Engineer, W. Kelly; conductor, J. Mahoney.

January 31st—A. H. Schill, fireman, injured at East 22d street, Bayonne. Engineer, J. Rodenbaugh; conductor, H. A. Wise.

February 10th—G. H. Hardy, fireman, injured at Jersey City. Engineer R. Loshen; conductor, D. J. Kelleher.

February 16th—Geo. L. Robinson, fireman, injured at Fiddlers. Engineer, ———; conductor, ———.

February 22d—John R. Katerman, fireman, injured at Fanwood. Engineer, J. O'Neil; conductor, H. L. Houtz.

February 25th—J. J. Flaherty, conductor, injured at Dunellen. Engineer, H. S. Painter; conductor, J. J. Flaherty.

March 6th—Ralph Mengine, hose cutter, injured at Jersey City, Engineer, ———; conductor, ———.

March 6th—H. Rose, brakeman, injured at Elizabethport. Engineer, C. Wenke; conductor, R. F. Brendell.

March 7th—Wm. Caskey, fireman, injured at Jersey City freight yard. Engineer, N. O'Neill; conductor, J. P. English.

March 9th—John Mulligan, brakeman, injured at Elizabeth. Engineer, J. T. Devine; conductor, T. Somers.

March 12th—Malcolm W. Hamburg, fireman, injured at Elizabethport. Engineer, ———; conductor, ———.

March 17th—Thos. Calabria, coal handler, injured at Phillipsburg. Engineer, ———; conductor, ———.

March 26—James Grady, brakeman, injured at Avenue yard, Elizabethport. Engineer, W. O'Brien; conductor, J. McGuire.

March 27th—George Higgs, fireman, injured at Elizabethport. Engineer, C. R. White; conductor, R. Gregg.

March 30th—J. Stewart, brakeman, injured at Phillipsburg. Engineer, E. Woodring; conductor, A. Morrow.

April 7th—Chas. Macauley, brakeman, injured at Cranford Junction. Engineer, C. C. Greeby; conductor, Jas. McVeigh.

April 7th—Chas. Paulman, fireman, injured at Elizabethport. Engineer, Wm. O'Brien; conductor, J. McGuire.

April 14th—Jas. McGuire, car inspector, injured at Jersey City passenger yard. Engineer, P. Snyder; conductor, T. O'Connor.

April 16th—Charles Attis, hostler, injured at Phillipsburg. Engineer, ———; conductor, ———.

April 18th—S. O'Connor, brakeman, injured at Newark. Engineer, J. Hogan; conductor, C. C. Bracken.

April 19th—Thos. Gibson, driller, injured at Newark yard. Engineer, M. J. O'Hara; conductor, E. J. Lufft.

April 22d—Oscar Deremer, car inspector, injured at Hampton. Engineer, ———; conductor, ———.

April 25th—Wm. Gormley, fireman, injured at Jersey City. Engineer, W. Cobson; conductor, T. Sands.

April 30th—Frank Egbert, coal handler, killed at Phillipsburg. Engineer, ———; conductor, ———.

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May 3d—Wm. G. Hippinstill, brakeman, injured at Carteret. Engineer, G. Byrnes; conductor, C. A. Teets.

May 8th—P. J. Tully, brakeman, injured at Elizabethport. Engineer, C. Hayes; conductor, T. E. DeGroot.

May 11th—Wm. Connolly, baggage master, injured at Somerville. Engineer, G. Housten; conductor, J. Ireland.

May 13th—John Griffin, head driller, injured at Jersey City. Engineer, F. Dumke; conductor, J. Griffin.

May 19th—E. Schwall, conductor, injured at Newark. Engineer, H. Smith; conductor, E. Schwall.

May 24th—B. Shafer, fireman, injured at Bartley. Engineer, J. F. Snyder; conductor, W. McGinley.

June 8th—T. J. Creighton, fireman, injured at Jersey City. Engineer. J. McCann; conductor, W. Henley.

June 9th—Roy W. Webster, fireman, injured at Elizabethport. Engineer, J. Kenney; conductor, ———.

June 10th—Charles N. Post, brakeman, injured at Fanwood. Engineer, L. K. Nunn; conductor, Fred Lincoln.

June 27th—Geo. Maxheimer, fireman, injured at East 49th street, Bayonne. Engineer, J. Smeck; conductor, D. Hickey.

June 28th—Arthur S. Jeffrys, assistant yardmaster, injured at Jersey City. Engineer, F. Smith; conductor, J. O'Rourke.

July 5th—Mitchell Lyman, brakeman, injured at Jersey City. Engineer, Fred Day; conductor; J. R. Kelleher.

July 5th—John King, brakeman, injured at Jersey City. Engineer, G. Hague; conductor, E. Roach.

July 13th—Harry Ertle, brakeman, injured at Jersey City freight yard. Engineer, Fred Day; conductor, J. R. Kelleher.

July 17th—Michael J. Mooney, brakeman, injured at Jersey City. Engineer, C. Duncan; conductor, Wm. Wilson.

July 19th—Paul Forner, fireman, injured at Jersey City freight yard. Engineer, Harry Prime; conductor, K. Matthews.

July 23d—P. W. Cowell, conductor, injured at West 8th street, Bayonne. Engineer, D. Hummer; conductor, P. W. Cowell.

July 30th—Jas. McConnell, brakeman, injured at Newark, Manufacturers' Branch. Engineer, J. Jones; conductor, F. A. Slack.

August 4th—Thos. Gibson, brakeman, injured at Newark. Engineer, W. Carey; conductor, T. F. Watson.

August 6th—A. H. Schill, fireman, injured at Fanwood. Engineer, W. Stillwagon; conductor, G. D. Souders.

August 12th—John C. Smith, brakeman, injured at Bayway, Elizabethport. Engineer, Chas. Hayes; conductor, Ezra Queen.

August 14th—J. Gibson, conductor, P. & R., injured at Elizabeth. Engineer, M. Miller; conductor, J. Gibson.

August 16th—Hugh McFadden, fireman, injured at Jersey City. Engineer, M. F. Ahern; conductor, Wm. Wittnebert.

August 23d—R. H. Blank, fireman, injured at Jersey City. Engineer, H. Schmidt; conductor, E. Mumbower.

August 23d—Harry Hayes, fireman, injured at Flemington. Engineer, Frank Miller; conductor, D. P. Quirk.

September 6th—John Mattis, engineman, injured at Communipaw. Engineer, ———; conductor, ———.

September 9th—James Mackey, brakeman, injured at Elizabethport. Engineer, A. Schanck; conductor, J. J. Barry.

September 15th—James H. Rodenbaugh, engineer, injured at Bayonne. Engineer, Jas. H. Rodenbaugh; conductor, ———.

September 18th—John Burke, car inspector, injured at Elizabethport. Engineer, C. A. Hayes; conductor, R. F. Brendell.

September 18th—Jas. A. Miller, fireman, injured at Jersey City passenger yard. Engineer, Chas. Ditzel; conductor, C. Pearson.

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October 11th—J. J. Manning, brakeman, injured at Newark, Lawrence street yard. Engineer, K. Frazer; conductor, C. C. Bracken.
October 14th—Stewart Weiss, fireman, injured at Jersey City. Engineer, Jas. McKeaney; conductor, H. G. Conrad.
October 25th—Theodore Beyers, brakeman, injured at Newark, Manufacturers' Branch. Engineer, John Jones; conductor, Frank Slack.
October 31st—Arno F. Schmidt, fireman, injured at Jersey City freight yard. Engineer, S. Ollis; conductor, E. Faust.
November 2d—Wm. Kenvin, brakeman, injured at Phillipsburg. Engineer, Robert Gyll; conductor, F. Gallagher.
November 4th—Albert Feidler, hose cutter, injured at Newark. Engineer, ———; conductor, ———.
November 5th—Sigmunt Darcy, car cleaner, injured at Jersey City yard. Engineer, ———; conductor, ———.
November 8th—Raymond Conover, fireman, injured at Phillipsburg. Engineer, W. Taylor; conductor, W. H. Johnson.
November 10th—Geo. W. Sampson, brakeman, injured at Communipaw, Jersey City. Engineer, A. Galloway; conductor, Wm. Meyers.
November 12th—Peter A. Beers, engineman, injured at Phillipsburg. Engineer, P. A. Beers; conductor, ———.
November 14th—Frank Murray, driller, injured at Jersey City. Engineer, T. Behan; conductor, R. La Tourette.
November 18th—Wm. J. Myers, brakeman, injured at Sewaren. Engineer, B. McDonald; conductor, P. Woltman.
November 23d—Howard S. Creed, fireman, injured at Jersey City. Engineer, W. P. Young; conductor, Jerry Keleher.
November 23d—Jas. Fitzgerald, brakeman, injured at Brills. Engineer, W. Heilig; conductor, P. G. Young.
November 25th—Wilbert Miller, brakeman, injured at Newark, Manufacturers' Branch. Engineer, J. Jones; conductor, F. A. Slack.
November 26th—John Farrell, fireman, injured at Jersey City. Engineer, R. Loshen; conductor, B. Murphy.
November 26th—Wm. F. Herman, brakeman, injured at Elizabethport. Engineer, T. McCarthy; conductor, John Barry.
November 26th—George Brown, conductor, injured at Garwood. Engineer, M. Daley; conductor, G. B. Brown.
December 12th—Frank X. Henry, fireman, injured at Communipaw, Jersey City. Engineer, ———; conductor, ———.
December 19th—Peter Yetz, laborer, injured at Elizabethport. Engineer, H. Klein; conductor, J. J. Cleary.
December 27th—Mary Gerrity, car cleaner, injured at Jersey City yard. Engineer, ———; conductor, ———.
December 29th—George Hart, brakeman, injured at Claremont. Engineer, S. Walters; conductor, R. Coogan.

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

January 13th, 1910—J. C. Robertson, passenger, injured at Dunellen. Engineer, E. Huff; conductor, W. Barnes.
January 14th—Ernest B. Degenring, passenger, injured at Elizabethport. Engineer, H. Ayres; conductor, W. Barnes.
February 2d—Unknown woman, passenger, injured at Pacific avenue, Jersey City. Engineer, M. Ahern; conductor, W. Snyder.
February 7th—Patrick Flaherty, passenger, injured at Elizabethport. Engineer, E. Gordon; conductor, W. Shaw.
February 9th—Edith Thompson, passenger, injured at Pacific avenue, Jersey City. Engineer, F. Jacobus; conductor, W. Gilp.
February 22d—Harry Wilson, passenger, injured at Garwood. Engineer, G. Houston; conductor, J. Ireland.

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February 23d—H. S. Higbie, Leslie Lord, passengers, injured at Jackson avenue, Jersey City. Engineer, M. Ahern; conductor, C. Warman.

February 25th—J. B. Angus, passenger, injured at Roselle. Engineer, E. Huff; conductor, W. Barnes.

February 25th—S. T. Thurman, passenger, injured at Ferry street, Newark. Engineer, J. Hill; conductor, H. Dowdell.

March 3d—Hannah Gordon, passenger, injured at Elizabeth. Engineer, W. Gorman; conductor, D. Randolph.

March 15th—Josephine Blair, passenger, injured at Elizabethport. Engineer, W. Gorman; conductor, D. Randolph.

March 26th—Mr. Kahn, passenger, injured at Roselle. Engineer, S. Watson; conductor, M. Henry.

April 2d—Miss Lillian Stone, passenger, injured at Roselle. Engineer, T. Bradshaw; conductor, G. Terrill.

April 5th—Wm. Teasdale, passenger, injured at East 49th street, Bayonne. Engineer, T. Bradshaw; conductor, M. Dunn.

April 6th—A. Haas, passenger, injured at Newark. Engineer, W. Ahle; conductor, L. Homler.

April 27th—Mrs. Cook, passenger, injured at Arlington avenue, Jersey City. Engineer, M. Wall; conductor, F. Fairbanks.

May 12th—James Roth, passenger, injured between Plainfield and Bound Brook. Engineer, W. McLaughlin; conductor, L. Brightman.

May 13th—Anna Clayton, passenger, injured at East Ferry street, Newark. Engineer, R. Wolverton; conductor, W. Gilp.

May 16th—John B. Stryker, passenger, injured at Clinton avenue, Plainfield. Engineer, G. Housten; conductor, J. Ireland.

May 16—Wm. Coopy, Chas. Vanoklen, M. Sobsolynsky, passengers, injured at Spring street, Elizabeth. Engineer, F. Wilcox; conductor, M. Durling.

May 17th—Miss Louisa Dear, passenger, injured at Elizabeth. Engineer, ————; conductor, ————.

May 25th—Belle Alcott, passenger, injured at Maurer. Engineer, C. White; conductor, D. Randolph.

May 30th—Catherine E. Wilbur, passenger, injured at Lake Hopatcong. Engineer, H. Dumke; conductor, J. Van Middlesworth.

June 1st—Unknown man, passenger, injured at Roselle. Engineer, E. Gordon; conductor, W. Shaw.

June 12th—Mrs. L. Hauser, passenger, injured at Arlington avenue, Jersey City. Engineer, J. Berry; conductor, E. Stevens.

June 16th—E. M. Kingsbury, passenger, injured at Elizabethport. Engineer, F. Naylor; conductor, G. Trimmer.

June 19th—W. J. Marsden, passenger, injured at Lake Junction. Engineer, W. Condit; conductor, W. Barnes.

June 22d—Louis Schwable, passenger, injured at Perth Amboy. Engineer, J. Reagan; conductor, A. Hetfield.

June 23d—Mrs. S. H. Rosner, passenger, injured at Elizabethport. Engineer, H. Ayres; conductor, J. Hunt.

June 23d—Stella Rayston, passenger, injured at Bound Brook. Engineer, W. Cobson; conductor, T. Sands.

July 3d—Frank Wilcke, passenger, injured at Hall avenue, Perth Amboy. Engineer, C. Mason; conductor, E. Davis.

July 3d—Sebastimino Sabatonglion, passenger, injured at West 8th street, Bayonne. Engineer, M. Loughery; conductor, J. Justice.

July 6th—F. E. Dunn, Stewart Morton, F. M. Miner, passengers, injured at Jersey City, between Greenville and East 49th street. Engineer, P. Eder; conductor, H. Amerman.

July 6th—Mary E. Hueston, passenger, injured at Jersey City, between Greenville and East 49th street. Engineer, P. Quick; conductor, G. Van Nortwick.

July 23d—George Afflerback, trespasser, injured at Elizabeth avenue, Elizabeth. Engineer, ————; conductor, ————.

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July 24th—P. Curtis Koeune, passenger, injured at Cranford. Engineer, W. Proport; conductor, M. Lukens.

August 3d—Mrs. C. B. Morton, passenger, injured at Jersey City. Engineer, H. Stem; conductor, J. Messer.

August 4th—Teofil Golas, trespasser, injured at Somerville. Engineer, M. Heaney; conductor, M. J. McBride.

August 8th—Miss C. Penny, passenger, injured at Elizabethport. Engineer, H. Ayres; conductor, J. Hunt.

August 8th—Nixon Miller, passenger, injured at Plainfield. Engineer, W. Cobson; conductor, T. Sands.

August 9th—E. F. Osterman, passenger, injured at Elizabeth. Engineer, N. Sheridan; conductor, W. Sheehan.

August 11th—Wm. Kroplin, passenger, injured at Ferry street, Newark. Engineer, J. Berry; conductor, W. H. Snyder.

August 11th—Henry H. Hall, passenger, injured at Annandale. Engineer, ————; conductor, ————.

August 13th—Master Leroy Leland, passenger, injured at Elizabethport. Engineer, C. Reilly; conductor, F. X. Goger.

August 17th—L. Banker, passenger, injured at Cranford. Engineer, Peter Quick; conductor, G. B. Van Nortwick.

August 17th—Charles B. Voghte, passenger, injured at Bound Brook. Engineer, H. Stem; conductor, John Messer.

August 22d—Matthew Robinson, porter, injured at Jersey City passenger yard. Engineer, Chas. Burrows; conductor, H. K. Davis.

August 31st—Howad Brizby, passenger, injured at Dunellen. Engineer, C. Clapp; conductor, Geo. Jenkins.

September 6th—Alfred Worley, passenger, injured at Jersey City. Engineer, Ed. Jones; conductor. S. L. Piatt.

September 15th—Unknown woman, passenger, injured at Cranford. Engineer, J. Frech; conductor, W. Creveling.

October 6th—A. T. Hamilton, passenger, injured at Garwood. Engineer, Jos. Lutz; conductor, J. R. Day.

October 22d—Mrs. Elizabeth Warman, passenger, injured at Somerville. Engineer, F. Jacobus; conductor, W. Creveling.

October 25th—C. Sussinann, passenger, injured at Communipaw, Jersey City. Engineer, J. Gallagher; conductor, D. C. Randolph.

November 2d—Miss Ethel Jones, passenger, injured at Westfield, Engineer, P. Eder; conductor, J. H. Van Middlesworth.

November 10th—J. Becker, passenger, injured at Communipaw, Jersey City. Engineer, R. Wolverton; conductor, D. B. Aller.

November 21st—Mrs. R. Diamond, passenger, injured at Jersey City. Engineer, ————; conductor, ————.

December 1st—M. H. Lawrence, passenger, injured at Elizabethport. Engineer, R. Flett; conductor, A. Ridgway.

December 19th—Oliver Voorhees, passenger, injured at West 8th street, Bayonne. Engineer, J. Lutz; conductor, J. R. Day.

December 24th—J. L. Robinson, passenger, injured at Jersey City. Engineer, Jas. P. Butler; conductor, J. T. Ross.

December 30th—Curtis Henry, passenger, injured at Dunellen. Engineer, W. McLaughlin; conductor, D. S. Morton, Jr.

December 31st—P. McNeirney, passenger, injured at West 8th street, Bayonne. Engineer, F. Wilcox; conductor, ————.

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

January 14th, 1910—Martin Brennan, pumpman, killed at Green Brook. Engineer, ————; conductor, ————.

April 24th—J. Barano, track walker, killed at Netherwood. Engineer, ————; conductor, ————.

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April 25th—Louis Bowlby, car checker, killed at Jersey City freight yard. Engineer, ———; conductor, ———.

September 15th—Frederick F. Paulman, killed at Elizabethport. Engineer, ———; conductor, ———.

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

April 6th, 1910—Joseph Davis (colored), trespasser, injured at Finderne. Engineer, ———; conductor, ———.

April 18th—Michael Shoniter, trespasser, injured at Newark, Manufacturers' Branch. Engineer, ———; conductor, ———.

April 19th—Jacob Stein, pedestrian, injured at Pacific avenue, Jersey City. Engineer, ———; conductor, ———.

May 7th—Ignace Rocryske, trespasser, injured at Bound Brook. Engineer, ———; conductor, ———.

May 19th—Martin Mitchell, trespasser, killed at Elizabeth. Engineer, ———; conductor, ———.

July 1st—Andrew Adomiska, trespasser, injured at Bayway. Engineer, ———; conductor, ———.

July 15th—John G. Erskine, trespasser, killed at Plainfield. Engineer, ———; conductor, ———.

July 27th—Herman Seefeldt, trespasser, killed at West 8th street, Bayonne. Engineer, ———; conductor, ———.

August 14th—T. J. Canfield, trespasser, killed at Bloomsbury. Engineer, ———; conductor, ———.

September 22d—Peter Hunt, trespasser, injured at Dover. Engineer, ———; conductor, ———.

December 24th—J. Hart, trespasser, killed at Bayonne yard. Engineer, ———; conductor, ———.

December 27th—Michael Mecial, trespasser, killed at Bayonne. Engineer, ———; conductor, ———.

Other Causes—Employes.

February 8th, 1910—Michael Hanskie, assistant section foreman, injured by piece of coal falling from passing engine, Elizabethport. Engineer, A. Kirkendall; conductor, J. Ross.

THE CHESTER RAILROAD COMPANY.

Capital stock paid in,	$98,500 00
Scrip stock,	2,034 13
Floating debt,	127,653 78
Cost of road and equipments,	$228,187 91

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

It is leased to the Morris and Essex Railroad Company, at an annual rental of four per cent. on its stock.

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Report of operations is included in that of the Morris and Essex Railroad Company.

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

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

B. D. CALDWELL.

Sworn and subscribed before me, this fourteenth day of February, A. D. 1911.

[L. S.]

LUDWIG R. MILLER,
Notary Public,
Appointed from Kings County,
Certificate filed in New York County.

RECEIPTS AND EXPENSES FOR 1910.

Included in report of the Morris & Essex Railroad Company.

Dividends paid during the year 1910, and how paid—No dividends.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

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CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

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

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

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

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

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

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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DELAWARE AND BOUND BROOK RAILROAD COMPANY.

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,800,000 00

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 30.72 miles.

It is leased to the Philadelphia and Reading Railway Company, at an annual rental of $284,875.73.

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

State of Pennsylvania, Philadelphia county, *ss.*—E. C. Knight, being duly sworn, on his oath says, that he is President 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.

E. C. KNIGHT, JR.,
President.

Sworn and subscribed before me, this sixth day of February, A. D. 1911.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission expires April 18, 1911.

Dividends paid during the year 1910, and how paid—Four quarterly dividends of 2 per cent. each, February, May, August and November.

P. O. address of this company—No. 11 West State street, Trenton, N. J.

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ACCIDENTS.

January 1st, 1910—G. L. Cook, employe, non-fatally injured, Skillman, N. J. Struck hand against tank. I. Carson, conductor; C. K. Oberholtzer, engineer.

January 9th—William F. Detterer, employe, non-fatally injured, Hopewell, N. J. Hot cinder in eye. C. Pearse, conductor; W. F. Detterer, engineer.

January 10th—W. E. Terry, non-employe, non-fatally injured, Belle Mead, N. J. Struck by broken glass. J. T. Ross, conductor; E. Gleason, engineer.

January 14th—Jos. Kowalozik, employe, non-fatally injured, Belle Mead, N. J. Hand caught in switch. ———, conductor; ———, engineer.

January 15th—Charles L. Evans, employe, non-fatally injured, Trenton Junction, N. J. Applying brake. C. L. Evans, conductor; Davis Super, engineer.

January 15th—Edward W. Curley, employe, non-fatally injured, Port Reading Junction, N. J. Derailment. J. Prosser, conductor; J. Deemer, engineer.

January 16th—John C. Brennan, employe, non-fatally injured, Trenton, N. J. Face burned with heated oil. M. Nickels, conductor; J. P. Kretzing, engineer.

January 17th—Amel Buzen, employe, killed, Skillman, N. J. Struck by train. T. J. Sands, conductor; W. H. Williams, engineer.

January 19th—Unknown, refused to give name, non-employe, non-fatally injured, Hopewell, N. J. Jumping off train. W. F. Lynn, conductor; G. Weller, engineer.

February 2d—Luigi DiClovanbatinto, employe, non-fatally injured, Trenton Junction, N. J. Struck by spiking hammer. ———, conductor; ———, engineer.

February 2d—Antonio Resetti, employe, non-fatally injured, Trenton Junction, N. J. Tie fell on foot. ———, conductor; ———, engineer.

February 8th—Edward B. Warner, non-employe, non-fatally injured, Trenton, N. J. Struck by cars. Harry Metzger, conductor; Henry Weyer, engineer.

February 8th—S. Mariani, employe, non-fatally injured, Trenton Junction, N. J. Unloading cross ties. T. F. Carney, conductor; C. A. Hawk, engineer.

February 8th—William Boydell, employe, non-fatally injured, Port Reading Junction, N. J. Fell in tank. Bernard Boyle, conductor; Harry Beach, engineer.

February 9th—Mrs. J. K. Lloyd, non-employe, non-fatally injured, Belle Mead, N. J. Struck by broken glass. J. L. Fryburg, conductor; J. Creedon, engineer.

February 11th—Carson Subers, employe, non-fatally injured, Trenton Junction, N. J. Struck hand against tank. J. R. Kelso, conductor; H. Greg-erson, engineer.

February 16th—D. S. Brown, employe, non-fatally injured, Trenton Junction, N. J. Jumping off engine. J. L. Brown, conductor; J. S. Englerth, engineer.

February 24th—Amos F. Schmidt, employe, non-fatally injured, Skillman, N. J. Hand burned by hot cinders. J. Raney, conductor; C. K. Oberholtzer, engineer.

February 25th—I. R. Duffield, employe, non-fatally injured, Trenton, N. J. Handling freight shipment. ———, conductor; ———, engineer.

February 28th—Thomas King, employe, non-fatally injured, Trenton, N. J. Handling freight shipment. ———, conductor; ———, engineer.

March 6th—George W. McKenzie, non-employe, non-fatally injured, Trenton Junction, N. J. Jumping off car. J. L. Fryburg, conductor; J. Creedon, engineer.

March 9th—Walter Clark, employe, non-fatally injured, Trenton, N. J. Handling freight shipment. ———, conductor; ———, engineer.

March 10th—George C. Boswell, non-employe, killed, Glen Moore, N. J. Jumping off train. P. C. Jeffers, conductor; M. C. Longhery, engineer.

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March 18th—C. Pomponio, employe, non-fatally injured, Trenton Junction, N. J. Rail fell on foot. ———, conductor; ———, engineer.

March 22d—David Gordon, non-employe, non-fatally injured, Hopewell, N. J. Jumping on train. George Jenkins, conductor; Charles Platt, engineer.

March 23d—Harry Metzger, employe, non-fatally injured, Trenton, N. J. Uncoupling cars. H. Metzger, conductor; H. Weyer, engineer.

March 27th—J. J. Lawson, employe, non-fatally injured, Bound Brook Junction, N. J. Jumping on car. J. R. Kelso, conductor; S. Ollis, engineer.

March 31st—John A. Smith, employe, non-fatally injured, Skillman, N. J. Hot spark in eye. J. A. Smith, conductor; J. Noll, engineer.

April 6th—Thomas Gray, non-employe, non-fatally injured, Trenton, N. J. Cut by broken glass. W. S. Fisher, conductor; A. G. Barnes, engineer.

April 13th—Harry Thomas, employe, non-fatally injured, Trenton Junction, N. J. Jumping on car. C. L. Evans, conductor; C. Oberholtzer, engineer.

April 21st—M. Lielezescyn, employe, killed, Weston N. J. Struck by train. G. H. Cartwright, conductor; C. Weiss, engineer.

April 23d—Edward J. Fay, employe, non-fatally injured, Trenton Junction, N. J. Handling rerailing frog. H. M. Kratz, conductor; J. Callahan, engineer.

April 29th—J. M. Keith, employe, non-fatally injured, Harlingen, N. J. Attending locomotive fire. J. D. Higgins, conductor; H. S. Bothers. engineer.

May 13th—Louis S. Daniels, employe, non-fatally injured, Trenton, N. J. Coupling cars. L. S. Daniels conductor; J. Kimball, engineer.

May 18th—Ben Markovitz, non-employe, non-fatally injured, Trenton, N. J. Struck by train. E. J. Parks, conductor; A. Whitehead, engineer.

May 18th—Thomas King, John McMurray, employes, non-fatally injured, Trenton, N. J. Derailment. C. McCaulley, conductor; E. Hawke, engineer.

May 29th—George Fisher, employe, non-fatally injured, Skillman, N. J. Thrown against side of tank. Harry Baker, conductor; Elmer Bowers, engineer.

June 2d—J. Sullivan, non-employe, non-fatally injured, Skillman, N. J. Thrown from train. Charles Berkheiser, conductor; John Costello, engineer.

June 18th—Florence Dickinson, non-employe, non-fatally injured, Skillman, N. J. Cut by broken glass. William Meehan, conductor; James Butler, engineer.

June 20th—Martin Burkhart, employe, non-fatally injured, Trenton, N. J. Lubricator bursted. J. T. Carrigg, conductor; Martin Burkhart, engineer.

July 4th—Harry M. Sticks, employe, non-fatally injured, Skillman, N. J. Attending locomotive fire. A. P. Poore, conductor; George Gilbert, engineer.

July 11th—Frank P. Wagner, employe, non-fatally injured, Ewing, N. J. Struck by glass. Walter Craven, conductor; F. P. Wagner, engineer.

July 12th—Angelo Francesco, employe, non-fatally injured, Trenton Junction, N. J. Struck by timber. ———, conductor; ———, engineer.

July 15th—George H. Brant, employe, non-fatally injured, Skillman, N. J. Fell into tank. Joseph H. Peel, conductor; Harry K. Reese, engineer.

July 16th—Stewart F. Weiss, employe, non-fatally injured, Bound Brook Junction, N. J. Cinder in eye. H. G. Conrad, conductor; Jas. McKeaney, engineer.

July 19th—James Rodgers, non-employe, non-fatally injured, Port Reading Junction, N. J. Falling off train. ———, conductor; ———, engineer.

July 20th—Frederick C. Tams, employe, non-fatally injured, Trenton, N. J. Handling freight. ———, conductor; ———, engineer.

August 6th—Morris Huckell, employe, non-fatally injured, Trenton Junction, N. J. Jumping on car. T. Wallace, conductor; P. Casey, engineer.

August 8th—W. H. Porter, employe, non-fatally injured, Trenton Junction, N. J. Uncoupling cars. E. J. Barnick, conductor; T. Patterson, engineer.

August 11th—J. A. Kimball, employe, non-fatally injured, Hamilton, N. J. Repairing engine. J. Evans, conductor; J. A. Kimball, engineer.

August 22d—John Capenello, employe, non-fatally injured, Pennington, N. J. Cut knee with hatchet. ———, conductor; ———, engineer.

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August 30th—Harry M. Sticks, employe, non-fatally injured, Skillman, N. J. Spark in eye. E. McEwen, conductor; M. Miller, engineer.

September 1st—Veto Russo, employe, non-fatally injured, Trenton, N. J. Handling freight shipment. ———, conductor; ———, engineer.

September 4th—John Hohran, employe, non-fatally injured, Trenton, N. J. Shoveling ashes. ———, conductor; ———, engineer.

September 11th—John Callaghan, employe, non-fatally injured, Trenton Junction, N. J. Jumping off engine. H. M. Kratz, conductor; John Callaghan, engineer.

September 14th—Alexander Walkdon, non-employe, non-fatally injured, Pennington, N. J. Struck by glass. J. T. Ross, conductor; A. Kirkendale, engineer.

September 24th—D. Siralomo, non-employe, fatally injured, Trenton, N. J. Struck by cars. T. J. Callaghan, conductor; C. Weiss, engineer.

September 27th—A. P. Miller, employe, non-fatally injured, Glen Moore, N. J. Attending switches. C. W. Peterson, conductor; J. H. Woodroffe, engineer.

September 29th—Edison Yawger, non-employe, non-fatally injured, Trenton, N. J. Jumping off train. P. Holmer, conductor; O. Forner, engineer.

October 15th—F. W. Groene, employe, non-fatally injured, Trenton Junction, N. J. Hot cinder in eye. J. A. Justice, conductor; Jos. DeLaney, engineer.

October 21st—George W. Carty, employe, non-fatally injured, Trenton, N. J. Jumping off caboose. W. J. Callaghan, conductor; W. F. O'Donnell, engineer.

October 22d—Annie Beitzer, non-employe, non-fatally injured, Hamilton, N. J. Jumping off train. J. R. Gerhab, conductor; H. Reeder, engineer.

November 12th—Georgianna Wyckoff, non-employe, non-fatally injured. Harlingen, N. J. Jumping off train. F. A. Tyler, conductor; Robert Wilkinson, engineer.

November 13th—W. Marshman, employe, non-fatally injured, Ewing, N. J. Hot cinder in eye. G. H. Cartwright, conductor; N. Macolly, engineer.

November 23d—F. S. Pierce, employe, non-fatally injured, Skillman, N. J. Falling from engine. I. J. Vercoe, conductor; L. P. Shaw, engineer.

December 7th—Unknown, non-employe, killed, Glen Moore, N. J. Supposed to be struck by train. ———, conductor; ———, engineer.

December 15th—Edward S. Williams, employe, non-fatally injured, Trenton, N. J. Caught between cars. L. S. Daniels, conductor; H. A. Weyer, engineer.

December 22d—A. B. Miller, employe, non-fatally injured, Trenton Junction, N. J. Exploding torpedo. ———, conductor; ———, engineer.

December 29th—D. S. H. Tunison, employe, non-fatally injured, Port Reading Junction, N. J. Slipped on cross tie. ———, conductor; ———, engineer.

December 29th—Howard Allen, employe, non-fatally injured, Trenton, N. J. Jumping off car. H. Metzger, conductor; F. Hannauer, engineer.

December 30th—Lloyd Leftwich, employe, non-fatally injured, Pennington, N. J. Derailment. Thomas Wallace, conductor; Pat. Casey, engineer.

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DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

Received by receiver from State Treasurer in 1908, ... $104,000 00
Bonded debt—None.
Floating debt—In litigation.

Cost of road and equipments—Never constructed and never operated.

Dividends paid during the year 1910, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1910.

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

REMARKS.

Received from State Treasurer, ...		$104,000 00
Received from interest on deposits, ...		8,340 52
		$112,340 52
Paid premiums on bond, ...	$200 00	
" postage, advertising, printing, etc.,	40 55	
" stenographer on testimony and report, ...	634 20	
" claims 4, 12, 13 and 22 by order of Court, ...	7,086 78	
		$7,961 53
Balance in hands of receiver, ...		$104,378 99

WM. S. CASSELMAN,
Receiver Delaware River and Atlantic Railroad Co.

Dated January 23d, 1911.

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P. O. address of the above company—Wm. S. Casselman, Receiver Delaware River and Atlantic Railroad Company, southeast corner Third and Market streets, Camden, N. J.

State of New Jersey, Camden county, *ss.*—William S. Casselman, being duly sworn, on his oath says, that he is Receiver of the Delaware River and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

WM. S. CASSELMAN.

Sworn and subscribed before me, this twenty-third day of January, A. D. 1911.

JOHN L. HORNER,
M. C. C. of N. J.

ACCIDENTS.

None.

THE DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

Capital stock paid in,	$1,300,000 00
Bonded debt,	1,293,000 00
Floating debt—None.	
Cost of road and equipments,	$2,600,000 00

Dividends paid during the year 1910, and how paid—June 25th, 1910, $26,000; December 21st, 1910, $52,000; paid in cash.

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 9.52 miles (New Jersey, 7.46 miles; Pennsylvania, 2.06 miles).

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RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$177,357 08
Income from freight,	175,474 69
Income from other sources,	2,076 03
Total,	$354,907 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, including interest on bonded debt, taxes and other obligatory charges,	$203,038 14

REMARKS.

This road is equipped and operated by the Pennsylvania Railroad Company, under resolutions of the boards of directors of both companies, at an annual rental of the net earnings. This arrangement is terminable on thirty days' notice. Any further information required by law will be furnished by that company.

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

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

SAMUEL REA.

Sworn and subscribed before me, this third day of March, A. D. 1911.

[L. S.]

LEWIS NEILSON,
Notary Public,
Commission Expires February 26, 1913.

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DOCKS CONNECTING RAILROAD COMPANY.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

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

DOVER AND ROCKAWAY RAILROAD COMPANY.

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

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

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
[L. S.] *Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

EAST JERSEY RAILROAD AND TERMINAL COMPANY

Capital stock paid in,	$82,000 00
Floating debt,	25,506 01
Cost of road and equipments,	$99,359 66

Dividends paid during the year 1910, and how paid—None.

The road extends in Bayonne, N. J., a distance of .52 miles.

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Income from freight,	$118,033 82
Income from other sources,	1,488 17
Total,	$119,521 99
Expenditures during the year for working road, including repairs maintenance of way, motive power and contingencies,	$109,147 93

P. O. address of the above company—11 Broadway, New York City.

State of New York, New York county, ss.—R. D. Benson, being duly sworn, on his oath says, that he is President of the East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

R. D. BENSON.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

E. H. SHELLEY,
Notary Public Kings County,
Certificate filed in New York County,
My Commission expires March 30th, 1912.

Approved:
W. I. LEWIS,
General Counsel.

ACCIDENTS.

None.

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EAST TRENTON RAILROAD COMPANY.

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 Railroad in the city of Trenton, N. J., to a point in Lawrence township, Mercer county, N. J., a distance of 2.97 miles.

It is leased to the Philadelphia and Reading Railway Company.

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

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

E. C. KNIGHT, JR.,
President.

Sworn and subscribed before me, this sixth day of February, A. D. 1911.

[L. S.]

C. K. KLINK,
Notary Public.
My Commission expires April 18, 1911.

RECEIPTS AND EXPENSES FOR 1910.

Operations and rental included in the report of Delaware and Bound Brook Railroad Company.

Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—No. 11 West State street, Trenton, N. J.

ACCIDENTS.

December 22d, 1910—John J. Carney, employe, non-fatally injured, East Trenton, N. J. Cutting cars. L. S. Daniels, conductor; H. A. Weyer, engineer.

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ELIZABETH EXTENSION RAILROAD COMPANY.

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

The road extends from Great Island Junction to Terminus, a distance of 1.62 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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ELIZABETH AND TRENTON RAILROAD COMPANY.

Capital stock paid in,	$991,650 00
Bonded debt—None.	
Floating debt,	13,491 99
Cost of road and equipments,	$1,005,141 99

Dividends paid during the year 1910, and how paid—None.

The road extends from Milltown Junction to near Trenton, a distance of 23.107 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$48,558 30
Income from freight,	356 64
Income from other sources,	372 70
Total,	$49,287 64
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$39,297 28

P. O. address of the above company—610 Arcade Building, Philadelphia, Pa.

State of New Jersey, Camden county, *ss.*—H. H. Aikens, being duly sworn, on his oath says, that he is President of the Elizabeth and Trenton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

H. H. AIKENS.

Sworn and subscribed before me, this thirtieth day of January, A. D. 1911.

J. W. D. McMULLIN,
Master in Chancery of N. J.

ACCIDENTS.

None killed. One injured.

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ERIE RAILROAD COMPANY.

Capital stock paid in,	$176,271,300 00
Bonded debt,	225,641,992 29
Floating debt,	11,834,718 72
"Book value" cost of road and equipments,	$290,684,124 04

Dividends paid during the year 1910, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$1,512,163 16
Income from freight,	2,870,470 17
Income from other sources,	324,548 88
Total,	$4,707,182 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$3,701,586 31

REMARKS.

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

P. O. address of the above company—50 Church street, New York City.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road

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during the year 1910, are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this second day of March, A. D. 1911.

[L. S.]

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

ACCIDENTS.

January 3d, 1910—Llewellyn J. Burke, crossing watchman, injured. Struck by a passing engine.

January 8th—Jersey City, W. Theills, intended passenger, injured. Attempted to get on a moving train, fell under wheels.

January 10th—Riverside, J. Jeffries, trespasser, killed. Struck by train while driving over private crossing.

January 14th—Waldwick, S. Gionnaone, trackman, killed. Struck by train while at his work.

January 15th—Allendale, J. M. Fredericks, trespasser, injured. Went under crossing gates, which were down, and was struck by a passing train.

January 17th—Passaic, F. H. Bush, brakeman, injured. Slipped and fell from a car to the ground.

January 28th—Bergen, J. Thorson, carpenter, killed. While walking on track was struck by a train.

February 1st—Jersey City, R. Belibero, not employed, killed. Was standing close to track and was struck by an engine.

February 2d—Englewood, not known, trespasser, killed. While walking on tracks was struck by a train.

February 6th—Jersey City, W. J. Burkhart, conductor, killed. Slipped off of step of engine and fell under wheels.

February 8th—Jersey City, A. P. Buccanning, fireman, injured. Was burned by steam escaping from radiator pipes on his engine.

February 17th—Newark, Mary Horn, trespasser, killed. Crossing gates were closed, but she walked around end of same onto track and was struck by a train.

February 18th—Forest Hill, J. Tarpey, intended passenger, killed. Attempted to board a moving train and fell under wheels.

February 18th—County Road, H. Tabarilla, trespasser, killed. Stealing a ride on train and fell under same.

February 19th—Palisades Park, J. Kropf, brakeman, injured. Fell from car he was riding, to the ground.

March 9th—Jersey City, A. Miller, machinist, killed. While crossing tracks was struck by a car.

March 11th—Newark, unknown, trespasser, killed. He was walking on track and was struck by engine.

March 12th—West Orange, ————, fireman, injured. Was leaning out of cab window and struck against a car standing on adjacent track.

March 13th—Jersey City, ————, switch tender, injured. While riding on side of a car came in contact with bridge abutment.

March 13th—Jersey City, F. H. Wickmore, killed. Body was found on track; had been struck by some train.

March 18th—Jersey City, J. Knox, brakeman, injured. Fell from car to the ground.

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March 22d—Englewood, J. Lynch, trespasser, injured. Walking on tracks and was struck by a train.

March 23d—Weehawken, L. Valla, trespasser, injured. Attempting to get on or off moving cars, fell under wheels.

March 25th—Homestead, ————, trespasser, killed. Ran under crossing gates onto track and was struck by a train.

March 25th—Bergen, ————, trackman, injured. While at work on track was struck by train.

March 28th—Jersey City, ————, passengers, injured. Light engine was run against a passenger train, damaging equipment and slightly injuring six passengers.

April 5th—Newark, ————, intended passenger, injured. Was standing too close to track as train was approaching station, and was struck by pilot of engine.

April 8th—Soho, ————, trespasser, killed. Walking on track and was struck by train.

April 10th—Bergen, J. McNally, brakeman, killed. Fell from car and was run over.

April 16th—Passaic, ————, injured. While driving over crossing was struck by train.

April 19th—Demarest, A. S. Davis, conductor, injured. While switching was struck by a car.

May 3d—Bergen, L. Forrer, brakeman, killed. Fell from engine and was run over.

May 6th—Chestnut Hill, ————, injured. Driving over crossing was struck by a train.

May 6th—Newark, ————, laborer, injured. While loading heavy freight got his foot under roller.

May 7th—East Orange, ————, injured. Two men driving over crossing were struck by a passing train.

May 8th—Passaic, ————, brakeman, injured. Was caught between bumping block and tank of engine.

May 10th—Ridgefield, ————, engineer, injured. Was on top of a car and came in contact with overhead bridge.

May 11th—Jersey City, ————, trespasser, killed. Body was found on track; had been run over by some train or engine.

May 12th—Ridgewood, J. Pearson, trespasser, killed. Fell from train on which he had been stealing a ride.

May 18th—Passaic, ————, trespasser, killed. Trespassing on track was struck by a train.

May 19th—Passaic, ————, trespasser, injured. While crossing tracks was struck by train.

May 23d—Jersey City, S. Demosky, laborer, killed. Fell from steam lighter and was drowned.

May 27th—Paterson, ————, injured. Attempted to board a moving train and was struck by step on coach.

June 1st—Warren Point, ————, trespasser, injured. Trespassing on tracks and was struck by train.

June 4th—Tyler Park, Elsie Modice, trespasser, killed. Walking on track and was struck by a train.

June 5th—Waldwick, ————, trespasser, killed. Trespassing on track and was run over.

June 10th—Hawthorne, ————, trespassers, killed. Two boys were walking on track and were struck by a train.

June 13th—Fairview, Goebel, brakeman, injured. Fell from car to the ground.

June 15th—Jersey City, J. Borman, switchman, injured. Caught between two cars while he was uncoupling air hose.

June 15th—Jersey City, ————, trespasser, killed. Body found on track; had been run over by train or engine.

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June 17th—Bergen, E. A. Nolan, assistant yardmaster, injured. Leaning out of engine window his head struck against abutment of bridge.

June 18th—Granton Junction, C. Johnson, brakman, killed. Struck and run over by a train.

June 18th—Clifton, ————, trespasser, injured. Trespassing on track was struck by engine.

June 20th—Little Falls, ————, engineer, injured. Fell from engine to the ground.

June 20th—Passaic, J. P. Haugh, conductor, killed. Fell from car and was run over.

June 23d—Passaic, R. Ryan, trespasser, killed. Trespassing on tracks was struck by train.

July 3d—Rutherford, ————, trespasser, killed. Body was found on tracks; had been run over by train.

July 11th—Berry Creek, ————, trackman, injured. Fell from bridge into the water.

July 15th—Coalberg, R. L. Walker, brakeman, injured. Lost his balance and fell in his caboose.

July 20th—Great Notch, A. Sajko, telegrapher, injured. Lowered lantern into well at tower, causing gas to explode.

July 22d—Jersey City, J. Monetta, trackman, injured. While at work on track was struck by passing engine.

August 2d—Weehawken, V. Segale, brakeman, injured. Fell from car to the ground.

August 26th—Paterson, two killed, three injured. Automobile crossing track was struck by a train.

September 1st—Weehawken, I. C. Osterhout, carpenter, killed. Fell from roof of dock to the floor.

September 1st—Silver Lake, fourteen persons injured. Passenger train ran into cars on siding; twelve passengers and two employes injured.

September 2d—Bergen, P. Hughes, trespasser, killed. While on track was struck by passing engine.

September 4th—Waldwick, ————, fireman, injured. Jumped from engine and was injured.

September 9th—Jersey City, ————, car oiler, injured. While about his work was struck by engine.

September 10th—Newark, two persons injured. Teamsters unloading a boiler were thrown to the ground.

September 14th—Jersey City, ————, fireman, injured. Had his leg out of cab and struck same against car on adjacent track.

September 29th—Newark, C. Brautigan, injured. Handling an express truck at station, got too close to track and was struck by engine.

October 1st—Jersey City, ————, trespasser, killed. Struck by engine while walking on tracks.

October 4th—Mahwah, ————, brakeman, injured. Barrel he was unloading from car fell on him.

October 4th—Tyler Park, ————, trespasser, killed. Trespassing on tracks, was run over by train.

October 6th—Lake View, F. Whited, agent, injured. While at his work at station was struck by a passing train.

October 6th—Carlton Hill, ————, passenger, injured. Getting off of moving train, fell under wheels.

October 6th—Jersey City, C. H. Jenkins, engineer, injured. While working about his engine, lost his balance and fell against piston.

October 7th—Mountain View, J. Ashley, brakeman, injured. Slipped and fell between cars he was uncoupling.

October 7th—Paterson, ————, trespasser, injured. Went under crossing gates and was struck by engine.

October 8th—Garfield, ————, trespasser, injured. A boy in attempting to get on a moving freight train was thrown under wheels.

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October 11th—Jersey City, ———, laborer, injured. In crossing tracks in train shed was struck by a car.

October 15th—Ridgewood Junction, A. Cambise, trackman, injured. Attempted to cross tracks in front of train and was struck by engine.

October 15th—Hohokus, ———, trespasser, injured. While walking on track was struck by a train.

October 21st—Ramsey, P. Ruane, fireman, killed. Crown sheet of engine fell down and he was burned by escaping steam and water.

October 26th—Coalberg, ———, laborer, injured. While loading rails got his hand caught between them.

October 31st—Waldwick, Pierson, engineer, injured. Fell from step on engine tank and under wheels.

November 3d—Ramsey, ———, trackman, killed. While walking on track was struck by train.

November 6th—Jersey City, M. Hotalin, laborer, injured. Unloading milk car a piece of ice fell on his foot.

November 7th—Waldwick, ———, watchman, injured. Lost his balance and fell in car he was riding.

November 10th—Paterson, C. Disbora, mason, injured. Hand struck by a maul in hands of a fellow-workman.

November 10th—Hohokus, C. Campbell, intended passenger, killed. Crossing tracks to take an eastbound train was struck by train on westbound track.

November 12th—Paterson, L. Probst, brakeman, injured. Fell from car to the ground.

November 12th—Lake View, D. Napie, trackman, killed. While on track was struck by train.

November 14th—Jersey City, J. Murphy, trackman, killed. Struck by engine while at his work on track.

November 16th—Harrison, S. Grimardo, trackman, injured. Dropped switch point he was unloading on his foot.

November 20th—Coalberg, J. Delair, trackman, injured. Fell from hand-car to the ground.

November 22d—Englewood, ———, trespasser, killed. A woman walking on tracks was struck by a train.

November 22d—Ridgewood, Mrs. A. Cameron, killed. While crossing tracks at street crossing was struck by cars.

December 6th—Orange, W. Kockro, intended passenger, injured. As train was approaching station stepped in front of same and was struck by engine.

December 13th—Clifton, ———, trespasser, injured. While walking on tracks was struck by engine.

December 17th—Creskill, J. F. Holley, fireman, killed. Flue in his engine burst and he was burned by escaping steam and water.

December 22d—Garfield, C. Baker, signal helper, killed. While riding on track velocipede was struck by a freight train.

December 27th—Englewood, A. Moran, brakeman, injured. Got his leg caught between running boards of two cars.

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FERRO MONTE RAILROAD COMPANY.

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 1910, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers—None.
Income from freight—None.
Income from other sources, ... $711 70

Total, ... $711 70

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

REMARKS.

$55.27 of above income was received from the sale of old material.

P. O. address of the above company—For general business, Dover, N. J. For transfers, etc., Morristown, 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 1910, are correct and true, to the best of his knowledge and belief.

ALFRED MILLS.

Sworn and subscribed before me, this seventh day of January, A. D. 1911.

JOSEPH HINCHMAN,
Master in Chancery of N. J.

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State of New Jersey, Morris county, *ss.*—Frederick A. Canfield, being sworn, on his oath says, that he is the 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 1910, are correct and true, to the best of his knowledge and belief.

FRED. A. CANFIELD.

Sworn and subscribed before me, this sixth day of January, A. D. 1911.

CHAS. APPLEGATE,
Notary Public.

ACCIDENTS.

None.

FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

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

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths (22.75) miles, with a branch from Atlantic Highlands to Stone Church, a distance of one and seventy-two hundredths (1.72) miles, a total of twenty-four and forty-seven hundredths (24.47) miles, and includes railroads formerly the property of (1) The Atlantic Highlands Railroad Company, (2) The Freehold and Keyport Railroad Company, (3) The Freehold and New York Railroad Company, (4) The Keyport Railroad Company, and (5) The New York and Atlantic Highlands Railroad Company.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

Capital stock paid in,	$293,725 00
Bonded debt,	382,000 00
Floating debt—None.	
Cost of road and equipments,	$808,143 30

The road extends from Jamesburg Junction to Sea Girt, N. J., a distance of 27.31 miles.

It is operated by the Pennsylvania Railroad Company, as lessee of the property and works of the United New Jersey Railroad and Canal Company, at an annual rental of net earnings. This arrangement terminable on thirty days' notice.

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

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

SAMUEL REA.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
Notary Public,

[L. S.]

Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$154,651 10
Income from freight,	110,228 76
Income from other sources,	37,820 19
Total,	$302,700 05
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$281,973 25

Dividends paid during the year 1910, and how paid—One of 5 per cent., paid in cash.

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

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

* Includes $41,605.05 interest on bonds, taxes and other obligatory charges.

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HACKENSACK AND LODI RAILROAD COMPANY.

Capital stock paid in, ... $25,000 00

Book cost of road and equipments, ... $25,000 00

The road extends from Lodi Junction, N. J., to Hackensack Junction, N. J., a distance of 1.41 miles.

It is leased to the New York, Susquehanna and Western Railroad Company, at an annual rental equal to all operating expenses and taxes.

The particulars of the operations and expenditures have been kept as a part of the general account of that company, and cannot be more particularly 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.

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

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

RECEIPTS AND EXPENSES FOR 1910.

Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church street, New York City.

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HARRISON AND EAST NEWARK CONNECTING RAILROAD COMPANY.

Capital stock paid in, ... $25,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $25,000 00

The road extends from connection with United New Jersey Railroad and Canal Company in Harrison, N. J., to a point on Sussex street, in Harrison, N. J., a distance of .0231 miles.

It is equipped and operated by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company, and the further information required by law is furnished by that company.

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

SAMUEL REA.

Sworn and subscribed before me, this sixth day of March, A. D. 1911.

LEWIS NEILSON,
Notary Public.

[L. S.]

My Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the United New Jersey Railroad and Canal Company.

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HIBERNIA MINE RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$179,941 17
Dividends paid during the year 1910, and how paid—In cash April, 1910, $6,000; in cash October, 1910, $6,000,	12,000 00

The road extends from Hibernia to Rockaway, N. J., a distance of 4.2 miles, with about one mile of sidings.

RECEIPTS AND EXPENSES FOR 1910.

Income from rental,	$12,500 00
Income from interest, etc.,	617 54
Total,	$13,117 54
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$12,512 21

P. O. address of the above company—Hibernia Mine Railroad Company, President, J. Bertram Lippincott; Secretary and Treasurer, Harry C. Wenner, 421 Chestnut street, Philadelphia. General office, No. 3 West Blackwell street, Dover, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—J. Bertram Lippincott, being duly sworn, on his oath says, that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

J. BERTRAM LIPPINCOTT.

Sworn and subscribed before me, this seventh day of March, A. D. 1911.

[L. S.]

EDWD. J. BUCHEY,
Notary Public.
Commission expires January 22d, 1915.

ACCIDENTS.

No accidents.

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HOBOKEN MANUFACTURERS' RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	430,829 78
Cost of road and equipments,	$10,600 00

Dividends paid during the year 1910, and how paid—None.

The road extends from Hoboken to Hoboken, a distance of .062 miles.

RECEIPTS AND EXPENSES FOR 1910 (INCLUDING OPERATION OF HOBOKEN SHORE ROAD).

Income from passengers—None.	
Income from freight,	$130,132 43
Income from other sources,	8,831 03
Total,	$138,963 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, rent, taxes, interest,	$197,926 61

REMARKS.

The company also has real estate for right of way in Hoboken and Jersey City, on which no railroad has yet been built.

Receipts and expenses for 1910 include operation of Hoboken Shore Road, which the company leases.

P. O. address of the above company—1 Newark street, Hoboken, New Jersey.

State of New Jersey, Hudson county, *ss.*—Robert M. Dickinson, being duly sworn, on his oath says, that he is President of the Hoboken Manufacturers' Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

ROBERT M. DICKINSON.

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Sworn and subscribed before me, this second day of March, A. D. 1911.

EDWIN A. S. BROWN,
Notary Public, N. J.

[L. S.]

ACCIDENTS.

None.

HOBOKEN RAILROAD, WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

Capital stock paid in,	$300,000 00
Bonded debt,	172,000 00
*Cost of road and equipments,	$196,762 45

The road extends from Fifth street, in Hoboken, to Seventeenth street, Weehawken, N. J., a distance of 1.607 miles.

It is leased to the Hoboken Manufacturers' Railroad Company, at an annual rental of twenty-two ($22,000) thousand dollars.

It is partly equipped and wholly operated by the Hoboken Manufacturers' Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Hudson county, *ss.*—E. A. Stevens, being duly sworn, on his oath says, that he is President of the Hoboken Railroad, Warehouse and Steamship Connecting Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. A. STEVENS.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

EDWIN A. S. BROWN,
Notary Public, N. J.

[L. S.]

*This does not include value of land for right of way.

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RECEIPTS AND EXPENSES FOR 1910.

Income from other sources,	$22,000 00
Total,	$22,000 00

Dividends paid during the year 1910, and how paid—Of one and one-half per cent. in June and one and one-half in December.

P. O. address of this company—No. 1 Newark street, Hoboken, N. J. (Hoboken Land and Improvement Companies Building), Wm. A. Macy, Secretary.

None.

ACCIDENTS.

THE HOPATCONG RAILROAD COMPANY.

Capital stock paid in,	$10,000 00
Floating debt,	7,485 25
Cost of road and equipments,	$17,485 25

The road extends from Hopatcong Junction, N. J., to Powder Works, N. J., a distance of 0.89 miles.

It is controlled by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and a report of its operations is included in that of the Morris and Essex Railroad Company.

State of New York, New York county, *ss.*—W. 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 fourteenth day of February, A. D. 1911.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings County, Certificate filed in New York County.*

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RECEIPTS AND EXPENSES FOR 1910.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1910, and how paid—No dividends.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

HOPATCONG SHORE RAILROAD COMPANY.

Capital stock paid in,	$36,000 00
Bonded debt,	9,000 00
Floating debt—None.	
Cost of road and equipments,	$35,000 00

Dividends paid during the year 1910, and how paid—None.

The road extends from near ice house at Hopatcong, Morris county, N. J., to Bertrand Island, a distance of 1.22 miles.

RECEIPTS AND EXPENSES FOR 1910.

Interest on bonds.
Income from freight—None.
Income from other sources—None.

REMARKS.

May 9th, 1910, an agreement was made for the construction of a road from a switch on Hopatcong Railroad, near the ice house at Landing, Morris county, N. J., to Bertrand Island, between the Hopatcong Shore Railroad Company, Edward E. Duff, trustee, and the Morris County Traction Company, with option to Mr. Duff to purchase all stock and bonds of the Hopatcong Shore Railroad for twenty thousand dollars. The Traction Company built the road, electrified same, and for a short time operated cars over this route and tracks of Hopatcong Railroad Company, leased by Morris and Essex Railroad Company, paying to Morris and Essex Railroad rental of $450 per annum and

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apportionment of cost of maintenance of its tracks on wheel basis. Certificate of route filed by Hopatcong Shore Railroad Company in August, 1910. No charge was made for use of route by Hopatcong Shore Railroad Company, except payment of moneys to Morris and Essex Railroad, agreed to be paid by Hopatcong Shore Railroad Company. This was consented to by all stockholders and bondholders of Hopatcong Shore Railroad Company. Right to take over the Hopatcong Shore Railroad Company by Traction Company will expire February 9, 1911.

P. O. address of the above company—Landing, Morris county, N. J.

State of New Jersey, Morris county, *ss.*—Otto G. Schultz, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Hopatcong Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

OTTO G. SCHULTZ.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1911.

[L. S.]

ELMER KING,
Notary Public of N. J.

ACCIDENTS.

None.

HUDSON AND MANHATTAN RAILROAD COMPANY.

Capital stock paid in,	$45,249,950 00
*Bonded debt,	69,115,000 00
†Floating debt,	2,457,875 80
‡Cost of road and equipments,	$114,286,096 59

* Includes deferred payments on car purchase agreements, $1,282,000, and an underlying real estate mortgage, $42,000.

† Includes interest on funded debt, since paid, also accrued taxes and various construction liabilities.

‡ Includes, at full value, the cars against which the deferred payments, referred to in note *, apply. The company's equity in said cars, $622,720, but cars do not become our property until fully paid for.

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Dividends paid during the year 1910, and how paid—No dividends paid.

The road extends between Hoboken, Jersey City and New York City, a distance of 8.763 miles.*

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$2,454,582 05
Income from other sources,	1,549,168 43
Total,	$4,003,750 48
Expenditures during the year for working road, including, repairs, maintenance of way, motive power and contingencies, interest and taxes on capital employed in operation and depreciation as required by Interstate Commerce Commission,	$4,025,646 40

P. O. address of the above company—30 Church street, New York City.

State of New York, New York county, *ss.*—W. G. McAdoo, being duly sworn, on his oath says, that he is President of the Hudson and Manhattan Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

W. G. McADOO.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

WILLIAM J. MARTIN,
Notary Public, N. Y. Co.

[L. S.]

ACCIDENTS.

January 1st, 1910—Exchange Place, Jersey City, Irving P. Lovejoy (killed), August Flockner (killed), Alice Jenkins (shock), Edith Hinz (shock), passengers. There are two elevators at this station. At the time in question one car was in operation for passengers, the other was undergoing inspection and oiling, as is the custom at that hour—4:30 A. M. While this was being done, and when car which was being oiled and inspected descended to lower level where passengers are taken on, the door on the elevator was automatically opened, and while car was in motion several passengers attempted to board same, two of whom were caught between car and shaft, causing injuries from which they died.

*Miles of route given. Miles of track, 17.525.

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January 13th—Hoboken Station, Mrs. H. Flynn, passenger. While this party was descending stairway, fell over pail of porter, who was cleaning tiling at the time, receiving a contusion of breast and arms. Light O. K.

January 21st—Hoboken Station, J. W. Whiting, passenger. While descending stairway man stumbled, wrenching knee. All conditions O. K.

January 17th—Exchange Place, Jersey City, Mrs. Holmes, passenger. While running along platform at this point after leaving elevator, fell on a very slight rise in platform due to removable concrete slab with ribbed edges. Ribs in some places being about one-quarter of an inch above platform level, causing abrasion of face and knee. Light O. K.

January 31st—Exchange Place, Jersey City, William Siegel, passenger. While on way to board train was pushed by crowd in space between two cars which were being detached by employes at the time, causing contusion of hand. All conditions O. K.

January 13th—Hoboken Station, J. Sprague, switchman. While setting up hand brakes on car No. 243, bruised third finger of left hand between brake and brake wheel shaft. All conditions O. K.

February 11th—Hoboken Station, Jas. Cusack, employe. While cleaning end windows of a car, man stepped from the buffer timber to the running board on the side of the pit, stepping on a piece of wet waste, which caused him to fall. Right arm between elbow and shoulder, also right hip and heel of right foot bruised.

February 2d—En route between Hoboken and Erie Station, Julian Irwin, passenger. While in transit between Hoboken and Erie Stations, man fell to the floor of car, striking his nose. Man was under the influence of liquor.

February 11th—Exchange Place, Jersey City, Dr. A. R. Mackenzie, passenger. While walking down passageway leading from Erie Station to tunnel, passengers pushed him and he turned his ankle in manhole of drain, causing a sprain of same. All conditions O. K.

March 12th—Pennsylvania Station, Jersey City, Miss Minnie Enders, passenger. When train arrived at Pennsylvania Station doors were opened for passengers to board and alight. While guard was closing end door passenger in car attempted to alight and was caught by door, causing contusions of chest, abdomen and elbow.

April 11th—Caisson 3, 12th street, Jersey City, H. E. Cole, motorman. Train being tripped at the above place it was necessary for motorman to go back and find out what was the matter, and in running through car stepped on something on car floor, turning ankle and spraining same.

April 11th—Hoboken Terminal, Mrs. E. L. White, passenger. This passenger, while entering door of car while door was in process of closing, was struck by same, causing slight injury.

April 7th—Caisson 2, 15th street, Jersey City, J. A. Flannagan, clerk (employe). This party, after alighting from train at the above point to make inspection of first aid boxes, turned ankle on ballast, causing sprain of same. All conditions O. K.

May 25th—Pennsylvania Station, Jersey City, H. Frost, employe. While examining circuit breakers, man knocked the instep of his left foot against a piece of board used for the cover of a box, and causing a contusion and sprain of external ligaments of ankle.

May 17th—Tunnel F, Washington street, Jersey City, V. Faccone, employe. While working with track gang surfacing track, man left surfacing board against third rail when getting out of the way of train. Board broke car shoe which remained on third rail. In endeavoring to remove the shoe with a pickhandle, man made a short circuit, causing a flash and burning his fingers.

May 4th—Erie Station, Jersey City, Mrs. C. J. Willis, passenger. While descending stairway to train platform stumbled and fell, causing an injury to her side. All conditions O. K.

June 28th—Caisson 1, 15th street, Jersey City, Frank Higgins, employe. While working with another employe on bench wall drilling grid boxes with ratchet, Higgins was holding ratchet which pulled loose in some manner, and

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he, becoming over-balanced, fell to tracks, causing a sprain of the ligaments of his ankle.

June 24th—Erie Station, Jersey City, Mary McKinney, passenger. While descending stairway to station platform fell down same, causing fracture of arm and sprain of ankle.

June 14th—Pennsylvania Station, Jersey City, N. S. Kelly, employe. While acting as platform foreman, alleges that guard unexpectedly reversed door; he, having his hand on same, caught in slot, causing a severe bruise of left ring finger.

June 10th—Hoboken Terminal, D. M. Welsh, employe. While locating ground in panel board in dispatcher's office and testing out with fuse, caused flash. He received burn of both eyes.

June 10th—Hoboken pit, George H. Zicker, employe. While standing beside Walsh, who made a short circuit when replacing fuse for shop trolley, received a burn of both eyes.

June 10th—Hoboken pit, William Walsh, employe. While putting new fuse in box for shop trolley he allowed same to strike against the iron of same, causing a short circuit and receiving a flash, burning his right hand.

June 2d—Tunnel B (river sump), A Gaston, employe. While working around signal location he allowed his leg to come in contact with third rail. Shock caused him to fall over running rail whereby he received severe contusion of ribs. Was using rubber mat at the time.

June 9th—Pennsylvania Station, Jersey City, R. Hewitt, employe. This man while acting as platform man had arms across center door of car of train, called "all right" to conductor, when passenger forced his way by Hewitt, and as conductor had already started to close door, grip which he was carrying became wedged in same. Hewitt attempted to push grip in, and in doing this his arm was caught in car door. Train having started, he was dragged some distance along the platform when conductor stopped train. Hewitt received severe bruises of arm and wrench of shoulder.

June 6th—Erie Station, Jersey City, John Moore, employe. While endeavoring to remove a third rail insulator partly burned cap of same; dropped on third rail bracket, causing a heavy flash. Moore received burn of face and inflammation of both eyes.

July 29th—Hoboken Terminal, William Wayne, employe. While getting work train ready on pit track short circuit occurred on trolley, causing burns on right and left arms and left hand.

July 24th—Hoboken Terminal, Mrs. P. Mehnert, passenger. While descending stairway fell down same, causing bruise on left arm. Claims tripped over piece of paper on stairway. Excepting for this, all conditions O. K.

July 22d—Erie Station, Jersey City, Leo Schmidt, passenger. While descending stairway fell about five steps, receiving injury of left knee and causing blood to flow from nose and mouth. Under the influence of liquor at the time. All conditions O. K.

July 1st—Erie Station, Jersey City, Mrs. P. McGlynn, passenger. While ascending stairway states she was seized with a dizzy spell, and, thinking she was going to fall, grabbed hold of another passenger's skirt, the passenger throwing her off and she fell at the bottom of the stairway, receiving scalp wound on right side of temple. Distinct odor of alcohol on breath. All conditions O. K.

August 10th—On train, Hoboken cross-over, William Schwab, passenger. While standing in car near vestibule had hand on jamb, when train, in going over cross-over, caused vestibule door to close striking his hand, injuring little finger. Door lock in good condition.

August 13th—Hoboken Station, William H. Crane, passenger. After taking seat in car, arose and placed hand on edge of center door which was open. Door not fully opened, however, and as guard opened it to its full extent, hand was caught between the door and slot in which it runs, causing injury to little finger of right hand. All conditions O. K.

August 13th—Pennsylvania Station, Jersey City, J. H. Snyder, passenger. Attempted to board train when center door of car was in process of closing,

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placing right foot into opening to try and prevent door from closing. Foot was caught right over instep, leaving an opening in the door of about four inches. Guard did not see the occurrence and gave bell, and train started. Man was pulled along platform a few feet before released. Received a slight sprain of foot—shock.

August 18th—Erie Station, Jersey City, J. T. Petty, passenger. While attempting to board train through center door, door was closed, striking him on the arm, injuring elbow.

September 6th—Erie Station, Jersey City, Miss M. Finnagan, passenger. While about to alight from car through center door of same, placed hand in slot through which door operates, and, when same opened, fingers were caught and bruised. All conditions O. K.

October 14th—On train near Erie Station, Jersey City, Mary Massa, passenger. While standing in vestibule of train, and with one hand resting near edge of glass door which was closed, and as guard opened door to announce station the fingers were drawn into slot, causing severe contusions of same. All conditions O. K.

October 29th—Erie Station, Jersey City, Charles Murphy, passenger. While standing on platform in an intoxicated condition, breeze created by train blew off hat and same rolled towards train which was pulling out of station. Man was crouching to pick up hat when he lost his balance and crashed into end of train; was thrown to track, receiving contusions of head and back.

October 28th—On train near Erie Station, Jersey City, E. H. Green, employe. While acting as guard on train, and as train rounded curve, vestibule door of car closed upon his hand, causing a severe wound of right, middle and ring fingers. Door in good condition, but it was not hooked back.

October 24th—Erie Station, Jersey City, Mrs. Josie Kies, passenger. While running down stairs leading to platform in an endeavor to catch train, fell down same injuring the knee. Stated it was her own fault. All conditions O. K. Was under the influence of liquor at the time.

October 13th—Erie Station, Jersey City, Mrs. Ranker, passenger. While descending stairway leading to platform, fell down same. States that her eyeglasses deceived her, causing her to become dizzy and fall. All conditions O. K. Contusions of body.

October 2d—Pennsylvania Station, Jersey City, Mrs. Reid, passenger. While descending stairway tripped on bottom step, claiming injury to knee. Was under the influence of liquor at the time. Stairway and all conditions O. K.

November 3d—Exchange Place, Jersey City, Mrs. W. R. Waddington, passenger. While in waiting-room at the above station, and in walking to board elevators at that place, claims she slipped on cement flooring, causing her to fall face forward and resulting in a sprain of left ankle, nervous shock and contusions of body. Flooring was damp from umbrella drippings and from passengers' feet. It was raining slightly at the time, same having commenced about 8:30 A. M.

November 2d—En route 9th street to Hoboken, Mrs. Minnie Bough, passenger. Claims boarded train at 9th Street Station, N. Y. Stood in vestibule of car with back against rear end of car. Just before train got into Hoboken, rounded curve, causing same to lurch; passenger put out her hand to save herself from falling, took hold of door-jamb of inter-communicating door, and at the same time door closed upon her hand, causing a severe contusion of right middle and ring fingers with loss of nails on same.

November 10th—En route between Pennsylvania and Erie Stations, Jersey City, Nathan Koplowitz, passenger. Guard, after announcing station in one of the cars, turned back and stepped into vestibule of next car, and, as he called out the next station, closed the vestibule door of same. Several passengers were standing in vestibule in rear car at the time, and guard did not see that injured party had his hand on door-jamb, door closing upon him, causing severe contusions and loss of nail of fourth finger of right hand.

December 16th—Henderson Street Station, Jersey City, A. Overend, passenger. While descending stairs for some unknown reason, fell on last step, sustaining injuries to knee. All conditions O. K.

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December 3d—Hoboken Terminal, Richard Cotteral, passenger. At above time and place this party, under the influence of liquor, while descending stairway, fell, sustaining two cuts on forehead and one on back of head, rendering him semi-conscious. All conditions O. K.

December 11th—Hoboken Terminal, C. M. Post, passenger. Waterproofers were cleaning out drain at the foot of stairway and had a pail close to side of wall which they were using for this purpose. Passenger did not notice pail and stumbled over same, alleging sprain of wrist.

December 2d—Henderson Street Station, Jersey City, Peter Herbert, trainman. Motorman, while bringing empty train into Henderson Street Station, noticed a man emerge from room under stairway at westerly end of station, said room being used for keeping oil for supplying lanterns, etc., and being adjacent to track. Man apparently did not look to see whether train was coming, but emerged from room facing towards station, which is about ten feet away, and motorman, although applying emergency immediately he saw the man, was unable to bring train to a stop in the short distance, and same struck Herbert, causing instant death.

July 16th—Tunnel D, Jersey side, T. Milutin, employe. Was working around track, and while standing over protection board over third rail a small piece of wire in some manner came in contact with third rail causing a slight flash and shock. As he attempted to get away from the flash he fell on the track, injuring right side of his chest.

November 6th—Pennsylvania Station, Jersey City, E. Carter, porter. While renewing electric bulbs on station ladder on which he was standing broke. Carter jumped and did not fall to ground. After two months from the time of the injury claims rupture and varicocele. Doctor's examination indicates that this condition prevailed prior to accident.

HUDSON RAILROAD AND TRANSPORTATION COMPANY.

Capital stock paid in, ... $20,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, believed to be about, ... $2,000 00
(This does not include a small quantity of land and a water right adjoining the track. The whole property was acquired with the proceeds of some of the aforesaid stock and the direct source of the residue thereof.)

Dividends paid during the year 1910, and how paid—None.

The road extends from Passaic river to the Pennsylvania Railroad right of way at Harrison, N. J., a distance of about 1,900 feet.

RECEIPTS AND EXPENSES FOR 1910.

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.

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P. O. address of the above company—In care of Crucible Steel Company of America, foot of Fifth street, Harrison, N. J.; also Oliver Building, Pittsburgh, Pa.

State of Pennsylvania, Allegheny county, *ss.*—C. C. Ramsey, being duly sworn, on his oath says, that he is President of the Hudson Railroad and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

C. C. RAMSEY.

Sworn and subscribed before me, this eighteenth day of February, A. D. 1911.

[L. S.]

H. F. KRESS,
Notary Public.
My Appointment dated Nov. 10th, 1910.
My Commission expires end next session of Senate.

ACCIDENTS.

None.

INTER-CITY LINK RAILROAD COMPANY.

Capital stock paid in,	$6,000 00
Bonded debt—None.	
Floating debt,	2,066 81
Cost of road and equipments,	$4,066 81

Dividends paid during the year 1910, and how paid—None.

The road extends from middle of Delaware river to Camden, N. J., a distance of between one and two miles.

RECEIPTS AND EXPENSES FOR 1910.

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.

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REMARKS.

The Inter-City Link Railroad Company was not operated during the year 1910.

P. O. address of the above company—110 Market street, Camden, New Jersey.

State of Pennsylvania, Philadelphia county, *ss.*—Clarence Wolf, being duly sworn, on his oath says, that he is President of the Inter-City Link Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

CLARENCE WOLF.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1911.

CHARLES F. WAGNER, JR.,
Notary Public,
Commission expires January 16th, 1913.

[L. S.]

ACCIDENTS.

None.

JERSEY CITY AND BAYONNE RAILROAD COMPANY.

Capital stock paid in,	$13,500 00
Floating debt,	$1,195 92
Cost of road and equipments,	$1,195 92

The road as projected is to extend from Jersey City to Bayonne, a distance of 5 miles.

RECEIPTS AND EXPENSES FOR 1910.

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.

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REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.
Vice-President.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.
[L. S.] *Certificate filed in New York County,*
My Commission expires March 30th, 1912.

JERSEY CITY BELT LINE RAILWAY COMPANY.

Capital stock paid in,	$56,800 00
Floating debt,	83 76
Cost of road and equipments,	$47,403 76

The road extends from a point in Morris Canal east of Milk Creek, Jersey City, N. J., to a point in Morris Canal near Newark Bay and Linden avenue, Jersey City, N. J., a distance of 8.251 miles.

Construction work on this road is not yet completed.

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Jersey City Belt Line Railway Company, and that the foregoing

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

E. B. THOMAS.

Sworn and subscribed before me, this second day of March, A. D. 1911.

[L. S.] GEORGE ELLENBERGER,
Notary Public, Kings Co., No. 2701,
Certificate filed in N. Y. Co., No. 1037.

Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—228 South Third street, Philadelphia, Pa.

ACCIDENTS.

See statement attached to report for Lehigh Valley Railroad Company of New Jersey.

KINKORA AND NEW LISBON RAILROAD COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	77,307 88
Cost of road and equipments,	$41,700 19

The road extends from Kinkora, N. J., to Lewistown, N. J., a distance of 10.46 miles.

It is operated by the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company under resolution adopted by the Pennsylvania Railroad Company and the Kinkora and New Lisbon Railroad Company. Rental, net earnings. This arrangement terminable on thirty days' notice.

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

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

SAMUEL REA.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

[L. S.]

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$10,467 42
Income from freight,	12,010 61
Income from other sources,	6,138 38
Total,	$28,616 41
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$40,168 03

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

* Includes $3,055.67 taxes and other obligatory charges.

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LAFAYETTE RAILROAD COMPANY.

Capital stock paid in, ... $61,800 00

The road extends from Lafayette to Griffin 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.

State of New York, New York county, ss.—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Lafayette Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

Capital stock paid in,	$897,800 00
Bonded debt,	2,148,921 97
Floating debt,	222,682 87
Cost of road and equipments,	$3,005,382 00
Dividends paid during the year 1910, and how paid—None.	

The road extends from Belvidere, N. J., to Maybrook, N. Y., a distance of 73.90 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$26,135 56
Income from freight,	989,398 07
Income from other sources,	10,722 54
Total,	$1,026,256 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$690,161 45

REMARKS.

The road extends from Belvidere, N. J., to Maybrook, N. Y., a distance of 73.90 miles, with trackage rights over the Pennsylvania Railroad Company's tracks, Belvidere, N. J., to Phillipsburg, N. J., about 14 miles; and trackage rights over Delaware, Lackawanna and Western Railroad Company's tracks between Andover, N. J., and Port Morris, N. J., about 9 miles. This report covers the proportion in New Jersey only; also the earnings and expenses of the South Easton and Phillipsburg Railroad Company are included in the amount of receipts and expenses.

The capital stock of the South Easton and Phillipsburg Railroad Company is,	$75,000 00
The floating debt of the South Easton and Phillipsburg Railroad Company is,	187,499 20

P. O. address of the above company—Warwick, N. Y.

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State of New York, Orange county, *ss.*—Frank T. Wiedrick, being duly sworn, on his oath says, that he is Auditor of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

FRANK T. WIEDRICK.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

A. L. PERRY,
Notary Public.

[L. S.]

ACCIDENTS.

January 6th, 1910—Ira Decker, fireman, Woodruff's Gap, N. J. Killed by being crushed in collision.

January 6th—E. E. Canfield, conductor, Woodruff's Gap, N. J. Cut and bruised about face and head.

January 6th—D. C. Poole, brakeman, Woodruff's Gap, N. J. Left arm wrenched; ligaments torn.

January 6th—W. T. Neyhart, brakeman, Woodruff's Gap, N. J. Severe blow in stomach.

January 6th—M. W. Nixon, engineman, Woodruff's Gap, N. J. Leg and back wrenched.

January 6th—J. Hackett, fireman, Woodruff's Gap, N. J. Right knee sprained.

January 6th—T. O'Neil, conductor, Woodruff's Gap, N. J. Cut chin.

January 6th—F. A. Demont, brakeman, Woodruff's Gap, N. J. Nose cut and head bruised.

January 6th—F. E. Vance, engineman, Woodruff's Gap, N. J. Shoulder sprained.

March 12th—Frank Heins, fireman, Hamburg. Upper and lower lip cut and one tooth knocked out; hit by piece of wooden block.

April 4th—H. L. Stanley, engineman, Andover. Two ribs fractured and head bruised trying to grab spout on water tank.

June 24th—Wm. Meeker, conductor, Vernon. Ruptured in attempt to open car door.

September 1st—Austin M. Stout, fireman, De Kays. Gash in chin and muscles of neck strained falling into culvert, while running engine.

December 20th—J. W. Williams, brakeman, Great Meadows, N. J. Severe bruises about head and body; grab iron, pulling out.

December 17th—Robert Petty, fireman, Mulfords, N. J. Left leg bruised by fire hose falling from engine.

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LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	5,047,500 00
Floating debt,	200,000 00
Cost of road and equipments,	$5,685,075 44

Dividends paid during the year 1910, and how paid—None.

The road operated extends from Slatington, Pa., to Campbell Hall, N. Y., and branches, a distance of 169.77 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$12,379 83
Income from freight,	903,651 94
Income from other sources,	14,796 78
Total,	$930,828 55
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$878,603 97

REMARKS.

The receipts and expenses given above cover the operations of the entire line.

P. O. address of the above company—No. 437 Chestnut street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—Rollin H. Wilbur, being duly sworn, on his oath says, that he is Vice-President of the Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

ROLLIN H. WILBUR.

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Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

ROBT. V. PIERCE,
Notary Public.

[L. S.] *My Commission expires at the end of present session of Senate of Pennsylvania.*

ACCIDENTS.

January 6th, 1910—At Glenwood, N. J., 12:40 P. M. Clark Buss, trainman on train of extra freight engine No. 12, en route from Sussex, N. J., to Campbell Hall, N. Y., was instantly killed by falling from car C. R. R. No. 45614, when passing Roy's peach orchard, which is located about one-half (½) mile from Glenwood, N. J., and three hundred (300) feet from the New York State line.

April 18th—At Sussex, N. J., 7:50 P. M. While under the influence of liquor, Flave Bennett, farmer, of Sussex, N. J., was lying on the track on a curve about one-half (½) mile east of Sussex Junction, N. J., when struck by train No. 29, sustaining injuries from which he died at 9:45 P. M. the same date.

July 6th—At Hainesburg Junction, N. J., 9:50 P. M. Trainman Leslie V. Marsh was severely squeezed about left hip and abdomen, being caught between the couplers of two cars on which he was applying the air brakes.

November 10th—At Lewisburg, N. J., 5:40 A. M. When extra engine No. 27, east, with twenty-six (26) loaded cars, was rounding curve just west of Lewisburg Station, at a speed of about ten miles an hour, the fifth car from the engine and nine cars following it were derailed. The high rail on the curve was turned over so that the flange of the wheels rode on the web between the base and head of rail, causing the wheels to drop inside the low rail, thereby spreading same.

LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$20,443,000 00
Bonded debt,	17,675,500 00
Floating debt,	2,191 50
Cost of road and equipments,	$28,917,742 46

The road extends from Jersey City and Perth Amboy, N. J., to Phillipsburg, N. J., a distance of 85.87 miles.

Operated by Lehigh Valley Railroad Company, a Pennsylvania corporation, being controlled by ownership of entire outstanding capital stock.

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State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Lehigh Valley Railroad Company of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this second day of March, A. D. 1911.

[L. S.]

GEORGE ELLENBERGER,
Notary Public, Kings Co., No. 2701,
Certificate filed in N. Y. Co., No. 1037.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$857,887 70
Income from freight,	5,669,023 23
Income from other sources,	284,212 98
Total,	$6,811,123 91
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$4,521,155 10

Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—229 South Third street, Philadelphia, Pa.

ACCIDENTS.

January 2d, 1910—Edward Hewitt was stealing a ride on extra 1659, west, and, when jumping off at South Plainfield, slipped and fell, badly lacerating his right hand, and several bad cuts on top of head. Conductor, H. Yenser; engineer, J. Shipman.

January 6th—Angelo Parino, laborer, was walking on track just east of West Portal, N. J., when he was struck and instantly killed by passenger train No. 6. Conductor, J. M. Halter; engineer, John Turner.

January 6th—Nick Creazine, trackwalker, was walking on track just east of Flemington Junction, when he was struck by passenger train No. 9, injuring him so badly that he died in several hours. Conductor, J. B. Hillick; engineer, H. Godley.

January 6th—Work extra 1397 with eighteen cars pulling to Constable Junction when train parted, rear portion running back and colliding with engine 1094 following. Total damage $1,157.50. Conductor, R. H. Taylor; engineer, J. Crocheron, on engine 1094. Conductor, A. Whitman; engineer, J. McGregor, on work extra 1397.

March 6th—Body of unknown man was found along track at Townley, N. J. Unable to state how accident occurred.

March 3d—Gustave Johnson's body was discovered in bin No. 120 at the coal stocking grounds, Perth Amboy. This bin has a depth of thirty-five feet, and no doubt he fell into same, with fatal results. Trespasser.

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March 6th—Charles Haney, trespasser, attempted to board one of our trains at Staten Island Junction, when he missed his footing and fell through bridge onto the S. I. R. T. Co.'s tracks, injuring him internally. Unable to state train.

March 13th—F. D. Nesbeth, trespasser, stepped on track directly in front of drill engine 1107, Jersey City, cutting him quite badly about the head. Was removed to hospital. Conductor, F. Pruett; engineer, M. Johns.

March 27th—Roy Haggerty was a passenger on train 32, en route from Bloomsbury to Pattenburg, and jumped off train before it arrived at station, injuring him about the head. Was removed to Easton Hospital. Conductor, J. J. Heiney; engineer, E. Luckenbill.

March 27th—Crew of yard engine 3424 found body of W. Morez, trespasser, lying along tracks at Phillipsburg. Unable to state how accident occurred.

April 9th—R. H. Kyle attempted to drive across tracks at Hillsboro, N. J. directly in front of train No. 4, with result that he was struck by said train, killing him as well as the horse, and demolishing wagon. Conductor, J. L. Van Gorder; engineer, C. Milheim.

April 16th—Engine 1094 was placing cars on Orford Copper Company's trestle at Jersey City when they struck Sylvester Schultz, trespasser, cutting off right leg below knee. Conductor, R. Taylor; engineer, J. Crocheron.

April 29th—M. J. Kelly, conductor of yard engine 3425, was attempting to cut some cars at Jersey City, N. J., going between the cars for this purpose. He then gave engineer back-up signal, when he slipped and had both feet caught between wheel and guard rail, cutting two toes off left foot and crushing right foot. Engineer, William Rader.

May 14th—Conrad Gruhm, trespasser, deliberately threw himself under cars being shifted by yard engine 3420 at Irvington, killing him instantly. Conductor, W. H. Bell; engineer, M. Jones.

May 14th—After extra 1641, east, arrived at Jersey City, the crew of yard engine found body of unknown trespasser on top of one of the cars. Unable to state where or how this accident occurred. Conductor, A. O. Everett; engineer, J. Delaney.

May 20th—George Oroloski, trespasser, was found lying in a pool of water at bridge 32-A, Bound Brook, N. J. Understand he was a heavy drinker and evidently fell in water while trespassing along our right of way in an intoxicated condition, and was drowned.

May 21st—While extra 1118, work train, was backing down No. 4 track, South Plainfield, N. J., they discovered team approaching track rapidly. Engineer applied the brakes, but was unable to stop, and team drove directly in front of engine, with the result that carriage was broken and driver Walter Greenwich had three fingers on right hand crushed. A woman and child were also in the carriage, but were not injured. Crew claim the driver was intoxicated. Conductor, O. Anderson; engineer, W. K. Petty.

May 21st—Wreck train engine 2567 stopped at Jutland to repair car which was on siding, leaving caboose and derrick car on main track. They were followed by extra 1661, which stopped at automatic signal just west of Jutland. Flagman of 2567 was out and signalled engineer of extra 1661, which was answered, but he was unable to control train on descending grade. Damage, $609.48. Conductor, C. A. Thomas; engineer, J. H. Webber, on engine 1661. Conductor, T. J. Griffin; engineer, J. A. Shaffer, on wreck train engine 2567.

June 3d—John Brower, bridge repairer, while assisting in handling ties at bridge 34, Bound Brook, N. J., lost his balance and fell from pile about nine feet high, fracturing his skull, from which he died shortly thereafter.

June 9th—Margaret Morelli, trespasser, was standing at Wheeler's Point road crossing, Newark, waiting for a P. R. R. train to pass, after which she stepped directly in front of L. V. engine 2677, killing her instantly. Gates were down at the time. Conductor, E. Dorshimer; engineer, W. Arnold.

June 25th—Body of unknown trespasser was found lying along track just east of Roselle Park with a hole in his head. Unable to state how accident occurred, but indications are that he committed suicide.

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July 4th—Frank Dennis, car inspector, was found lying along track in West Oak Island yard with compound fracture of both legs. Unable to state how accident occurred, as, on account of his condition, he could not make a statement.

July 5th—A. S. Case drove on track just west of Three Bridges, directly in front of train No. 30, demolishing wagon, killing the horse and fracturing the driver's left wrist, also cut over right eye. He claims he did not see the train until he was on the crossing, when he tried to turn the horse to one side, but was too late. This crossing is on a straight line and there is a clear view in either direction of at least one-half mile. Conductor, W. H. Ritter; engineer, E. M. Yerger.

July 14th—Antonio Milierno was employed as laborer on work train, engine 1110, and while backing in on siding at Lincoln, N. J., he fell under train, killing him instantly. Conductor, ——— Thomas; engineer, H. Carr.

July 19th—Paul Pincan, trespasser, was found lying along track east of South Plainfield, with right leg fractured. Unable to state how he was injured, but he claims he was struck by engine coming from coal chute.

July 21st—Extra 1681, east, had four cars derailed at Lincoln, N. J., caused by cut journal, blocking both tracks. Total damage, $2,267. Conductor, T. Kinney; engineer, L. Eagle.

July 27th—John Ramsell purchased a ticket at Picton, N. J., for Newark, N. J., and shortly afterward was found lying on platform at pumping station with his skull fractured. Unable to state how accident occurred.

August 3d—Body of an unknown man was found lying along tracks by crew of P. R. R. engine 582, at Johnston avenue, Jersey City. Unable to state how accident occurred.

August 4th—M. C. Nelson, trespasser, was struck by shifting engine 578 at C. R. R. crossing, Perth Amboy, N. J., while going around gates while same was lowered, resulting in having both legs cut off. Conductor, Jos. Van Syckel; engineer, W. A. Morrow.

August 10th—Frank Nevello, laborer, was coming home from Phillipsburg with hand car; when at Greenwich yard, near Phillipsburg, one man slipped off the side of the hand car, and through excitement this man jumped off the side of hand car, and same ran over him, fracturing right leg and cutting left ear.

August 31st—A number of boys were stealing a ride on extra 760, west, and when train started away from Landsdown, after setting out a car, Harry Stitch attempted to board the train, falling under and having both legs cut off. Was removed to Easton Hospital, where he died the following morning. Conductor, A. O. Everett; engineer, J. Keiser.

September 7th—Stockton Norris was trainman on extra 1664, east, and when getting off car at New Market he fell to the ground, badly cutting the back of his head. Conductor, E. Eastman; engineer, J. Grissenheimer.

September 12th—Body of an unknown man was found lying along tracks at Parkview, N. J. Unable to state how he was killed.

September 14th—John O'Loughlin, trespasser, in company with several other boys, attempted to board extra 1582, east, at Phillipsburg, N. J., when he fell under and was cut in two. Conductor, W. Ebert; engineer, W. Wertman.

September 19th—Andrew Spevalli, trackwalker, stepped out of the way of extra 1355, west, directly in front of train No. 2, east, of Lincoln, N. J., the latter train striking and instantly killing him. Conductor, F. Lake; engineer, H. McGinley.

September 29th—B. Carrington, engineer, was backing light engine 2233 through yard at Jersey City, preparatory to taking out train No. 21, when in some unknown manner he fell under engine and was instantly killed. Conductor, Joseph Kelly.

October 1st—Florence Sullivan, fireman, attempted to cross track between cars being shifted by yard engine 1079 at West Oak Island yard, when he was struck by cars, cutting off right leg between knee and thigh. Was removed to Newark Hospital, where he died in a few hours. Conductor, J. J. Powers; engineer, A. Cray.

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October 12th—William McWalters, trespasser, attempted to cross bridge over Morris canal, at Grand street, Jersey City, ahead of cars being shifted by yard engine 3422, with the result that he was knocked down and had left foot crushed. Conductor, N. Kulp; engineer, Thomas Morroll.

October 19th—Steve Gutch, employed as laborer on work train extra 1061, and while assisting in unloading rails at Flagtown, N. J., had his right leg caught between end of car and rail, fracturing same above ankle. Conductor, O. Anderson; engineer, W. K. Petty.

October 27th—Charles Kandl, fireman on helping engine 1459, got off engine just west of Pattenburg to go to Bellwood for a drink of water. While going along track he fell through bridge onto highway, fracturing his skull, from which he died. Engineer, F. O. Reber.

October 31st—Timothy Hayden was trainman on switch engine 3253, and fell under car at National Storage yard, Jersey City, losing both legs above ankle. Conductor, Frank Eltringham; engineer, Harry Cooper.

November 5th—Clarence Edmondson, trespasser, was walking along track at South Plainfield, N. J., and was struck by passenger train No. 32, engine 2324, injuring right leg and cutting forehead. Conductor, Edw. T. Callahan; engineer, Elmer Luckenbill.

November 8th—Patrick Connelly, trespasser, while crossing tracks at National Docks Branch, Jersey City, was struck by freight train, engine 801, injuring head and left foot. Conductor, ——— Mullen; engineer, ——— Crosheron.

November 15th—M. Connell, trespasser, was walking on track near Pacific avenue, Jersey City, and was struck by switch engine 1658, and was killed. Conductor, Harry Horton; engineer, P. Dumphrey.

November 22d—Extra helping engine 1367 collided with rear end of extra freight 1458, at Bloomsbury, N. J., November 22d, 1910, resulting in slight injury to Flagman Johnson and damage to the extent of $431. Conductor, Oliver Nolf; engineer, Harry Hile, on extra 1458. Engineer, Charles Sebold, on engine 1367.

November 28th—A. G. Boyle, trainman on train No. 38, fell from bridge to ground, a distance of about twelve feet, at Constable Junction, N. J., bruising face and breast. Conductor, Jos. Kelly; engineer, Amos Freeman.

December 2d—Emiel Nyland was employed as carpenter, and while working on Newark bay drawbridge had head caught between end of bridge and bumper while bridge was being opened, killing him.

December 4th—Extra freight 1615, west, had three cars derailed at West Elizabeth, N. J., caused by brake rigging dropping from car, causing damage to the extent of $228. Conductor, Theo. Kinney; engineer, J. Hackett.

December 6th—Jesse Landon was employed as trainman, and fell from car at Alpha, N. J., spraining ankle and bruising him about the body.

December 11th—Train BJ-4, engine 1615, pushed train against cars in Jersey City yard, causing damage to the extent of $569.30. Conductor, O. E. Everett; Engineer, John Kepiper.

December 17th—Mathcas Gardiski, laborer, had fingers caught by car wheel at Perth Amboy, mashing ends of fingers of left hand.

December 17th—Edwin Angst, trainman on grab engine 1383, foot slipped and leg was caught between cars resulting in broken leg. Accident occurred at Parkview, N. J. Conductor, B. H. Miller.

December 19th—Jos. Baranski, laborer, while fixing roller on machine at Oak Island, had his fingers caught, resulting in middle finger on left hand being mashed.

December 22d—Extra 1458, east, had one car derailed at Sunnyside, resulting in damage to the extent of $272. Conductor, O. P. German; engineer, D. Dreisbach.

December 26th—Edward Brennan, laborer, was caught between cars at Jersey City and killed.

December 24th—Daniel Hurley, conductor of switch engine 1060, while getting off car at Phillipsburg, N. J., sprained ankle. Engineer, A. West.

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LODI BRANCH RAILROAD COMPANY.

Capital stock paid in, ... $60,000 00

Book cost of road and equipments, ... $60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of .32 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental equal to all operating expenses 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.

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

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

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church street, New York City.

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THE ERIE RAILROAD COMPANY, LESSEE OF THE LONG DOCK COMPANY.

Capital stock paid in,	$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Book cost of road and equipments,	$8,300,000 00

The road extends from a point 210 feet north of center of Seventeenth street, in Jersey City, N. J., 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 $450,000 and taxes, including also all other property of the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general account of the Erie Railroad Company, and cannot be more specifically set forth.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

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

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

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LUCASTON RAILROAD COMPANY.

Capital stock paid in,	$16,000 00
Cost of road and equipments,	$16,000 00

Dividends paid during the year 1910, and how paid—None.

The road extends from Gibbsboro, N. J., to Lucaston, N. J., a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers (horse car),	$673 95
Income from freight,	1,840 56
Income from other sources (carrying mail),	200 00
Total,	$2,714 51
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,714 51

REMARKS.

This road is operated solely in the interests of John Lucas & Company.

State of New Jersey, Camden county, *ss.*—William E. Lucas, being duly sworn, on his oath says, that he is President of the Lucaston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

WILLIAM E. LUCAS.

Sworn and subscribed before me, this eighteenth day of January, A. D. 1911.

[L. S.]

J. H. CAIN,
Notary Public.

ACCIDENTS.

Not any.

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MACOPIN RAILROAD COMPANY.

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 1.5 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $2,200 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 New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company.

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

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

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church street, New York City.

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MANUFACTURERS' EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $53,700 00

The road extends from Albert street, Newark, to Mapes Works, a distance of 1.23 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, was kept.

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THE MIDDLE BROOK RAILROAD COMPANY.

Capital stock paid in, ... $4,000 00

The road extends from Middle Brook to Chimney Rock, a distance of 1.85 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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MIDDLE VALLEY RAILROAD COMPANY.

Capital stock paid in, ... $9,900 00

The road extends from Middle Valley to Quarries, a distance of 1.38 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—No dividends.

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

ACCIDENTS.

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

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MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

Capital stock paid in,	$95,750 00
Bonded debt—None.	
Cost of road and equipments,	$113,404 42

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.56 miles.

It is operated by the Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company, under authority of resolution adopted by the Pennsylvania Railroad Company and by the Millstone and New Brunswick Railroad Company. This arrangement is terminable on 30 days' notice. Rental, net earnings.

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1913.

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$5,361 01
Income from freight,	3,572 94
Income from other sources,	945 62
Total,	$9,879 57

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$24,795 88
Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—22 Federal street, Camden, New Jersey.

ACCIDENTS.

If any, reported by the Pennsylvania Railroad Company, lessee of the property of the United New Jersey Railroad and Canal Company.

MORRIS AND ESSEX RAILROAD COMPANY.

Capital stock paid in,	$15,000,000 00
Bonded debt,	33,477,000 00
Floating debt,	318,457 92
Cost of road and equipments,	$47,654,270 66

The road extends from Hoboken, N. J., to Phillipsburg, N. J., with Boonton branch additional, a distance of 119.01 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 7 per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. 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.

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* Includes $2,701.45 taxes and other obligatory charges.

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Sworn and subscribed before me, this fourteenth day of February, A. D. 1911.

[L. S.]

LUDWIG R. MILLER,
Notary Public,
Appointed from Kings County,
Certificate filed in New York County.

RECEIPTS AND EXPENSES FOR 1910 OF THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY, LESSEE.

Income from passengers,	$4,224,600 73
Income from freight,	5,601,213 76
Income from other sources,	761,171 87
Total,	$10,586,986 36
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	$6,395,517 50
Amount paid to stockholders during the year, 1910, and how paid,	$1,050,000 00

Paid in cash directly to stockholders by the lessee.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

January 15th, 1910—Littell, U. S., foreman carpenter, body found in yard, had been struck by train; Hoboken.

February 6th—Pilger, George, brakeman, fell to ground while setting brake, injuring arm and head; Paterson.

February 12th—Brennan T., gateman, body found between tracks, had been struck by train; Orange.

February 12th—Poliski, ———, trespasser, found alongside of track fatally injured, had been struck by some unknown train during night; Boonton.

February 15th—Unknown man, trespasser, struck while walking on track, fatal; Harrison.

February 18th—Droz, George, trespasser, struck and fatally injured while walking track; Harrison.

February 20th—Jansen, Oscar, trespasser (boy), attempting to board moving train fell under cars; left arm and left leg crushed; Secaucus.

February 22d—Baum, Jacob, trespasser, found on tracks, both legs injured, supposed to have been struck by train, near Newark.

March 5th—Tullock, George, yard foreman, switching cars, was struck by yard engine, foot crushed, arm injured; Hoboken.

March 11th—Angelo, Frank, engine coaler, getting on rear of tank of engine, tank collided with car that fouled frog on No. 6 track, caught between tank and car, fatal; Port Morris.

March 13th—Corey, Fred., fireman, walking on eastward track was struck by light engine and fatally injured; Hoboken.

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March 19th—Viskovia, Peter, car cleaner, fell from tank of engine and engine passed over leg, amuputated; Hoboken.

March 23d—Smith, W. M., brakeman, struck by overhead bridge, injured; Dover.

March 24th—Van Demark, Isaac, trainman, walking from caboose to engine was struck by overhead bridge and fatally injured; near Hackettstown.

March 27th—Flatt, A., fireman, leaving tank of engine was struck by bridge and knocked down, leg cut off; South Orange.

March 29th—Kohler, Norah, struck at crossing, toes bruised, slight lacerations; Orange.

March 29th—Sutton, Wallace, struck while driving over crossing by hand car, driver bruised, wrist cut; Dover.

April 12th—Ryan, J. J., struck at Morris street, injured about head; Morristown.

April 24th—Gara, Patrick, passenger, passing between coaches fell from train, bruises and contusions; Harrison.

May 7th—Zarillo, Frank, trespasser (boy), struck by train while on track, fatal; Orange.

May 9th—Grillo, Gaetano, trackman, stepped out of way of No. 1 and in front of train No. 14, struck, fatal; Mt. Arlington.

May 24th—Leonard, John, trespasser, found in yard, probably struck by train, arm fractured, head lacerated; Hoboken.

June 8th—DeFliece, M., trespasser, crossing track, struck and fatally injured; Port Morris.

June 10th—Fitchett, John, passenger, eastbound extra 330, coal train had one car off track which did not clear westward track, and train 411, engine 950, ran into it; near Kingsland.

June 10th—Mackenzie, Mrs. George, trespasser, threw herself in front of train; fatally injured; East Orange.

June 15th—Giovanelli, Antonio, trespasser, threw himself in front of train; fatally injured; Brick Church.

June 18th—Matero, Colagero, trespasser, stepped onto track in front of engine, struck and fatally injured; Harrison.

July 5th—Nolan, Warren, trespasser, found lying on track, supposed to have been struck by train; Hoboken.

July 13th—Healo, Michael, trackman, working on track, struck and fatally injured; Hoboken.

July 24th—Rogalo Constantine, trespasser (child), struck and killed while on track; Paterson.

July 29th—Drake, George, trainman, brake flew off stick, striking him on hand and stomach, injured internally; Hoboken.

August 15th—Donnelly, Frank, station master, attempting to stop runaway horse, was caught between iron column of train shed and wagon sustaining internal injuries which resulted fatally; Hoboken.

August 18th—Unknown man, trespasser, struck and fatally injured while walking track; Paterson.

August 23d—Unknown man, trespasser, struck and killed while walking track; Harrison.

August 28th—Donohue, Michael, trespasser, body found lying on track, had been run over by some unknown train; Harrison.

August 30th—Boney, Joseph, laborer, fell between cars, fatal; Hackettstown.

September 14th—Wiseman, Felix, ran under gates at crossing behind eastbound train in front of westbound train, struck and fatally injured; Orange.

September 15th—Webber, Berton, trespasser (child), crawling under cars had right hand and leg run over and amputated; Paterson.

September 23d—Carniski, Jos., trespasser (child), struck and fatally injured while on track; Kingsland.

October 1st—Stott, T., fire cleaner, stepped from behind engine on pit directly in front of engine No. 20 which was backing to station, fatal; Hoboken.

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October 6th—Torrandino, Darlardino, crossing gateman, came out of shanty and stepped in front of train which struck him, causing fatal injuries; Madison.

October 7th—Doyle, John J., trespasser, walked in front of train, struck and fatally injured; Newark.

October 15th—Tyndall, Clarence, driver of wagon, struck by engine at Washington street, dislocated shoulder. bruises; Hoboken.

October 23d—Parlement, Stanley, trespasser, found child on track fatally injured; Port Morris yard.

October 25th—Unknown man found on track seriously injured, struck by unknown train; Dover.

October 29th—McKinney, Lorenzo, drillmaster, walking to freight house fell against girder of bridge and fell to street, fracturing leg and bruising face; Newark.

November 2d—Ferguson, James, fireman, injured in derailment of train No. 15, back and leg injured; South Orange.

November 4th—Johnson, E. C., passed under gates which were down at crossing, struck by pasenger train No. 376, fatal; Newark.

November 5th—Marco, Joseph, trespasser, struck and killed while walking track; Chatham.

November 19th—Meglivello, Rocco, fatal; D'Amelio, A., fatal; Zanio, Guiseppe, fatal; Cibello, Guiseppe, injured; trespasser, struck while walking on track; Harrison.

November 20th—Saxon, F., brakeman, getting off train foot slipped under engine, toes crushed; Port Morris.

November 21st—Stromolo, John, driver of wagon, injured; Henry, John, child, driving in wagon, scalp wound; struck while driving over crossing; Orange.

November 26th—Grimm, Lester, trespasser, walking on track, struck, fatal; Dover.

November 28th—Lohsen, Henry, brakeman, trying to cross between engine and head car, fell between same and had arm cut off; Hoboken.

December 11th—Duckworth, John, trainman, jumped off pilot of engine and stepped in front of engine, fatally injured; Washington.

December 19th—Unknown man found on track, had evidently been struck by train; near Kearny Junction.

December 21st—Bilby, W., trainman, cylinder head blew out, both legs fractured; Boonton.

December 26th—Antonach, Tony, gate tender, on way to work, getting off train had hold of railing, and when train started was dragged, injuring leg; Convent.

December 27th—Unknown man, trespasser, body found on track; Hoboken.

THE MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

Capital stock paid in,	$221,000 00
Floating debt,	73,253 66
Cost of road and equipments,	$294,253 66

The road extends from Junction with Boonton Branch of the Morris and Essex Railroad into the city of Paterson, a distance of 1.92 miles.

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It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad under an agreement to pay four per cent. on its stock. Report of operations is included in report of Morris and Essex Railroad.

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

State of New York, New York county, *ss.*—W. 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 fourteenth day of February, A. D. 1911.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings Co., Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1910.

Included in report of the Morris and Essex Railroad.

Amount paid to stockholders during the year 1910, and how paid, $8,840; paid in cash directly to the stockholders by the Delaware, Lackawanna and Western Railroad, as lessee of the Morris and Essex Railroad Company.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

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MORRISTOWN AND ERIE RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	7,889 72
Cost of road and equipments,	$719,206 40

Dividends paid during the year 1910, and how paid—None.

The road extends from Morristown to Essex Fells, N. J., a distance of 10.68 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$ 10,239 23
Income from freight,	75,091 60
Income from other sources,	3.587 49
Total,	$88,918 32
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$42,264 41

REMARKS.

The cost of road and equipment as stated above, represents the amount of stock and bonds paid by this company; $100,000 in bonds, $300,000 in stock paid to the Whippany River Railroad Company to secure road from Whippany to Morristown, its equipments, franchises, rights, trade, good will and other assets of the Whippany River Railroad Company; $100,000 in stock and $175,000 in bonds, paid to the Whippany Construction Company for the construction of the road, and appurtenances, right of way, real estate, station property and miscellaneous equipments between Essex Fells and Whippany; and $44,206.40 for betterments made by this company to January 1, 1911.

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

State of New Jersey, Morris county, *ss.*—Richard W. McEwan, being duly sworn, on his oath says, that he is President

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of the Morristown and Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me, this twenty-second day of February, A. D. 1911.

ISAAC W. CARPENTER,
Com. of Deeds for the State of New Jersey.

ACCIDENTS.

April 9th, 1910—9:40 P. M. Mary Dickson, colored, age thirty-five; killed; struck by passenger train at Ridgedale avenue, Morristown; was riding in a covered grocery wagon with colored driver; evidence showed that they were riding in back part of wagon and paid no attention to repeated signals; horse and wagon were pushed from track; woman fell out; neck broken.

MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

Capital stock paid in,	$95,650 00
Bonded debt.	75,000 00
Floating debt,	1,860 19
Cost of road and equipments,	$172,510 19

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5.94 miles.

It is leased to the United New Jersey Railroad and Canal Company; lease assigned to the Pennsylvania Railroad Company, as lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $45,050 capital stock, all taxes, and $200 for maintaining organization. Bonded debt, $75,000, assumed at maturity by the lessee and interest ceased.

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

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State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Mount Holly, Lumberton and Medford Railroad, 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 sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$3,711 54
Income from freight,	5,101 76
Income from other sources,	810 95
Total,	$9,624 25
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$21,221 77

Dividends paid during the year 1910, and how paid—Two of three per cent. each on $45,050 stock, paid in cash.

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

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

* Includes $4,410.64 rental for use of road and taxes.

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MOUNT HOPE MINERAL RAILROAD COMPANY.

Capital stock paid in,	$160,000 00
Floating debt,	3,671 46
Bonded debt—None.	
Cost of road and equipments,	$160,244 58

Dividends paid during the year 1910, and how paid—cash, December 24th, 1910, 8 per cent., $12,800.

The road extends from Wharton to Mt. Hope, a distance of 4.28 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from freight,	$36,343 77
Income from other sources,	724 31
Total,	$37,068 08
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$12,913 23

P. O. address of the above company—Catasauqua, Pa.

State of Pennsylvania, Lehigh county, *ss.*—Leonard Peckett, being duly sworn, on his oath says, that he is Vice-President of the Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

LEONARD PECKETT.

Sworn and subscribed before me, this 28th day of February, A. D. 1911.

CHARLES N. ULRICH,
[L. S.] *Notary Public,*
My Commission expires January 26, 1913.

ACCIDENTS.

May 23d, 1910—Killed man walking on tracks.
October 25th—Eye injured slightly by flying coal.

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THE NAVESINK RAILROAD COMPANY.

Capital stock paid in, ... $701,900 00

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on pier at Atlantic Highlands.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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NEWARK BAY RAILWAY COMPANY.

Capital stock paid in,	$13,000 00
Floating debt,	180 83
Cost of road and equipments,	$5,180 83

The road extends from a point near the intersection of Murray street and Avenue T, Newark, N. J., to a point near the intersection of Morris Canal and Fredericks streets, Newark, N. J., a distance of 4.91 miles.

Construction work on this road is not yet completed.

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Newark Bay Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this second day of March, A. D. 1911.

GEORGE ELLENBERGER,

[L. S.] *Notary Public, Kings Co., No. 2701,*
Certificate filed in N. Y. Co., No. 1037.

RECEIPTS AND EXPENSES FOR 1910.

Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—228 South Third street, Philadelphia, Pa.

ACCIDENTS.

See statement attached to report for Lehigh Valley Railroad Company of New Jersey.

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THE NEWARK AND BLOOMFIELD RAILROAD COMPANY.

Capital stock paid in,	$103,850 00
Floating debt,	699,955 91
Cost of road and equipments,	$803,805 91

The road extends from Newark Junction, N. J., to Montclair, N. J., a distance of 4.24 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of 6 per cent. on its capital stock. Report of its operations is included in report of that company.

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

State of New York, New York county, *ss.*—W. 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 fourteenth day of February, A. D. 1911.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings Co., Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1910.

Included in the report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1910, and how paid, $6,231; paid in cash 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—90 West street, New York City, N. Y.

ACCIDENTS.

January 25th, 1910—Geyer, Fred, trespasser; walking between tracks, was struck by train, leg amputated; Ampere.

February 5th—Rowe, Wm., trespasser; found by side of track fatally injured, evidently been struck by train; Ampere.

November 5th—McCracken, Silas, trainman; caught between end of car and drag rope, fracturing several ribs, bruised; Bloomfield.

December 6th—Ashman, Harry, employe of contractors; struck, both legs crushed, injured; Watsessing.

December 17th—Ponsico, Rose, trespasser; picking coal near ash track, found with both feet crushed; Montclair.

THE ERIE RAILROAD COMPANY, AS LESSEE OF THE NEWARK AND HUDSON RAILROAD COMPANY.

Capital stock paid in,	$250,000 00
Bonded debt,	250,000 00

Floating debt—None.

Book cost of road and equipments,	$355,056 18

The road extends from New York and Greenwood Lake Junction to Newark, N. J., a distance of 8.05 miles.

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

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

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

[L. S.]

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

NEW JERSEY JUNCTION RAILROAD COMPANY.

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,745,636 94

The road extends from Weehawken to Jersey City, a distance of 4.43 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, chapter CLXII., approved April 12, 1886.

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

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.,
Certificate filed in New York County,
My Commission expires March 30th, 1912.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1910.

See affidavit below.

P. O. address of this company—Grand Central Terminal, New York.

State of New York, New York county, *ss.*—R. A. White, General Auditor of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn, says that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring on the New Jersey Junction Railroad during the year ending December 31, 1910, is correct and true, to the best of his knowledge and belief.

R. A. WHITE,
General Auditor.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.,
[L. S.] *Certificate filed in New York County.*
My Commission expires March 30th, 1912.

ACCIDENTS.

January 12th, 1910—Jersey City, N. J., Robert Kuhn, employe, fireman. Leaned head out of cab window too far and caused same to come in contact with pole. Injured.

February 23d—Hoboken, Mrs. Sexton, trespasser. Walking on track, jumped into a ditch to avoid being struck by train. Injured.

March 26th—Hoboken, Edward Kenny, trespasser. Alighting from moving train. Train extra, engine 534. Conductor, E. Leach; engineman, John H. Pape.

April 9th—Hoboken, J. Lee, trespasser, injured. In attempting to get off a freight train he was dragged along the ground.

April 13th—Hoboken, Walter Abrahamson, trespasser, injured. Stealing a ride, fell from train and was run over. Freight train, engine 354; conductor, William Geiser.

April 18th—Hoboken, John Nolan, treveler on highway, injured. Struck and knocked down by crossing gates.

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June 3d—Jersey City, Edward Hallaway, trespasser, injured. Jumped from moving train.

June 11th—Hoboken, Amelia Johnson, passenger, injured. Falling over rail while going to board train. Train No. 7.

June 14th—Jersey City, Carmine Riccio, Giuseppe, Cristofora, trespassers, injured. Struck by passenger train No. 13. Conductor, P. J. Cahill; engineman, Philip Nolan.

August 1st—Hoboken, John Kelly, trespasser, killed. Walking alongside track, and when train approached threw himself on track in front of same. Engine 1831 with connection for train 31. Conductor, A. H. Stanton; engineman, Joseph Boyd.

September 30th—Jersey City, Charles Connors, employe, yard conductor, injured. Was climbing end ladder of car and was knocked down by striking tunnel. Clearance, 14 feet 7 inches.

November 17th—Jersey City, Gabriella Cinalli, trespasser, killed. Struck by passenger train No. 37 while crossing tracks. Conductor, Charles D. Sewark; engineman, Philip Nolan.

December 26th—Jersey City, David Gere, Van Etten Ronk. Gere was fireman and Ronk engineman on engine 312 which ran through open switch on to siding and off the end of siding into swamp. Gere was killed and Ronk badly scalded.

NEW JERSEY AND NEW YORK RAILROAD COMPANY.

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,025,970 00
Floating debt,	142,207 55
Book value cost of road and equipments,	$3,360,229 00

Dividends paid during the year 1910, and how paid—None.

The road extends from New Jersey and New York Junction to New City, New York, a distance of 34.50 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$526,161 71
Income from freight,	165,311 68
Income from other sources,	30,611 06
Total,	$722,084 45
Expenditures during the year for working road, including repairs maintenance of way, motive power and contingencies,	$468,884 87

P. O. address of the above company—50 Church street, New York City.

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State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New Jersey and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this second day of March, A. D. 1911.

A. L. TRAVIS,

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

ACCIDENTS.

March 3d, 1910—Hackensack, C. Vorhis, trespasser, killed. Struck by train while walking on tracks.

May 25th—County road, G. Wallace, trespasser, killed. Struck by train while crossing tracks.

September 19th—Hillsdale Manor, H. Miller, trespasser, severely injured. While walking on track was struck by a train.

THE NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	200,000 00
Floating debt,	83,864 18
Cost of road and equipments,	$670,580 98

Dividends paid during the year 1910, and how paid—None.

The road extends from White House station to Watnong, a distance of 24 miles.

RECEIPTS AND EXPENSES FOR TEN MONTHS, 1910.

Income from passengers,	$4,825 98
Income from freight,	40,383 55
Income from other sources,	1,529 22
Total,	$46,738 75

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $31,404 31

P. O. address of the above company—Morristown, N. J.; New York office, 63 Wall street, New York, N. Y.

State of New York, New York county, *ss.*—Charles N. Flint, being duly sworn, on his oath says, that he is President of the New Jersey and Pennsylvania Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road for ten months to December 31st, for the year 1910, are correct and true, to the best of his knowledge and belief.

CHARLES N. FLINT.

Sworn and subscribed before me, this twenty-first day of February, A. D. 1911.

JOSEPH T. REGAN,
[L. S.] *Notary Public, N. Y. Co.*

ACCIDENTS.

No accidents, except the killing of three sheep; cost, $21.

NEW JERSEY SHORE LINE RAILROAD COMPANY.

Capital stock paid in,	$31,000 00
Floating debt,	465,924 29
Cost of road and equipments,	$445,267 65

The road as projected, is to extend from Weehawken to Harrington Park, a distance of 15.5 miles.

REMARKS.

Road under construction.

RECEIPTS AND EXPENSES FOR 1910.

None.

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State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Shore Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.,
[L. S.] *Certificate filed in New York County*
My Commission expires March 30th, 1912.

NEW JERSEY SOUTHERN RAILWAY COMPANY.

Capital stock paid in—preferred, $1,590,600; common, $1,000,000, $2,590,600 00

Dividends paid during the year 1910, and how paid—None.

The road extends from Port Monmouth to a point between Atsion and Atco, with branches from Eatontown to East Long Branch, and East Long Branch to Highland Beach (formerly Long Branch and Seashore Railroad), a distance of 75.66 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$528,623 29
Income from freight,	535,625 06
Income from other sources,	388,478 70
Total,	$1,452,727 05
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,261,470 46

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Included in the operations of this company are the receipts and expenditures of the following companies: Buena Vista Railroad Company, Cumberland and Maurice River Railroad Company, Cumberland and Maurice River Extension Railroad Company, Freehold and Atlantic Highlands Railroad Company, Navesink Railroad Company, Toms River Railroad Company, Toms River and Barnegat Railroad Company, Vineland Branch Railroad Company, Vineland Railroad Company, West End Railroad Company; and also the steamboat route between New York and Atlantic Highlands.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

ACCIDENTS.

Coupling or Uncoupling—Employes.

May 14th, 1910—Thomas A. Watson, brakeman, injured at East Long Branch. Engineer, Eugene Bouvier; conductor, A. J. Brown.

July 17th—Arthur Lawrence, brakeman, injured at Point Pleasant. Engineer, H. Lovell; conductor, W. A. Hayes.

August 19th—Charles Taylor, brakeman, injured at Freehold. Engineer, Fred Dunke; conductor, Frank Conley.

Collisions—Employes.

October 8th, 1910—T. F. Brown, engineer, injured at Wickatunk. Engineers, T. F. Brown, F. A. Dunke; conductors, F. B. Bills, F. L. Conley.

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Falling from Freight Trains, Locomotives or Cars—Employes.

July 5th, 1910—George Maloney, fireman, injured at Atlantic Highlands. Engineer, Samuel Warwick; conductor, James Lamberson.

August 30th—George A. Snyder, brakeman, injured at Norma. Engineer, J. J. Hayes; conductor, G. W. Bogart.

September 2d—R. L. Gauntt, brakeman, injured at Lakehurst. Engineer, J. J. Hague; conductor, G. W. Bogart.

September 10th—Walter Gaskill, conductor, injured at Minotola. Engineer, Garrett Stout; conductor, Walter Gaskill.

October 10th—Andrew Wotyk, laborer, injured at Bridgeton Junction. Engineer, D. Manion; conductor, A. J. Brown.

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

September 16th, 1910—Thomas DeWitt, trespasser, injured at Morgan. Engineer, ————; conductor, ————.

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

February 17th, 1910—Frank Hovell, brakeman, injured at Matawan. Engineer, H. Lovell; conductor, George Long.

May 2d—James Phillips, conductor, injured at Matawan. Engineer, Joseph Warwick; conductor, James Phillips.

December 21st—Alfred Van Pelt, flagman, injured at Wickatunk. Engineer, Joseph Warwick; conductor, James Phillips.

December 22d—W. W. Thomas, brakeman, injured at Plainfield. Engineer, J. Englerth; conductor, J. L. Nuskey.

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

April 24th, 1910—Thos. McCaffrey, passenger, injured at Freehold. Engineer, T. F. Brown; conductor, F. R. Bills.

June 2d—Geo. M. Hight, passenger, injured at Spring Lake. Engineer, W. Huff; conductor, J. Walsh.

June 9th—Albert Edwards, passenger, injured at Atlantic Highlands. Engineer, Gilbert Stout; conductor, W. G. Cline.

June 13th—Abel Hansen, trespasser, injured at Perth Amboy. Engineer, W. Carpenter; conductor, John Conley.

July 3d—Annie O'Malley, passenger, injured at Galilee. Engineer, S. Bailey; conductor, C. B. Williams.

July 28th—Wm. Higgins, passenger, injured at Bridgeton. Engineer, Chas. Rice; conductor, A. F. Dickinson.

September 22d—Philip Purcell, passenger, injured at South Amboy. Engineer, Theo. Fox; conductor, F. X. Goger.

Struck by Overhead Obstructions—Employes.

February 27th, 1910—Ralph Youmans, fireman, injured at South Amboy. Engineer, C. White; conductor, E. Stevens.

April 2d—Anthony Miller, brakeman, injured at South Amboy. Engineer, C. Voorhees; conductor, C. F. McAtee.

April 4th—W. B. Stage, brakeman, injured at South Amboy. Engineer, D. Ferguson; conductor, S. J. Briskey.

June 12th—John G. Wood, brakeman, injured at Middletown. Engineer, C. Voorhees; conductor, R. V. Rogers.

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

April 2d, 1910—Bartolene Ferretti, non-employes, injured at Wheat Road. Engineer, G. Wortman; conductor, G. W. Bogart.

April 10th—Max Goldberg, non-employe, injured at Woodruffs (Garton Road). Engineer, Randolph Thompson; conductor, Lewis Poole.

June 20th—J. Wolfson, non-employe, injured; J. Levinsky, non-employe, injured, at Long Branch (Broadway Crossing). Engineer, James Thompson; conductor, Andrew B. Jones.

July 21st—David Fleischman, non-employe, injured at Galilee (Park Road Crossing). Engineer, John B. Hurley; conductor, Alvin S. Woodring.

September 26th—Fred Swanson, non-employe, injured at Long Branch (Rockwell avenue). Engineer, Wm. Miles; conductor, G. H. Allen.

November 2d—Jos. Strohmenger, non-employe, injured at Seabright. Engineer, W. Creveling; conductor, J. L. Hunt.

November 7th—Herbert Smith, non-employe, injured at Freneau. Engineer, M. C. Mooney; conductor, A. J. Dellett.

November 12th—Alfonso Butte (colored), non-employe, injured at North Long Branch (Fresh Pond road crossing). Engineer, Chas. O'Neil; conductor, ————.

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

August 16th, 1910—G. L. Ellison, P. R. R. flagman, killed at South Amboy. Engineer, H. Horn; conductor, W. Snyder.

September 15th—Aaron Martin, employe of N. Y. & L. B. R. R., killed at Red Bank. Engineer, Frank Riddle; conductor, F. Shinafield.

October 8th—Edward S. Johnson, brakeman, killed at Branchport. Engineer, J. O'Neil; conductor, F. A. Roselle.

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

January 31st, 1910—Unknown man, trespasser, killed at South Amboy. Engineer, G. Clickner; conductor, J. Van Houten.

February 11th—M. J. Mullin, trespasser, injured at Normandie. Engineer, S. Bailey; conductor, R. C. Anderson.

May 16th—Mark Walker, trespasser, injured at East Long Branch. Engineer, G. H. Maning; conductor, T. R. Bennett.

June 9th—Miss Yetta Schrank, trespasser, injured at Vineland. Engineer, Samuel Harris; conductor, Jos. Rainear.

August 19th—Edward McKelvey, trespasser, killed at Lakewood. Engineer, Frank Manion; conductor, M. A. Knapp.

September 22d—John Van Buren, trespasser, killed; Mrs. Adeline Van Buren, trespasser, killed, at South Amboy. Engineer, C. Pittinger; conductor, H. Lewis.

November 14th—Mrs. James McCabe, trespasser, injured at Water Witch. Engineer, W. F. Hartman; conductor, R. C. Anderson.

On or About Trains, Locomotives or Cars—Employes.

February 5th, 1910—W. H. McMahon, engineer, injured at Red Bank. Engineer, W. H. McMahon; conductor, J. R. Klinck.

February 25th—Fred Table, brakeman, injured at Lakehurst. Engineer, J. B. Hurley; conductor, G. H. Applegate.

March 31st—Walter A. Flynn, brakeman, injured at Asbury Park. Engineer, E. L. Huff; conductor, N. L. Bonnell.

April 7th—C. H. Skillman, conductor, injured at Seabright. Engineer, John Cousins; conductor, Chas. Skillman.

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April 12th—Alfred Bergstedt, brakeman, injured at Perth Amboy. Engineer, D. Healy; conductor, E. J. Gallagher.

April 18th—Wm. Errickson, brakeman, injured at Keansburg. Engineer, Samuel Warwick; conductor, Philip Egan.

June 2d—A. Monks, brakeman, injured at Manasquan. Engineer, E. W. Johnson; conductor, S. J. Briskey.

June 25th—Clarence Dolan, fireman, injured at Farmingdale. Engineer, J. C. Green; conductor, Jos. Applegate.

June 26th—Raymond Algor, brakeman, injured at Point Pleasant. Engineer, W. Jacobus; conductor, E. Davis.

July 7th—Kenneth Jennings, brakeman, injured at Red Bank. Engineer, Charles Southard; conductor, J. W. Creby.

August 2d—Jas. H. Fitting, brakeman, injured at Vineland. Engineer, Wm. Garon; conductor, G. H. Applegate.

September 26th—John R. Garrison, brakeman, injured at Morganville. Engineer, F. Dunkle; conductor, F. Conley.

September 29th—Jas. C. Stymacks, conductor, injured at Seabright. Engineer, Geo. Lamberson; conductor, Jas. C. Stymacks.

October 25th—Wm. Monk, brakeman, injured at Spring Lake. Engineer, D. Ferguson; conductor, G. D. Souders.

November 26th—Samuel L. Harris, engineer, injured at Port Norris. Engineer, Samuel L. Harris; conductor, W. Gaskill.

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

January 11th, 1910—R. E. Jolly, passenger, injured at Atsion. Engineer, E. Egbert; conductor, Thos. Dawson.

June 14th—Miss Viola Garrison, injured at Landisville. Engineer, S. C. Rhoads; conductor, George Warner.

June 22d—Midias Washington, passenger, injured at Matawan. Engineer, P. Gilmore; conductor, W. Colon.

June 28th—Joseph Dewitt, passenger, injured at Oceanport. Engineer, M. C. Mooney; conductor, A. J. Dellett.

July 9th—Dr. S. Strauss, passenger, injured at Bay View avenue. Engineer, Wm. Miles; conductor, G. H. Allen.

August 6th—Harry Warden, passenger, injured at Long Branch. Engineer, P. Kuntz; conductor, J. Hunt.

August 10th—Mrs. Shilton, passenger, injured at Monmouth Beach. Engineer, William Hiles; conductor, G. H. Allen.

September 15th—Miss W. A. Brady, passenger, injured at Allenhurst. Engineer, Chas. Hodge; conductor, A. F. Prime.

October 10th—Frank McMahon, passenger, injured at Red Bank. Engineer, T. Ferguson; conductor, E. M. Davis.

October 28th—Miss Edith Polhemus, passenger, injured at Sea Girt. Engineer, W. Ferguson; conductor, F. P. Fairbanks.

November 30th—Arthur Hensler, passenger, injured at Lakewood. Engineer, R. Flett; conductor, A. Ridgway.

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

March 27th, 1910—Joseph Ketchall, trespasser, killed at Keyport. Engineer, ————; conductor, ————.

December 17th—Henry Hightower (colored), trespasser, killed at Red Bank. Engineer, ————; conductor, ————.

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NEW JERSEY TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$500,000 00
Bonded debt,	250,000 00

The road extends from Rahway to Carteret, a distance of 5.61 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
[L. S.] *Foreign Commissioner of Deeds,*
For New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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NEW YORK BAY RAILROAD COMPANY.

Capital stock paid in,	$6,000,000 00
Bonded debt,	4,185,000 00
Floating debt—None.	
Cost of road and equipments,	$10,195,200 89

Dividends paid during the year 1910, and how paid—one of one and one-half per cent. paid in cash.

The road extends from	Miles.
3,690 feet east of the east end of the draw span of bridge over Newark bay, east of Waverly Station, N. J., to 5,580 feet east of back wall of bridge over Morris canal, Greenville, N. J.,	2.10
106 feet east of Peddie street sewer, east of Waverly Station, to 3,690 feet east of east end of draw span of bridge over Newark bay, east of Waverly Station, N. J.,	4.57
253 feet east of Peddie street sewer, east of Waverly Station, to 45 feet west of west abutment of bridge over main line at meadows, east of Manhattan Transfer station, N. J.,	4.35
956 feet east of the face of east abutment of Manufacturer's Branch bridge of Central Railroad Company of New Jersey, East of Waverly Station, N. J., to Lister's Agricultural Chemical Works,	0.54
1,398 feet east of face of east abutment of Manufacturer's Branch bridge of Central Railroad Company of New Jersey, East of Waverly, N. J., to terminus,	0.13
4,805 feet west of South street station, Newark, N. J., to south side of Eighteenth avenue, Newark, N. J.,	1.87
A total distance of,	13.56

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers, freight and other sources,	$582,517 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$492,517 21

REMARKS.

The Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company, has trackage rights over the line of this company and furnishes the equipment. The arrangement is terminable at the close of any month.

* Includes $265,066.88, interest on bonds taxed and other obligatory charges.

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the New York Bay Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
Notary Public,
My Commission expires February 26th, 1913.

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company.

THE NEW JERSEY JUNCTION RAILROAD CO., LESSEE OF THE NEW YORK AND FORT LEE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Floating debt,	$14,506 21

Cost of road and equipment as shown by report of January 23d, 1871.

The road extends from Jersey City to the division line between the State 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, a distance of .24 miles, is leased to the New Jersey Junction Railroad Company at an annual rental of taxes,

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assessments and expenses of organization not to exceed $1,000 per annum. The remaining portion of the constructed road is included in the report of the West Shore Railroad Company.

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

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

D. D. HOUSE,
Notary Public in and for Westchester Co., N. Y.,
[L. S.] *Certificate filed in New York County.*
My Commission expires March 30, 1912.

P. O. address of this company—Grand Central Terminal, New York.

NEW YORK AND GREENWOOD LAKE RAILWAY.

Capital stock paid in	$100,000 00
Bonded debt, ...	1,471,600 00
Floating debt—None.	
Book cost of road and equipments, ...	$1.571,600 00

The road extends from Meadow Junction to Sterling Forest, a distance of 51.96 miles. New York and Greenwich Lake, 39.56; Watchung, 4.16; Caldwell, 4.50; Roseland, .95; Ringwood, 2.79.

It is leased to the Erie Railroad Company at an annual rental of $73,580.00 and taxes. The particulars of the operations and

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expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth; includes the Arlington Railroad, Caldwell Railroad, Roseland Railway, and Watchung Railroad.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

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

P. O. address of this company—Erie Railroad Company, 50 Church street, New York city.

THE NEW YORK AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$2,000,000 00
Bonded debt,	2,500,000 00

The road extends from Perth Amboy to Bayhead, a distance of 38.04 miles.

The road of this company is operated under an agreement, in accordance with which traffic trains of the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company only run over its tracks; said companies guaranteeing all charges for operation, and funds to meet interest on bonds and dividends on stock.

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

ROBERT W. DE FOREST.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1911.

WILLIAM MCBRIEN,
[L. S.] *Notary Public, Queens County,*
Certificate filed in New York Co.

RECEIPTS AND EXPENSES FOR 1910.

Receipts and expenses are assumed by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company.

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

January 17th, 1910—Unknown man, while walking on track just north of Raritan bridge, was struck by Pennsylvania Railroad passenger train No. 214 and instantly killed. D. B. Tice, conductor; A. Bennett, Engineman.

January 31st—Unknown man, while walking on track at curve south of South Amboy, was struck by Central Railroad passenger train No. 300 and killed. J. W. Van Houten, conductor; George Clickner, engineman.

February 17th—Jacob Snedeker, residence, Jamesburg, N. J., a conductor, employed on Pennsylvania freight train No. 439, while assisting flagman of train to adjust drawhead, at Asbury Park, had head crushed, sustaining fatal injuries. William H. Schenck, acting conductor; ————, engineman.

February 28th—S. Malereck, residence, Perth Amboy, N. J., a passenger on Pennsylvania Railroad train No. 211, had three fingers mashed by car door closing while he was preparing to alight, at Long Branch. C. R. Evans, conductor; G. H. Burton, engineman.

April 3d—William B. Stage, residence, Elizabethport, N. J., a brakeman employed on Central Railroad freight train No. 342, while standing on tank with back to overhead bridge, south of South Amboy, N. J., was struck and slightly injured. Stephen J. Briskey, conductor; D. Ferguson, engineman.

June 8th—Benjamin Cash, residence, Como, N. J., while attempting to drive across tracks at Ocean avenue, Spring Lake, with an ice wagon, was struck and instantly killed, by Pennsylvania Railroad passenger train No. 297. S. R. Way, conductor; ————Van Walker, engineman.

June 12th—John Wood, residence unknown, a brakeman, employed on Central Railroad extra freight train, engine No. 418, while on top of tank of engine was struck by overhead bridge at Middletown and seriously injured. R. V. Rogers, conductor; ———— Voorhees, engineman.

July 5th—J. Ely Tilton, residence, Hamilton, N. J., while attempting to cross tracks at Springwood avenue, Asbury Park, N. J., was struck by Penn-

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sylvania Railroad extra engine No. 1984 and killed. H. E. Laird, conductor; F. Jones, engineman.

July 7th—John Beckett, residence, Spring Lake, N. J., while attempting to cross tracks at Church street, Como, N. J., on a bicycle, was struck by Pennsylvania Railroad passenger train No. 297 and killed. S. R. Way, conductor; Thos. H. Joiner, engineman.

August 1st—W. F. Reuban, residence, Belmar, N. J., a brakeman, employed on Pennsylvania Railroad freight train No. 502, was struck by a swinging door on Central Railroad freight train No. 349, at South Amboy, N. J., and seriously injured. Phil. Purcell, conductor; Edw. H. Williams, engineman.

August 17th—George F. Ellison, residence, Asbury Park, N. J., employed as flagman on Pennsylvania Railroad freight train No. 502, while sitting on north-bound track at South Amboy, was struck by engine of Central Railroad passenger train No. 336 and fatally injured. W. Snyder, conductor; H. Horn, engineman.

September 8th—Harry Thurston, residence, Trenton, N. J., while evidently stealing a ride on Pennsylvania Railroad passenger train No. 224, fell from same at Bridge avenue, Red Bank, and seriously injured. G. M. Fitzgerald, condutcor; ———— ————, engineman.

September 15th—Aaron Martin, residence, Long Branch, N. J., a carpenter, employed on the New York and Long Branch Railroad, while working at Broad street crossing, Red Bank, N. J., was struck by Central Railroad passenger train No. 302 and fatally injured. F. W. Shinifield, conductor; Frank Riddle, engineman.

September 15th—James Gravatt, Jr., residence South Amboy, N. J., a brakeman, employed on Pennsylvania Railroad extra freight train, engine No. 1065, while climbing on tank of engine was struck by overhead bridge at Elberon, N. J., and fatally injured. John H. Ward, conductor; Thomas Ervin, engineman.

September 16th—Thomas Dewitt, residence, Long Branch, N. J., a brakeman employed by the Pennsylvania Railroad Company, fell from car of Central Railroad extra freight train, engine No. 420 (on which he was going home), at Morgan draw bridge, and was fatally injured. ———— Snyder, conductor; ————, engineman.

September 17th—Tonoto Georgio, residence, Long Branch, N. J., a laborer employed by the New York and Long Branch Railroad, on track, while working between Little Silver and Red Bank, was struck by Pennsylvania Railroad passenger train No. 212 and killed. J. H. Moore, conductor; F. C. Crispin, engineman.

September 22d—John Van Brunt, residence, South Amboy, N. J., accompanied by his wife, while walking on track near First street crossing, South Amboy, N. J., was struck by Central Railroad passenger train No. 339 and was killed. H. Lewis, conductor; C. Pittenger, engineman.

October 8th—Edw. L. Johnson, employed as a brakeman on Central Railroad of New Jersey freight train No. 345, stepped in front of Central Railroad extra freight train, engine No. 421 and was fatally injured. F. A. Roselle, conductor; John C. Mill, engineman.

October 8th—Michael E. Haley, residence, Matawan, N. J., employed as section foreman on New York and Long Branch Railroad, while standing near track at north end Matawan trestle bridge, fell against the last car of Pennsylvania Railroad passenger train No. 297, as it was passing and was killed. C. R. Evans, conductor; G. H. Burton, engineman.

December 29th—Spencer Harvey; residence, Red Bank, N. J., employed by New York and Long Branch Railroad at Red Bank station as porter, was found along tracks near Chestnut street crossing seriously injured. He was unable to say by what train he was run over, but circumstances point to Central Railroad extra freight train, engine No. 373.

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NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,499,000 00
Floating debt,	753,137 08
Book value cost of road and equipments,	$33,978,359 06

Dividends paid during the year 1910, and how paid—None paid.

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of 101 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$603,251 06
Income from freight,	1,981,465 28
Income from other sources,	94,369 59
Total,	$2,679,085 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,651,340 53

P. O. address of the above company—50 Church street, New York City.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this second day of March, A. D. 1911.

A. L. TRAVIS,

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

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ACCIDENTS.

Middletown, January 10th, 1910—Mone R. Isaacs, of Philadelphia, Pa., in alighting from train at Middletown, slipped and fell between car and platform, injured leg slightly.

Coalberg, January 12th—Peter Chesick, age twenty-seven, laborer at Coalberg, while prying a piece of coal loose at coal stock pile, injured about head and body by lump of coal falling on him.

Langons, January 15th—Charles Evangele, trackman, found dead east of Langons, cause of death unknown, no marks on body.

S. C. R. R. Junction, January 17th—James H. Hinkle, carpenter, while thawing out water-pipe by saturated oil waste, burned both hands and left side of face.

Edgewater, January 24th—Peter Mahady, age twenty-three, electrician, rode to Edgewater and stepped from extra 102 in front of yard engine 80 and run over, died forty minutes later.

Coalberg, January 25th—While drilling cars at Coalberg, brakeman H. Rigby bruised internally, and brakeman E. L. Kinney sprained arm between wrist and elbow.

West End, January 25th—Thomas Stewart, freight checker, lacerated ligaments of ankle while handling freight.

Newfoundland, January 27th—Brakeman Isaac Hissem attempted to alight from engine 120 while in motion, struck express truck and fell back against train, cut on head and bruise over eye.

Little Ferry Junction, February 5th—Thomas Hess, fireman, while leading from cab of engine wiping woodwork, struck head against signal pole, eye cut and bruised, nose broke and skull fractured.

Edgewater, February 10th—Eugene Brophy, brakeman, mashed little finger of right hand by raising coupling pin and having cars come together to loosen coupler.

Columbia, February 14th—Unknown colored person, supposed to be under the influence of liquor, lying along track, struck by extra 96 and killed.

County road crossing, east of Homestead, February 18th—Henry Tabarilla, trespasser, supposed to have been struck by extra 1031, found dead along track, deceased was supposed to have been connected with a gang of robbers.

Paterson, March 2d—R. L. Wright, conductor, cut and bruised over eye by a piece of coal thrown through cupola of caboose.

Shops, Pa., March 4th—F. Kithcart, engineer, while turning engine 116 on turntable, claims to have been looking for a hot journal on engine and stepped on steam chest, slipped and fell to turntable pit, causing slight contusions of side and back.

Edgewater, March 4th—M. O'Rourke, conductor, while alighting from engine 48, standing still, slipped and fell, causing a scalp wound.

Passaic Junction, March 5th—A. J. Peary, conductor, Erie Railroad, in coupling cars caught hand between deadwood pin of car and car, mashing two fingers.

West End, March 7th—Frank Egan, Jr., found injured alongside of track east of West End, left arm badly injured, supposed to have been struck by a passing train.

Little Ferry Junction—W. P. Long, brakeman, stepped behind engine 1055 as engine was moving backwards, knocked down and run over, amputating left arm and otherwise bruised.

Hillside Junction, Pa., March 28th—Wm. Stackhouse, foreman, injured slightly on head by a guy rope becoming entangled with a hook on derrick, causing hook to fall and strike him.

Edgewater, April 2d—Mike Bella, assisting in unloading coal from Erie 52748, car was moved against another car on pier, causing Bella to loose balance and fall through hoppers, slightly bruising him about body.

Shops, Pa., April 5th—James Hinkle, carpenter, while loading lumber at shops, piece of timber fell on foot, bruising foot.

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Oak Ridge, April 6th—Passenger train No. 2 ran in open switch east of Oak Ridge and collided with extra 109 west, five passengers slightly injured, one employe injured.

Oakland, April 10th—J. D. Hulse, conductor, while switching cars at brick yard siding west of Oakland, was struck by corner of car in making a drill, inflicting cut over right eye, and otherwise bruised.

Paterson, April 12th—Mrs. Ellen Andress, passenger on train No. 5, struck by flying glass caused by a stone thrown through window of coach 1160, slightly cut about face.

Little Ferry Junction, April 12th—James Payne, brakeman, riding on rear end of car 41, used as a caboose, lost balance or let loose of grab iron, falling under train. Left arm amputated at shoulder, also two fingers of right hand, and otherwise bruised.

Riverside, April 23d—Mr. H. Mele, passenger on train 37, slightly cut on nose by flying glass caused by stone thrown through window of coach while train was passing between Riverside and Paterson.

Halsey, April 25th—Robert Roof, section foreman, while unloading a car of ties about one mile east of Halsey, stepped over to remove ties from rail, when a tie thrown from car struck him on shoulder, breaking collar bone.

Marksboro, April 25th—Park Gross, freight handler, while unloading freight from car to freight house, piece of iron fell on foot, mashing large toe.

Stockholm, May 5th—George Mead, carpenter, while laying paper on roof at station gust of wind blew under roof, causing Mead to loose balance and fall from station, bruised about head and shoulders.

Little Ferry Junction, May 6th—Richard Kirchoff, brakeman, while working in Little Ferry Junction yard, fell over a tie alongside of track and sprained knee.

Hainesburg Junction, May 9th—Charles Goff, brakeman, while transferring freight from car to platform, slipped on gang plank, fracturing left leg between knee and ankle.

Water Gap, May 10th—George Houser, fireman, while train was standing on bridge at Water Gap, got down on bridge to look at ash pans, slipped and fell off of bridge about thirty-five feet to stream below, bruising back and side.

Stockholm, May 11th—Dayton Boyd, trackman, riding with section gang on hand car, became frightened at the approach of a freight train, and jumped from hand car, sustaining injury to his knees.

West End, May 17th—Lancillo Rosario, trackman, while handling timber a fellow-workman dropped a switch timber on his back, bruising back.

Maywood, May 21st—Henry Knoechel, drove across track at Maywood, immediately after train No. 11 had passed over crossing, struck by train No. 36, on opposite track, damaging wagon and throwing driver out, breaking his collar bone.

Paterson, May 22d—James Tanerd, age twelve, crawled under cars being drilled by extra No. 110 in yard west of Broadway, Paterson, left leg cut off between knee and ankle.

Maywood, May 27th—David Miller, freight handler, while unloading freight at Maywood, slipped on stone, turning ankle over, resulting in slight sprain.

Bogota, June 4th—J. S. Moore, of Hackensack, trespasser, walking on track east of Bogota, struck by train No. 7 and killed.

Johnsons, June 7th—C. R. Smith, driving an automobile struck on crossing, automobile damaged, Mr. Smith injured.

Edgewater, June 8th—Drill engine No. 45, coupled to seven cars and drilling at Warner Sugar Refinery and Batterson & Eisele's plant, rear cars broke loose, running against car being loaded at plant of Batterson & Eisele, injuring three men who were working in car.

Franklin Furnace, June 8th—Rachel Mazham, of Dover, N. J., passenger, in alighting from train, thrown against brake wheel of coach by stopping of train, injured about breast.

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Edgewater, June 10th—Kelly Delano, laborer on Edgewater coal docks, while unloading coal from a car on the docks, had second, third and fourth fingers of right hand lacerated, caused by holding to side of car and another car passing alongside striking fingers.

Edgewater, June 13th—Charles R. Meredith, brakeman, while riding on top of a car setting brakes, head and shoulders came in contact with an overhead brace on docks, causing conductor to fall between cars, bruised about head and shoulders.

Paterson, June 14th—Miss Minnie Owpel, of Newark, N. J., while alighting from train at Paterson City, claims to have caught heel of her shoe on top step of coach, fell from platform of car to station platform, slightly spraining ankle.

Beaver Lake, June 19th—Mr. Lewis Mitten and Mrs. Ella Morrison, driving in wagon over crossing at Beaver Lake, struck by yard engine. Mrs. Morris slightly injured, Mr. Mitten unhurt, wagon slightly damaged.

Hackensack, June 23d—Joseph Rock, of Hackensack, attempted to cross tracks ahead of No. 18 at State street, struck by train and knocked down, heel crushed.

Johnsons, July 7th—J. McKiernan, in coupling cars attempted to shove knuckle back with his foot, foot slipped and was caught, crushing foot.

S. C. R. R. Junction, July 15th—A. P. Ellis, fireman, extra No. 104, using a push pole to shove cars in siding, push pole broke, broken parts striking Fireman Ellis, who was standing nearby, causing slight injury about ear and jaw.

Edgewater, July 16th—Arthur Heckman, fireman, while working on pier at Edgewater, in looking out of cab window, struck head against coal car, cutting left side of face and bruising shoulder.

Little Ferry Junction, July 16th—Frank Sanborn, car inspector, stepped out of way of engine No. 102, and in front of engine No. 49, on adjacent track, cut on head and leg, also bruised on body.

Pompton Lakes, July 18th—Unknown man, under influence of liquor, struck by extra No. 89 on right of way, head cut and shoulder bruised.

Passaic, July 20th—John Russi, trackman while removing a tie from track by the use of a pick, struck in arm by a piece of steel flying from a spike maul being using by one of his co-workers.

Riverside, July 30th—Sidney Woodbury, passenger on train, cut on neck by flying glass, caused by stone thrown through window of coach.

North Paterson, July 31st—William A. Sprock, brakeman, while riding a car of lumber, had arm between end of car and lumber, in making coupling lumber shifted and caught arm between end of car, bruising arm at elbow.

New Durham, August 12th—James Glaspei, trackman, while working on track, gave no attention to the warnings to move off of track for the passing of a passenger train, train struck and instantly killed him.

Wyckoff, August 21st—Body of John Blauvelt, trespasser, found by train No. 61 between Wyckoff and Campgaw. Indications were that body had been struck by some train.

Paterson City, August 23d—Peter Bouse, passenger on train No. 47, jumped from train while train was approaching station, fell and injured foot under wheel of cars.

Edgewater, August 25th—Henry Kirchoff, brakeman, riding on cars on dock, struck head against overhead beam, slightly cutting him over eye.

Slate Hill, August 27th—Train No. 515, passenger, collided with automobile on crossing, Miss Anna O'Brien injured ankle slightly, none of the three other occupants injured. Automobile wrecked.

Oakland, August 31st—Ed. Garrison, brakeman, in unloading freight dropped iron beam on foot, mashing toe.

S. C. R. R. Junction, September 3d—C. Dandreto, trackman, while unloading rail, rail slipped and fell on his foot, cutting off end of large toe.

Little Ferry Junction, September 3d—Rosario Gancilla, trackman, while riding on hand car, jumped off in front of a second hand car, knocked to ground and slightly bruised.

Edgewater, September 14th—Petro Bendo, laborer, while shifting wheeling planks on boat "Elonise," fell overboard and was drowned.

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Hackensack, September 14th—J. Engleman, extra No. 32 struck car of ice in siding in process of unloading, wagon upset and driver, Mr. Engleman, slightly injured.

Rochelle Park, September 15th—William Draper, brakeman, in releasing brakes on car, foot slipped on ratchet board, causing him to fall to ground, slightly bruising him about the body, ankle sprained.

Edgewater, September 17th—Joseph Steckler, brakeman, alighting from car, stepped on switch stand falling and slightly spraining wrist.

Coalberg, September 20th—Harry Rhodes, brakeman, riding on car struck in face by coal shute, injuring him about face.

Butler, September 24th—W. F. B. Pratt, passenger on train No. 51, claims to have bruised shins when rear coach of that train was derailed.

Oakland, September 28th—Samuel Portello, trackman, while unloading rail at Oakland, tong of rail reloader slipped, rail falling on and mashing toe of Portello.

Rochelle Park, September 29th—Joe Fontonelli,, laborer, attempted to get off of hand car while in motion, slipped and fell, car running over him, bruised about body.

Hackensack, October 7th—Samuel Winfield, attempted to cross track ahead of train No. 12 approaching station, hit by train and knocked to platform, bruising him about body.

Edgewater, October 16th—William Calhoun, brakeman, riding on tank of engine No. 1055, in tunnel, something struck him on back of head, supposed to have been a rock from tunnel, bruised back of head.

Paterson, October 22d—Body of unknown man found near Seventeenth avenue crossing, apparently having been run over by a train.

Greenpond Junction, October 24th—George H. McLean, brakeman, while riding on end of car in siding, bruised shoulder by striking against car on adjacent track.

Edgewater, October 28th—Domnick Bolster, alighted from a coal car on top of docks, flooring plank broke under his feet, precipitating him a distance of about twenty feet below, bruised and shaken up.

Stillwater, November 12th—William Savercool, trackman, while unloading ties, caught and broke little finger under tie.

West End, November 22d—Frank Murphy, laborer, while handling freight injured right leg by grate falling on leg.

West End, November 28th—Joseph Weida, fireman, engaged in painting front end of engine, fell from steam chest to ground, right arm slightly injured.

Jersey City, December 2d—William Thompson, brakeman, while drilling cars in Bergen Junction yard, on the Erie Railroad, was riding on rear end of car, as train stopped, lost his balance and fell to ground, spraining wrist.

Passaic Junction, December 9th—Paul Neudeck, brakeman, while uncoupling cars hand slipped off coupling lever, which he claims caused him to fall under wheels, crushing right foot below ankle, also cutting off end of third finger on right hand.

Jersey City, December 16th—Winfield Vanderhoff, brakeman, while approaching Jersey City on train No. 42, on Pennsylvania Railroad tracks, got down on lower step of coach to see if anything was dragging, struck his leg against bridge at Waldo avenue, spraining and bruising leg.

Old Forge, Pa., December 23d—Elmer Price, brakeman, while crossing viaduct, near Moosic, fell from engine to D. and H. tracks below, severely injured about head and ankles.

Edgewater, December 24th—Frank Ross, laborer, while working on loaded coal car, injured slightly by falling from car.

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NORTH JERSEY RAPID TRANSIT COMPANY.

Capital stock paid in,	$637,000 00
Bonded debt,	605,000 00
Cost of road and equipments,	$1,234,000 00

Dividends paid during the year 1910, and how paid—None.

The road extends from Warren Point to Hohokus, a distance of 6.1 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$12,815 90
Income from other sources,	269 00
Total,	$13,084 90
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$11,333 26

REMARKS.

This road was partly put in operation on June 25th, 1910.

P. O. address of the above company—Colt Building, Paterson, N. J.

State of New Jersey, Passaic county, *ss.*—Gilbert D. Bogart, being duly sworn, on his oath says, that he is President of the North Jersey Rapid Transit Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

GILBERT D. BOGART.

Sworn and subscribed before me, this thirtieth day of March, A. D. 1911.

[L. S.]

WESLEY TUNISON,
Notary Public, N. J.

ACCIDENTS.

One (1) accident, viz.: Automobile struck rear step of one of our cars at Harrison avenue, Ridgewood, N. J. None injured.

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THE NORTHERN RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	808,000 00
Book cost of road and equipments,	$1,706,993 31

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company, at an annual rental of $86,170 and taxes.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

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

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

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OGDEN MINE RAILROAD COMPANY.

Capital stock paid in,	$450,000 00
Cost of road and equipments,	$450,000 00

The road extends from Nolan's Point, N. J., to Ogden Mine, N. J., a distance of 9.86 miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of $23,000.

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

State of Pennsylvania, Philadelphia county, *ss.*—John L. Wilson, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. L. WILSON.

Sworn and subscribed before me, this thirteenth day of January, A. D. 1911.

W. T. STEEL,
Notary Public,
Commission expires January 21st, 1915.

[L. S.]

THE PASSAIC AND DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$111,050 00
Floating debt,	30,435 35
Cost of road and equipments,	$141,485 35

The road extends from Summit Junction, N. J., to Bernardsville, N. J., a distance of 14.11 miles.

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It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock. Report of operations is included in that of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. 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 fourteenth day of February, A. D. 1911.

LUDWIG R. MILLER,

[L. S.] *Notary Public, appointed from Kings Co., Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1910.

Included in report of the Morris and Essex Railroad Company. Amount paid to stockholders during the year 1910, and how paid,	$5,552 50
Paid in cash directly to stockholders by the Delaware, Lackawanna and Western Railroad Company.	

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

May 23d, 1910—Micuga, Andrew, trespasser, struck while walking on track and fatally injured; Bernardsville.

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THE PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $100,000 00

Cost of road and equipments, ... $100,000 00

The road extends from Bernardsville, N. J., to Gladstone, N. J., a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Passaic and Delaware Railroad Company, under an agreement to pay 4 per cent. on its stock. Report of operation is included in that of the Morris and Essex Railroad Company.

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

State of New York, New York county, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this fourteenth day of February, A. D. 1911.

LUDWIG R. MILLER,

[L. S.] *Notary Public, appointed from Kings Co., Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1910.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1910, and how paid, ... $4,000 00

Paid in cash directly to stockholders by the Delaware, Lackawanna and Western Railroad Company.

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P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

PASSAIC AND NEW YORK RAILROAD.

Capital stock paid in,	$70,000 00
Bonded debt,	70,000 00
Book cost of road and equipments,	$140,000 00

The road extends from Passaic Junction, N. J., to Passaic, Passaic county, N. J., a distance of 3.05 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $4,200 and taxes.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church street, New York City.

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PASSAIC RIVER EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $7,700 00

Dividends paid during the year 1910, and how paid—None.

REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad to a connection with the Newark and New York Railroad, a distance of about one mile. No construction has been done.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

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THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

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 Paterson to Marion, Hudson county, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of fifty-three thousand four hundred dollars, including land in Jersey City.

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

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me, this ninth day of January, A. D. 1911.

CLARA BOSLAND,
Notary Public, N. J.

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

Dividends paid during the year 1910, and how paid—Eight per cent. paid in cash, $50,400.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, N. J.

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PATERSON AND HUDSON RIVER RAILROAD.

The road extends from Paterson, N. J., to a point in Hudson county, a distance of 13.07 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400 and taxes.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

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

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

PATERSON, NEWARK AND NEW YORK RAILROAD.

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00
Floating debt—None.	
Book cost of road and equipments,	$545,433 29

The road extends from Paterson, N. J., to Newark, N. J., a distance of 11.326 miles.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

[L. s.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

THE PATERSON AND RAMAPO RAILROAD COMPANY.

Capital stock paid in, ... $298,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, including cost of Union Railroad, $350,000 00

The road extends from Paterson northerly to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of twenty-six thousand five hundred dollars.

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

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and 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 ninth day of January, A. D. 1911.

[L. S.]

CLARA BOSLAND,
Notary Public, N. J.

RECEIPTS AND EXPENSES FOR 1910.

Dividends paid during the year 1910, and how paid—Six per cent. paid in cash, $17,880.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, N. J.

PATERSON AND RAMAPO RAILROAD COMPANY.

The road extends from Paterson, N. J., to the State line between Bergen county and the State of New York, a distance of 14.76 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500 and taxes.

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

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

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State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the 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.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1911.

A. L. TRAVIS,

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

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
Floating debt—None.	
Cost of road and equipments,	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79, terminable at the end of any year upon six months' prior notice.

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

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

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

SAMUEL REA.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

Accidents, if any, reported by the Union Transportation Company.

PENNSYLVANIA, LACKAWANNA AND ERIE CONNECTING RAILROAD.

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

Cost of road and equipments, ... $350 00

Dividends paid during the year 1910, and how paid—None.

The road extends from Harrison avenue to the Belleville turnpike, town of Kearny, N. J., a distance of 1.964 miles.

RECEIPTS AND EXPENSES FOR 1910.

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, $350 00

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REMARKS.

In addition to the capital stock above reported as paid in, the corporation has issued capital stock to the amount of $75,000 pursuant to the provisions of a contract for the purchase of property, but as title has not yet closed this stock has been delivered in escrow to be held pending the closing of the contract.

P. O. address of the above company—15 Exchange place, Jersey City.

State of New York, New York county, *ss.*—Wm. D. Braidwood, being duly sworn, on his oath says, that he is President of the Pennsylvania, Lackawanna and Erie Connecting Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

WM. D. BRAIDWOOD.

Sworn and subscribed before me this first day of April, A. D. 1911.

FRANKLYN DOE,
[L. S.] *Notary Public, Kings County,*
Certificate filed in New York County.

PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$25,000,000 00
Bonded debt—None.	
Floating debt,	82,965,415 52
Cost of road and equipments,	$107,537,597 00

The road extends from East of Manhattan Transfer, N. J., to Borough of Queens, New York, a distance of 11.89 miles—N. J., 6.90 miles; N. Y., 4.99 miles.

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It is temporarily operated by the Pennsylvania Railroad Company as agent.

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

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

SAMUEL REA.

Sworn and subscribed before me, this sixth day of March, A. D. 1911.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$6,133 14
Income from other sources,	19,716 29
Total,	$25,849 43
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$135,928 98

Dividends paid during the year 1910, and how paid—None.

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

PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

Capital stock paid in,	$228,400 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$356,000 00

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The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.43 miles.

It is operated by the Pennsylvania Railroad Company by authority of resolutions adopted by each company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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

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

SAMUEL REA.

Sworn and subscribed before me this seventeenth day of February, A. D. 1911.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$139,951 76
Income from freight,	139,253 19
Income from other sources,	35,904 74
Total,	$315,109 69
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$198,863 88

Dividends paid during the year 1910, and how paid—December, 10 per cent. in cash; extra 10 per cent. in cash.

P. O. address of this company—22 Federal street, Camden, N. J.

ACCIDENTS.

If any, reported by the Pennsylvania Railroad Company.

* Includes $22,839.18 taxes and other obligating charges.

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PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	269,994 29
Cost of road and equipments,	$201,615 67

The road extends from Manahawkin Junction with Tuckerton Railroad to Beach Haven, N. J., and from Barnegat City Junction to junction with Barnegat Railroad, a distance of 12.81 miles.

It is operated by the Tuckerton Railroad Company for and on account of the Pennsylvania Railroad Company, which latter company is the agent of the Philadelphia and Beach Haven Railroad Company, under resolutions of the Boards of Directors of both companies, and pays all expenses in connection therewith and turns the net earnings over to it. This arrangement terminable on three months' notice.

Its equipment is supplied by the Tuckerton Railroad Company, and the further information required by law is furnished by that company.

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

SAMUEL REA.

Sworn and subscribed before me this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,

[L. S.] *Notary Public,*

Commission expires February 26th, 1913.

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RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$12,133 26
Income from freight,	6,971 36
Income from other sources,	2,606 15
Total,	$21,710 77
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$36,722 22

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

ACCIDENTS.

Accidents, if any, reported by the Tuckerton Railroad Company, which operates the line.

PHILADELPHIA AND BRIGANTINE RAILROAD COMPANY.

Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.

Cost of road and equipments. No information at hand. See former reports.

Dividends paid during the year 1910, and how paid—None.

The road extends from Brigantine Junction, on the Philadelphia and Reading Railroad, to the Island of Brigantine, a distance of fourteen miles.

RECEIPTS AND EXPENSES FOR 1910.

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

REMARKS.

On October 9th or 10th, 1903, the company ceased all operations; on November 17th, 1903, R. D. A. Parrott, Esq., was

* Includes $2,539.94 taxes and other obligatory charges.
Dividends paid during the year 1910, and how paid—None.

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appointed receiver; on April 15th, 1904, the property was sold under foreclosure and bought by John O. Heald, and on June 24th a deed was received, since which date the property has been held awaiting a purchaser and has not been operated in any part at any time from October 9th, 1903, to the date of this report.

P. O. address of the above company's purchaser—John O. Heald, 1441 Broadway, New York.

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says, that he is the purchaser of the Philadelphia and Brigantine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this tenth day of January, A. D. 1911.

SMITH SCHULTZ,
Master in Chancery, N. J.

PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	792,510 15
Cost of road and equipments,	$1,613,682 11

The road extends from Birmingham, N. J., to Bay Head, N. J., 45.72 miles; Brown's Mills Junction to Brown's Mills in the Pines, N. J., 1.82 miles; Island Heights Junction to Island Heights, N. J., 1.20 miles; a total distance of 48.74 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net earnings. This arrangement is terminable upon sixty days' notice.

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

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

SAMUEL REA.

Sworn and subscribed before me this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1913.

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$140,494 96
Income from freight,	61,088 89
Income from other sources,	16,370 77
Total,	$217,954 62
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*329,241 19

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, lessee of the property and work of the United New Jersey Railroad and Canal Company.

* Includes $58,959.15 interest on bonded debt, taxes and other obligatory charges.

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THE POHATCONG RAILROAD COMPANY.

Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $34,234 52

The road extends from Quarry, near Oxford, N. J., to D., L. & W. R. R. tracks, Oxford, N. J., a distance of 1.75 miles.

RECEIPTS AND EXPENSES FOR 1910.

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

REMARKS.

Private road operated by the Edison Portland Cement Company, who guarantee 6 per cent. on the amount invested.

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

State of New Jersey, Warren county, *ss.*—W. S. Mallory, being duly sworn, on his oath says, that he is President of the Pohatcong Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

W. S. MALLORY.

Sworn and subscribed before me, this first day of March, A. D. 1911.

EDGAR S. OPDYKE,
[L. S.] *Notary Public.*

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THE PORT READING RAILROAD COMPANY.

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments,	$3,832,342 38

Dividends paid during the year 1910, and how paid—None.

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., and from Woodbridge Junction to Woodbridge, N. J., a distance of 21.04 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers—None.	
Income from freight,	$1,238,859 82
Income from other sources,	229,813 17
Total,	$1,468,672 99
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$916,024 25

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

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Ziegler, being duly sworn, on his oath says, that he is Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

GEO. A. ZIEGLER,
Comptroller.

Sworn and subscribed before me, this fourth day of February, A. D. 1911.

C. K. KLINK,
Notary Public.

[L. S.]

My Commission expires April 18, 1911.

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ACCIDENTS.

January 3d, 1910—James McGill, employe, non-fatally injured, William Burns, employe, non-fatally injured, Port Reading, N. J. Collision. A. P. Sindberg, conductor; George Spark, engineer.

January 25th—Antonio Carnevale, employe, non-fatally injured, Port Reading, N. J. Caught between cars. ————, conductor; ————, engineer.

January 25th—Peter F. Dunn, employe, non-fatally injured, Port Reading, N. J. Fell off car. B. Anderson, conductor; M. Greashiemer, engineer.

February 8th—Robert McKibben, employe, non-fatally injured, Port Reading, N. J. Fell off car. Charles Longstreet, conductor; H. T. Vernon, engineer.

February 22d—Carson Subers, employe, non-fatally injured, Port Reading, N. J. Collision. Isaac Carsen, conductor; M. Gregerson, engineer.

February 26th—Vito Tomainole, employe, non-fatally injured, Port Reading, N. J. Caught between car and railing. ————, conductor; ————, engineer.

March 7th.—Thomas F. Carney, employe, killed, Port Reading N. J. Struck by engine. Thomas F. Carney, conductor; M. Burkhart, engineer.

March 17th—Luigi Stabile, employe, non-fatally injured, Port Reading, N. J. Lumber fell on leg. ————, conductor; ————, engineer.

March 28th—Joseph Sepassi, employe, non-fatally injured, Port Reading, N. J. Jumping off car. Bertel Anderson, conductor, J. Leimpeter, engineer.

April 14th—Frank Horning, employe, non-fatally injured, Port Reading, N. J. Fell off engine. I. M. Carson, conductor; N. McCalley, engineer.

June 6th—Alfred Bitting, employe, non-fatally injured, Port Reading, N. J. Struck by pushing pole. T. Gallagher, conductor; Alfred Bitting, engineer.

June 22d—Abram Morris, non-employe, killed; Thomas Gilfeather, non-employe, killed, Woodbridge, N. J. Auto struck. ————, conductor; A. G. Barnes, engineer.

August 13th—Mat. Greasheimer, employe, non-fatally injured, Port Reading, N. J. Collision. Thomas Gallagher, conductor; M. Greasheimer, engineer.

August 27th—C. L. Evans, employe, non-fatally injured, Port Reading, N. J. Struck by coal. C. L. Evans, conductor; J. H. Deemer, engineer.

October 4th—S. D. Lowery, employe, non-fatally injured, Lockwood Siding, N. J. Attending switches. A. W. Stayton, conductor; G. Kohl, engineer.

December 6th—Wilbur E. Turner, employe, non-fatally injured, Port Reading, N. J. Repairing tank hose. Robert Irvin, conductor; W. E. Turner, engineer.

December 15th—Louis Leibel, employe non-fatally injured, Port Reading, N. J. Falling from car. Paul Mosko, conductor; A. J. Stout, engineer.

December 20th—John Fesmire, employe, non-fatally injured, Port Reading, N. J. Jumping off tender. Joseph Kish, conductor; Harry Luckenbill, engineer.

December 22d—Harry Downey, employe, non-fatally injured, Port Reading, N. J. Attending switches. ————, conductor; Harry Downey, hostler.

December 23d—Edward W. Lawson, employe, non-fatally injured, New Market Siding, N. J. Attending switches. L. B. Ibach, conductor; Frank Benz, engineer.

December 30th—T. B. Super, employe, non-fatally injured, Port Reading, N. J. Jumping off tender. R. Besurck, conductor; W. Gormley, engineer.

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RAHWAY VALLEY COMPANY, LESSEE.

Capital stock paid in,	$3,087 50
Cost of road and equipments,	$3,372 82

Bonded debt—None.
Floating debt—None.

Dividends paid during the year 1910, and how paid—None.

The road extends from Commonwealth Junction to Robinson, a distance of 0.75 miles.

RECEIPTS AND EXPENSES FOR 1910, AS SHOWN BELOW INCLUDES RESULT OF OPERATION OF PROPERTY RAHWAY VALLEY RAILROAD COMPANY.

Income from passengers,	$4,693 48
Income from freight,	24,891 78
Income from other sources,	1,266 28
Total,	$30,851 54
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$30,553 30

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

State of New Jersey, Union county, *ss.*—H. F. Dankel, being duly sworn, on his oath says, that he is General Manager of the Rahway Valley Company, lessee, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

H. F. DANKEL.

Sworn and subscribed before me, this third day of March, A. D. 1911.

JOHN T. KANANE,
Commissioner of Deeds.

[L. S.]

ACCIDENTS.

None.

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RAHWAY VALLEY RAILROAD COMPANY.

Capital stock paid in,	$49,200 00
Bonded debt,	72,000 00
Floating debt,	409,191 49
Cost of road and equipments,	$530,391 49

The road extends from Aldene, Roselle Park, to Summit, N. J., a distance of 10 miles.

It is leased to the Rahway Valley Company, lessee, at an annual rental shown below:

March 1st, 1909, to March 1st, 1910,	$4,000 00
March 1st, 1910, to March 1st, 1911,	6,000 00
March 1st, 1911, to March 1st, 1912,	8,000 00
March 1st, 1912, to March 1st, 1913,	12,000 00
March 1st, 1913, to March 1st, 1914,	16,000 00

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

State of New Jersey, Union county, *ss.*—H. F. Dankel, being duly sworn, on his oath says, that he is Secretary of the Rahway Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge.

H. F. DANKEL.

Sworn and subscribed before me, this twenty-first day of March, A. D. 1911.

JOHN T. KANANE,
[L. S.] *Commissioner of Deeds.*

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$2,478 27
Total,	$2,478 27

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

None.

THE RARITAN NORTH SHORE RAILROAD COMPANY.

Capital stock paid in, ... $66,400 00

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two branches, a total distance of 4.28 miles, of which there has been completed 1.75 miles.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of The Raritan North Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

RARITAN RIVER RAILROAD COMPANY.

Capital stock paid in,	$440,000 00
Bonded debt,	400,000 00
Floating debt—None.	
Cost of road and equipments,	$1,000,732 57

Dividends paid during the year 1910, and how paid—Two dividends: one of three per cent. and one of three per cent. with one per cent. extra; in all, seven per cent. on par value of capital stock, paid in cash.

The road extends from South Amboy to New Brunswick, a distance of 12.63 miles. Branches, 9.10 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$7,918 88
Income from freight,	197,361 24
Income from other sources,	12,638 58
Total,	$217,918 70
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$122,389 67

P. O. address of the above company—15–21 Exchange place, Jersey City, N. J.

State of New Jersey, Hudson county, *ss.*—Wm. G. Bumsted, 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

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during the year 1910, are correct and true, to the best of his knowledge and belief.

WM. G. BUMSTED.

Sworn and subscribed before me this tenth day of February, A. D. 1911.

WILLIAM VAN BUSKIRK,
Notary Public of New Jersey.

[L. S.]

ACCIDENTS.

March 8th, 1910—Thomas Marshall, brakeman, was slightly injured near Medford while jumping or being thrown from derailed car. Conductor, William Primka; engineer, Thomas Sharkey.

December 10th—Frank Candy, brakeman, was slightly injured and Frank Primka, brakeman, was seriously injured at South Amboy while jumping or being thrown from tender of locomotive derailed and jammed into freight car attached, which had jumped the track. Conductor, Walter Mullen; engineer, Thomas Sharkey.

RARITAN TERMINAL AND TRANSPORTATION COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$30,065 35

Dividends paid during the year 1910, and how paid—None.

The road extends from Lehigh Valley Railroad to Raritan Copper Works, a distance of about one mile.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$2.000 00
Total,	2,000 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$508 16

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P. O. address of the above company—42 Broadway, New York City.

State of New York, New York county, *ss.*—T. Wolfson, being duly sworn, on his oath says, that he is President of the Raritan Terminal and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

T. WOLFSON,
President.

Sworn and subscribed before me this third day of March, A. D. 1911.

[L. S.]

MORRIS MYERS,
Notary Public,
New York County.

ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

Capital stock paid in,	$30,000 00
Bonded debt—None.	
Floating debt,	30,000 00
Cost of road and equipments, including cost of abandoned portion,	$60,000 00

The road extends from Quarry, in Montville Township, Morris county, N. J., to Junction with Morris and Essex Railroad Company, Boonton Branch, a distance of 1.792 miles.

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

State of New Jersey, Hudson county, *ss.*—Joseph D. Bedle, being duly sworn, on his oath says, that he is President of the

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

JOSEPH D. BEDLE.

Sworn and subscribed before me, this twenty-eighth day of February, A. D. 1911.

FRANK E. WILLIAMSON,
Attorney at Law of the State of New Jersey.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

Capital stock paid in,	$45,600 00
Bonded debt—None.	
Floating debt,	669 84
Cost of road and equipments,	$46,323 98

The road extends from Kingston Junction to Rocky Hill, 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, lessee of the property and works of the United New Jersey Railroad and Canal Company. The present rental is six per cent. on $18,700 stock, taxes, and $100 for maintaining the organization.

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

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

SAMUEL REA.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$1,972 55
Income from freight,	15,575 88
Income from other sources,	1,328 38
Total,	$18,876 81
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$19,367 67

Dividends paid during the year 1910, and how paid—Two of three per cent. each on $18,700. Stock, paid in cash.

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

ACCIDENTS.

Accidents, if any, are reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

* Including $1,948.17 rental for use of road and taxes.

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THE SOUND SHORE RAILROAD COMPANY.

Capital stock paid in, ... $149,200 00

The road extends from Elizabeth (Broadway) to Carteret, which with spurs, equals a distance of 6.17 miles.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of The Sound Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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THE SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$75,000 00
Floating debt,	187,499 20
Cost of road and equipments,	$262,499 20

The road extends from Phillipsburg, N. J., to Delaware River Bridge, a distance of .35 mile.

REMARKS.

Earnings and expenses included in report of the Lehigh and Hudson River Railway Company.

P. O. address of the above company—Warwick, N. Y.

State of New York, Orange county, *ss.*—John Sayer, being duly sworn, on his oath says, that he is Secretary and 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 1910 are correct and true, to the best of his knowledge and belief.

JOHN SAYER.

Sworn and subscribed before me this seventeenth day of February, A. D. 1911.

A. L. PERRY,

[L. S.] *Notary Public.*

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THE SUSSEX RAILROAD COMPANY.

Capital stock paid in,	$1,638,600 00
Cost of road and equipments,	$1,930,530 90

Dividends paid during the year 1910, and how paid—None.

The road extends from Netcong, N. J., to Franklin, N. J., and branch from Branchville Junction to Branchville, a distance of 30.55 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$67,796 09
Income from freight,	82,970 18
Income from other sources,	36,350 57
Total,	$187,116 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$129,707 80

P. O. address of the above company—90 West street, New York City, N. Y.

State of New York, New York county, *ss.*—B. D. Caldwell, being duly sworn, on his oath says, that he is President of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

B. D. CALDWELL.

Sworn and subscribed before me, this fourteenth day of February, A. D. 1911.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings Co., Certificate filed in New York County.*

ACCIDENTS.

January 30th, 1910—Crawn, Jacob, trespasser, found down embankment east of Augusta; died from exposure.

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THE TOMS RIVER RAILROAD COMPANY.

Capital stock paid in, ... $240,000 00

The road extends from Lakehurst to Toms River, N. J., a distance of 7.57 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
[L. S.] *Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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THE TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

Capital stock paid in, ... $75,300 00

The road extends from Toms River to Barnegat, a distance of 14.71 miles.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of The Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt,	100,000 00
Floating debt,	257,894 30
Cost of road and equipments,	$557,894 30

Dividends paid during the year 1910, and how paid—None.

The road extends from Trenton, N. J., to Stony Brook, a distance of 9.59 miles.

Trenton, Lawrenceville and Princeton Railroad from Stony Brook to Princeton, 1.44 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$45,403 24
Income from freight,	6,234 12
Income from other sources—None.	
Total,	$51,637 36
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$36,229 44

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

State of New Jersey, Mercer county, *ss.*—C. M. Bates, being duly sworn, on his oath says, that he is President of the Trenton, Lawrenceville and Princeton Railroad and Trenton, Lawrenceville and Princeton Extension Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this seventh day of March, A. D. 1911.

WILLIAM S. MILLS,
[L. S.] *Notary Public of N. J.*

ACCIDENTS.

No accidents involving death or injury to persons.

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TRENTON AND NEW BRUNSWICK RAILROAD COMPANY.

Capital stock paid in, May 18th,	$1,000,000 00
Bonded debt,	1,000,000 00

Dividends paid during the year 1910, and how paid—None.

The road extended from Milltown Junction to near Trenton, a distance of 23.107 miles.

RECEIPTS AND EXPENSES FOR JANUARY 1ST TO MAY 18TH, 1910.

Income from passengers,	$16,655 20
Income from freight—None.	
Income from other sources,	220 45
Total,	$16,875 65
Expenditures during part of the year for working road, including repairs, maintenance of way, motive power and contingencies,	$16,007 26

REMARKS.

This road was sold by the Master in foreclosure proceedings and delivered to the purchaser on or about May 18th, 1910, and this road has been made a part of the Elizabeth & Trenton Railroad Company.

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

State of New Jersey, Mercer county, *ss.*—David F. Carver, being duly sworn, on his oath says, that he was Receiver of the Trenton and New Brunswick Railroad, and that the foregoing statement and the annexed statement of accidents from January 1st to May 18th, 1910, are correct and true, to the best of his knowledge and belief.

DAVID F. CARVER.

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Sworn and subscribed before me, this fourth day of March, A. D. 1911.

J. CAD. SLACK,
Notary Public.

[L. S.]

ACCIDENTS.

None.

TRENTON TERMINAL RAILROAD COMPANY.

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

The road extends from Olden avenue and Liberty street, Trenton, to Trenton & New Brunswick Railroad, a distance of 7/8 mile.

It is leased to the Camden and Trenton Railway Company at an annual rental of $1,000 per year, and is now operated by the Riverside Traction Company.

State of New Jersey, Mercer county, *ss.*—Mitchell B. Perkins, being duly affirmed, on his oath says, that he is Treasurer of the Trenton Terminal Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

MITCHELL B. PERKINS.

Affirmed and subscribed before me, this ninth day of January, A. D. 1911.

OWEN W. KITE,
N. P. of N. J.

P. O. address of this company—Mitchell B. Perkins, Treasurer, Beverly, N. J.

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THE TUCKERTON RAILROAD COMPANY.

Capital stock paid in,	$552,241 54
Bonded debt,	99,882 50
Floating debt,	5,773 72
Cost of road and equipments,	$640,690 37

Dividends paid during the year 1910, and how paid—None.

The road extends from Whitings, N. J., to Tuckerton, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$36,804 56
Income from freight,	39,146 88
Income from other sources,	5,508 68
Total,	$81,460 12
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$67,122 64

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

State of Pennsylvania, Philadelphia county, *ss.*—Richard Ashhurst, being duly sworn, on his oath says, that he is President of The Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST,
President.

Sworn and subscribed before me, this fourth day of February, A. D. 1911.

JOHN STOCKBURGER,
Notary Public.
Commission expires January 21st, 1915.

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ACCIDENTS.

January 4th, 1910—George Mathis, freight brakeman. Head slightly injured, struck by projection from car while operating switch at Gunning River siding, N. J.

September 15th—Charles P. Willits, passenger, West Creek, N. J., to Manahawkin, N. J. Thrown against car door knob, breaking rib.

THE UNION TRANSPORTATION COMPANY.

Capital stock paid in,	$20,250 00
Bonded debt—None.	
Floating debt—None.	
Cost of equipments,	$25,168 59

Dividends paid during the year 1910, and how paid—Two and one-half per cent., February 12th, 1910, $506.25; two and one-half per cent., August 12th, 1910, $506.25.

The road extends from Pemberton to Hightstown, a distance of 24.42 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$42,957 04
Income from freight,	28,275 20
Income from other sources,	4,623 05
Total,	$75,855 29
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$71,442 35
Leaving a balance for the year,	$4,412 94
Out of this was paid two dividends,	1,012 50
Leaving undivided profits for the year,	$3,400 44

State of New Jersey, Ocean county, *ss.*—F. S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

F. S. GASKILL.

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Sworn and subscribed before me this twenty-third day of February, A. D. 1911.

W. SCOTT CHAFEY,
Justice of the Peace.

THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

Capital stock paid in,	$21,240,400 00
Bonded debt,	20,000,000 00
Cost of road and equipments,	$65,072,033 45

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 460.16 miles; also the canal from Bordentown to New Brunswick, 44 miles, and feeder, 22 miles, in all 66 miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of 10 per centum per annum on the capital stock and the interest on its bonds, organization expenses, taxes, etc.

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, Essex county, *ss.*—Thos. Oakes, 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.

THOS. OAKES,
President.

[SEAL]

Sworn and subscribed before me, this eighth day of February, A. D. 1911.

JOHN H. HAGUE,
Notary Public, N. J.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$12,220,503 05
Income from freight,	18,912,270 78
Income from other sources,	7,204,097 21
Total,	$38,336,871 04
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	36,540,051 73
	$1,795,919 31
Dividends paid during the year 1910, and how paid—Ten per centum on capital stock paid quarterly by the Pennsylvania Railroad Company,	$2,124,040 00

P. O. address of this company—P. O. Box 236, Trenton, N. J.

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on the Tracks.

January 3d, 1910—Jos. Gunilempe, injured at Waverly, N. J. Wm. Gee, conductor; W. Gurney, engineer.

January 16th—Jos. Muloy and Thos. Flannagan, killed at Rahway, N. J. L. S. Paxton, conductor; S. Hefner, engineer.

February 15th—David Davenport, killed at Millham Junction, N. J. A. White, conductor; J. Young, engineer.

March 28th—Henry Murphy, injured at Harrison, N. J. G. W. Phillips, conductor; A. B. Ryan, engineer.

April 14th—Mrs. K. Seymo, killed at Linden, N. J. J. G. Sackrider, conductor; F. L. Bradbury, engineer.

May 10th—Pasquale DeAngelo, killed at Newark, N. J. F. E. VanDyke, conductor; W. P. Carr, engineer.

May 17th—Mary Daly, killed at Newark, N. J. G. Hoffman, conductor; A. M. Wetzel, engineer.

May 14th—Vincenzo Lizzano, killed at Trenton, N. J. H. W. Feaster, conductor; W. F. Conk, engineer.

August 5th—Oscar R. Bleicher, injured at Jersey City, N. J. P. H. McGovern, conductor; W. S. Norton, engineer.

August 12th—John Rapp, killed at Meadows, N. J. R. A. Gamble, conductor; F. Howard, engineer.

August 31st—Thos. Nevins, killed at Elizabeth, N. J. J. A. McGarrity, conductor; W. Vandegrift, engineer.

September 26th—Jiacasino Valenti, killed at Merchantville, N. J. Light engine, T. Fitzgerald, engineer.

October 19th—Charles Shauts, injured at Harrison, N. J. J. J. Sweeney, conductor; M. McGinley, engineer.

November 12th—Miss C. Kruger, killed at Jersey City, N. J. Wm. Gee, conductor; L. Ganong, engineer.

December 31st—Paul Yurcso, killed at Lawrence, N. J. E. B. Ellhoff, conductor; H. S. Burroughs, engineer.

Persons Killed or Injured in Attempting to Get on or off Moving Trains.

February 13th, 1910—Walter Connors, killed at South Trenton, N. J. D. H. Corsan, conductor; N. P. McClees, engineer.

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April 7th—Robert W. Lewis, injured at New Brunswick, N. J. C. F. Mortimore, conductor; J. Van Nuys, engineer.
April 24th—Jos. Simons, injured at Millstone Junction, N. J. J. M. Knotts, conductor; J. Jackson, engineer.
June 2d—Sophie Yablinsky, injured at Jersey City, N. J. E. Heatin, conductor; J. McKenzie, engineer.
June 11th—David Lynn, injured at Meadows, N. J. J. C. Jones, conductor; T. Kinney, engineer.
June 11th—Jos. Karuse, killed at Newark, N. J. H. B. Woodward, conductor; C. S. Miller, engineer.
August 6th—Charles Anderson (colored), killed at Jersey City, N. J. J. J. Heining, conductor; H. Frey, engineer.
August 20th—Unknown man, injured at Metuchen, N. J. E. M. Cain, conductor; F. B. Matthews, engineer.
September 7th—P. Wechselberger, injured at Millstone Junction, N. J. H. A. Dugan, conductor; S. L. Weest, engineer.
September 18th—Ray Turner, injured at Jersey City, N. J. Light engine, F. Gaul, engineer.
September 18th—Mrs. John Herbert, killed at Trenton, N. J. E. C. Ayres, conductor; E. Bouse, engineer.
September 11th—Miss C. Nolan, injured at Trenton, N. J. J. G. Sackrider, conductor; J. Egan, engineer.
September 11th—Mrs. E. Warner, injured at Asbury Park, N. J. W. J. Thomas, conductor; R. Blake, engineer.
October 1st—Jas. Bright (colored), injured at Millstone Junction, N. J. J. H. Wilkinson, conductor; L. H. Ewing, engineer.
October 2d—M. F. Butcher, injured at New Brunswick, N. J. J. Dougherty, conductor; F. Roberts, engineer.
October 3d—Edward Gorman, injured at Millstone Junction, N. J. J. McBridge, conductor; C. Hartman, engineer.
November 17th—John Smith, injured at Newark, N. J. Unknown train.

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, Train, What Engineman or Conductor, Unknown.

January 20th—Mary Albeck, killed at Jersey City, N. J.
January 29th—Unknown man, killed at Lawrence, N. J.
February 18th—Stanisbog Vajlur, killed at Elizabeth, N. J.
March 23d—Unknown man, killed at Waverly, N. J.
March 24th—Wm. Malloy, killed at Meadows, N. J.
July 16th—Howard Wood, killed at Trenton, N. J.
July 19th—Fred. E. Siebner, killed at Rahway, N. J.
August 23d—Unknown man, killed at Princeton Junction, N. J.
October 18th—Unknown man, killed at Newark, N. J.
October 24th—Jos. Kolinski, killed at Harrison, N. J.
November 13th—Miss Margaret Holman, killed at Newark, N. J.

Persons Killed or Injured by Moving Trains While Crossing the Tracks.

January 1st, 1910—P. R. Burroughs (colored), killed at Jersey City, N. J. G. W. Valentine, conductor; F. Note, engineer.
January 14th—Unknown man, killed at Jersey City, N. J. C. J. Brill, conductor; W. H. Ward, engineer.
February 13th—Martha M. Youbs, injured at Harrison, N. J. J. H. Stout, conductor; L. B. Mead, engineer.
April 12th—Michael McNiff, injured at Rahway, N. J. J. M. Curran, conductor; J. Fagan, engineer.

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March 30th—James McIntyre, injured at Marion, N. J. W. Skevington, conductor; J. P. Freeman, engineer.

May 11th—Guido Krause, killed at Rahway, N. J. R. N. Chambers, conductor; C. O. Elridge, engineer.

May 23d—Adelbert Stockwell, killed at Millham Junction, N. J. F. Van-Dyke, conductor; F. Roberts, engineer.

June 15th—Unknown man, killed at Meadows, N. J. W. J. Thomas, conductor; R. Jones, engineer.... ....

July 19th—Louis McDonald, killed at Jersey City, N. J. W. Sitzgrave, conductor; C. Appleton, engineer.

August 31st—Edward Aust, Lewis Poster, injured at Trenton, N. J. J. B. Eshleman, conductor; A. E. Lott, engineer.

September 24th—Isaac Miller, injured at Neck Lane, Waverly, N. J.; J. Zebaston, killed at Neck Lane, Waverly, N. J. R. N. Chambers, conductor; C. H. Stevens, engineer.

October 12th—W. A. Arthur, killed at Trenton, N. J. W. H. Merritt, conductor; B. F. Smith, engineer.

October 8th—Aaron J. Kendel, injured at Avenel, N. J.; John Bumgarten, killed at Avenel, N. J. C. R. Evans, conductor; G. H. Burton, engineer.

October 10th—Jacob Muller, killed at Newark, N. J. E. F. McMahon, conductor; R. J. Sullivan, engineer.

October 29th—Mary J. Chapin, killed at Rahway, N. J. (Light engine.) L. B. Gilkeson, engineer.

Employes Killed or Injured While Coupling or Handling Cars at Stations.

January 6th, 1910—J. F. Crotty, injured at Waldo avenue, Jersey City, N. J. J. F. Crotty, conductor; H. G. Cochrane, engineer.

January 6th—G. W. Evans, injured at Waverly, N. J. H. A. Dugan, conductor; H. Beaur, engineer.

January 29th—Andrew Harrison, injured at Meadows, N. J. Thomas P. McPartland, conductor; W. H. Woolsay, engineer.

February 1st—John J. Burns, injured at Waverly, N. J. Edw. J. Lynch, conductor; A. E. Davies, engineer.

February 2d—Martin J. Ryan, injured at Meadows, N. J. Thomas Fearnside, conductor; H. C. Smith, engineer.

February 4th—C. Engelhart, injured at Meadows, N. J. J. R. Mulvey, conductor; M. J. Lynch, engineer.

February 8th—John F. Brady, injured at Meadows, N. J. F. W. Eaton, conductor; T. A. Kenney, engineer.

February 18th—Harry Decker, injured at Harrison, N. J. J. H. Stout, conductor; W. E. Bennett, engineer.

February 18th—A. E. Pinean, injured at Harrison, N. J. J. H. Stout, conductor; L. B. Mead, engineer.

February 20th—M. J. Keane, injured at Waldo avenue, Jersey City, N. J. Thomas Doyle, conductor; W. E. Bennett, engineer.

February 27th—Claude A. Bryce, injured at Meadows, N. J. E. S. Payran, conductor; A. Vanderhoff, engineer.

March 1st—J. F. Bradley, injured at Plainsboro, N. J. J. J. Healy, conductor; L. G. Titus, engineer.

March 14th—Thomas Porter, injured at Jersey City, N. J. G. A. Shipley, conductor; W. H. Ward, engineer.

March 17th—John Wharton, injured at Millstone Junction, N. J. John Wharton, conductor; T. Blakesley, engineer.

March 24th—John F. Osmond, killed at Waverly, N. J. J. F. Osmond, conductor; S. P. Ross, engineer.

April 6th—Thomas Worthington, injured at Waldo avenue, Jersey City, N. J. W. A. George, conductor; J. G. Fine, engineer.

April 9th—L. A. Sturges, injured at Jersey City, N. J. J. J. Bloomer, conductor; W. F. Manning, engineer.

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April 13th—John T. Carney, injured at Jersey City, N. J. W. A. Cuerton, conductor; C. B. Pugh, engineer.

April 17th—Benjamin F. Hallock, injured at Waldo avenue, Jersey City, N. J. M. J. Murphy, conductor; D. Watson, engineer.

April 30th—J. J. Walsh, injured at Trenton, N. J. T. Foster, conductor; H. B. Lawrence, engineer.

May 2d—Harry Theile, killed at Lawrence, N. J. H. Theile, conductor; J. H. Marshall, engineer.

May 2d—T. L. Headley, injured at Rahway, N. J. F. C. Theile, conductor; W. C. Provost, engineer.

May 27th—W. G. Zaugerle, injured at Millstone Junction, N. J. G. W. Jones, conductor; J. F. Carroll, engineer.

June 9th—John I. Hayes, injured at Trenton, N. J. R. T. Elder, conductor; P. H. Glenn, engineer.

June 23d—G. W. Stewart, injured at Waverly, N. J. G. W. Stewart, conductor; Charles B. Pugh, engineer.

July 3d—D. P. Sullivan, injured at Trenton, N. J. F. D. Priest, conductor; R. B. Kerlin, engineer.

July 4th—Peter Kubis, injured at Waverly, N. J. H. W. Priest, conductor; C. T. Hortman, engineer.

July 12th—J. A. White, injured at Waverly, N. J. Edw. Armstrong, conductor; G. M. Welsh, engineer.

August 10th—W. J. Corrigan, injured at Meadows, N. J. W. H. Butler, conductor; P. H. Genn, engineer.

September 2d—T. L. Hawkes, injured at Millstone Junction, N. J. W. H. Burroughs, conductor; W. Carr, engineer.

September 20—John MacDonald, killed at Jersey City, N. J. J. Fitzgerald, conductor; E. Rose, engineer.

September 1st—A. Waskewicz, killed at Jersey City, N. J. ————, conductor; ————, engineer.

October 1st—Jospeh Frederick, killed at Waverly, N. J. S. C. Woodruff, conductor; W. A. Patton, engineer.

October 11th—L. D. Bunn, injured at Waverly, N. J. L. D. Bunn, conductor; J. S. VanNostrand, engineer.

Persons Other Than Employes Killed or Injured in Other Ways Than as Above Stated.

February 25th, 1910—S. Schneiderman, struck by train No. 133 while walking close to track at South Elizabeth station, left arm broken. J. F. P. Williams, conductor; H. Bender, engineer.

March 6th—Cazwell Elliott, end of thumb (right) caught in door of toilet of Pullman car "Aono" train No. 1st.89, while enroute, at New Brunswick, N.J. J. B. Eshleman, conductor; H. Moore, engineer.

March 28th—Mrs. C. P. Zazzali, right wrist bruised by car door closing on hand in train No. 2d.495, at Trenton, N. J. A. E. Devinney, conductor; J. Henderson, engineer.

May 31st—Peter Fiomtena, fell while alighting from train No. 117 at New Brunskick, N. J., scalp wound. J. Fitzgerald, conductor; W. F. Conk, engineer.

June 22d—W. J. Griesman, fell on station platform, Jersey City, breaking right arm, while alighting from train No. 40. C. E. Eberly, conductor; J. Brady, engineer.

June 19th—Mrs. H. J. Horn, fell in aisle of car, train extra No. 3151, on account of making sudden stop at Meadows, back wrenched. J. B. Eshleman, conductor; W. E. Powers, engineer..

June 28th—Margaret T. Jackson, bruised by being thrown in berth when train No. 71 was derailed at Trenton, N. J. T. A. Cosgrove, conductor; F. L. Miller, engineer.

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July 10th—Andro Zilka, while under the influence of liquor walked off train train No. 375 at Woodbridge, injuring his shoulder and hip. A. Bartlett, conductor; J. J. Keegan, engineer.

July 12th—H. W. Maynard, while alighting from train No. 222, at Matawan, had his hand caught in car door, bruised. A. C. Skirm, conductor; R. F. Jones, engineer.

August 16th—Edward Haines, right hand and thigh cut and bruised in wreck of Evpress No. 2880, at Rahway, N. J., while stealing a ride. I. B. Grover, conductor; H. L. Allen, engineer.

September 3d—Infant daughter of A. Juplan, cheek slightly cut by stone breaking window in train No. 31, at Newark, N. J. T. A. Brooks, conductor; I. A. Decker, engineer.

September 8th—John Whalen, fell from train No. 2036, at Trenton, N. J., while passing from one car to another. Supposed to have been seized with an attack of vertigo. J. Rowland, conductor; A. W. Rue, engineer.

September 11th—Miss M. McDonegal, wrist bruised by stone thrown through open window of Lehigh Valley train No. 603, at Newark, N. J. C. E. Hawk, conductor; E. Yerger, engineer.

September 21st—Mrs. S. Kahn, hand bruised by car window falling on same, train No. 313, at Jersey City, N. J. N. B. Van Torn, conductor; J. I. Hubbs, engineer.

September 23d—T. T. Moan, struck glancing blow by train No. 224, while standing too close to track at South street station, Newark, N. J., arm broken. J. M. Fitzgerald, conductor; C. A. Thomas, engineer.

September 29th—Michael Orvalski, walking close to locomotive at Harrison, trespassing, engineer accidently dropped shaking lever on his foot, bruising same. (Light engine.) W. H. Hollard, engineer.

October 1st—John Ferry, getting off a box car standing on Clinton avenue siding, Newark, N. J., he fell and broke his arm. ——— conductor; ———, engineer.

October 11th—Joseph Althouse, slight abrasion of right elbow sustained by car window, train No. 57, en route, at Trenton, falling on same. T. Delentre, conductor; M. Hogan, engineer.

October 21st—Patrick MacDonald, while under the influence of liquor he walked into the side of tender of engine No. 984, at Fourth street, Harrison. D. H. Scully, conductor; H. M. Albright, engineer.

October 23d—P. Carley, while under the influence of liquor he walked under crossing gates at St. Paul's avenue, Marion, N. J., and climbed between cars of extra No. 1105, when same started he fell to tracks and was killed. Daniel Culnen, conductor; J. B. Fine, engineer.

October 23d—William Zeh, while playing around station at Frankford, he got too close to westbound track and was struck a glancing blow by train No. 59, sustaining fracture of right arm. G. S. Stults, conductor; A. B. Ryan, engineer.

October 25th—F. W. Langstroth, after signal was given to start, he attempted to get on train No. 480, rear car, and when train started he was thrown around back of car to tracks. Laceration on top of head. Rahway, N. J. H. G. VanMarter, conductor; M. R. Riley, engineer.

October 26th—John Drabos, employed by H. Steers, grading on P. T. and T. R. R. work at Harrison, he got too close to edge of bank and slid down into train No. 82, sustaining slight bruise on left leg. W. H. Merritt, conductor; C. J. McIlvaine, engineer.

November 1st—Frank J. Good, hand bruised by being caught in car door, train No. 90, while alighting at Jersey City, N. J. R. N. Chambers, conductor; J. Henderson, engineer.

November 15th—Isadore Heyman, slightly cut on nose by car window broken by piece of ballast, train No. 125, en route, passing Monmouth Junction, N. J. F. E. VanDyke, conductor; F. T. Roberts, engineer.

November 24th—Phillip Wolff, passenger, closed car door while he had his hand in jam of door, while alighting, train No. 310, Jersey City, N. J. William Gee, conductor; W. Gurney, engineer.

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November 26th—W. Davidson, finger squeezed in folds of vestibule curtain between cars, while walking from one car to another at Jersey City, N. J., train No. 2029, under influence of liquor. W. H. McGrath, conductor; J. A. Young, engineer.

November 27th—Miss A. Eleand, had hand bruised by car door closing on same while alighting from train No. 411, at South Elizabeth, N. J. J. M. Curran, conductor; William Sanford, engineer.

November 30th—F. W. Donnelly, while alighting from train No. 353, at Manhattan transfer, trap door flew up and struck him on the leg, bruising same. W. A. Boulton, conductor; W. Gurney, engineer.

December 3d—Mrs. Rosa Boris, while ascending stairs, leading from waiting-room to Jersey City street, she slipped on step and fell, bruising left ankle. ———, conductor; ———, engineer.

Employes Killed or Injured by Accident as Stated.

January 8th, 1910—Pinka Pipus, face and hands cut by jumping off moving train No. 214, at Jersey City, N. J. D. B. Tice, conductor; A. Bennett, engineer.

January 14th—Salvatore Persico, struck by extra No. 3178 while crossing tracks, Monmouth Junction, three ribs fractured. L. S. Paxson, conductor; A. F. Harris, engineer.

January 24th—J. Throughbush, struck by train No. 128 while crossing tracks, Jersey City, N. J., breaking left arm. J. H. Mooney, conductor; F. Roberts, engineer.

January 31st—Patrick Hayes, struck and killed by train No. 485 while walking on passenger line bridge over Hackensack river, Meadows, N. J. R. B. Duncan, conductor; J. Compton, engineer.

February 8th—Salvatore Jacquino, struck by express No. 2650 while walking on tracks on way to work at Trenton, N. J., contusion of hip. S. Runyon, conductor; I. R. Walton, engineer.

February 18th—John Cunning, struck and killed by train No. 82 while walking on track at Menlo Park, N. J. W. H. Merritt, conductor; J. Neher, engineer.

February 9th—Alexander Vash, struck and killed by extra No. 920 while patroling tracks at Metuchen, N. J. G. W. Hoffman, conductor; F. W. Wood, engineer.

February 26th—Vincenzo Callasso, struck by drill engine while working on the tracks at Barracks yard, Trenton, bruising his side. E. E. Harrison, conductor; W. T. Swem, engineer.

March 1st—John Smith, struck by train extra No. 1413 while working on track at Newark, N. J., and cut over eye. B. W. Rulon, conductor; G. W. Dougherty, engineer.

April 18th—O. G. Mildenberk, while crossing tracks at Jersey City, N. J., struck and killed by engine No. 2223. W. H. McGrath, conductor; O. A. Shipley, engineer.

April 20th—Charles Popo, while working on tracks at Rahway, N. J., he jumped into the side of extra No. 2845 and was killed. M. E. Ayres, conductor; G. Stoner, engineer.

April 26th—Clarence G Crissey, struck and killed by engine 3176 while working on passenger bridge over Hackensack river, Meadows, N. J. (Light engine.) ———, conductor; J. H. Brophy, engineer.

April 22d—Wm. Schwager, while working under car without flag out, was run over, having right leg cut off and left foot injured at Meadows, N. J. D. Wittick, conductor; J. Walker, engineer.

May 1st—John Walkowicz, while stepping off car at Waldo avenue yard, Jersey City, stepped between moving car, wheels passing over and crushing left foot. H. Clayton, conductor; J. Henderson, engineer.

May 31st—Rocco Scavone, while working on tracks at Deans, N. J., struck by train No. 56, slight bruise on thigh. A. C. Van Nostrand, conductor; J. Ellis, engineer.

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June 9th—John Harpak, struck and killed by train No. 143 while working on track at Rahway, N. J. Theo. Delentre, conductor; T. J. Quinton, engineer.

August 5th—S. H. Ammerman, struck and killed by train No. 119 while crossing tracks at Lawrence, N. J. L. W. Wickward, conductor; A. B. Ryan, engineer.

August 1st—W. F. Reuben, while waiting at switch for C. R. R. of N. J. train to pass, was struck by open car door on that train, sustaining fracture of collar bone. ————, conductor; E. H. Williams, engineer.

August 11th—Patrick Ward, struck and killed by train No. 44 while adjusting switch lock at "DO" tower, Trenton, N. J. T. J. Haley, conductor; W. H. Cobaugh, engineer.

August 14th—Jan Gaii, while uncoupling engine from train in Jersey City station, was caught between tank of engine and car, fatal. M. Duffy, conductor; T. I. Vandewort, engineer.

August 16th—T. A. Kiley, while applying brake on car, his hand slipped and he fell from car, at Monmouth Junction, left collar bone fractured. W. Connors, conductor; F. Graham, engineer.

August 16th—G. L. Ellison, while protecting his train at South Amboy, he was struck by C. R. R. of N. J. train and killed. ————, conductor; ————, engineer.

August 28th—C. W. Peel, while acting as yardmaster, crossing tracks at Waverly, he was struck by engine 684, and bruised about the hip. C. McCurran, conductor; C. E. Petty, engineer.

September 9th—J. J. Mullen, while cleaning headlight, slipped from engine at Meadows, N. J., back sprained. Daniel Culnen, conductor; J. J. Mullen, engineer.

September 9th—H. B. Himelright, while getting off train at Newark, N. J., he turned on his ankle, spraining same. F. L. Hellings, conductor; C. Bloomer, engineer.

September 8th—John Lonzo, attempted to board train No. 75 as it was coming into Jersey City station, missed his hand hold and fell under, fatal. B. Kline, conductor; H. A. Martindale, engineer.

September 11th—E. F. Jones, struck by baggage truck, standing too close to tracks, while standing on step of coach, train 169, Trenton, N. J. C. E. Davis, conductor; G. M. Kern, engineer.

September 17th—Isaac Minken, while working on tracks at Linden, N. J., struck by train No. 224, left arm broken and two ribs fractured. F. E. Wyckoff, conductor; L. H. Forsythe, engineer.

September 17th—J. Cheesman, dropped hammer while working on tracks, which was struck by train No. 61 and thrown with sufficient force to strike him and severely bruise his shoulder, New Brunswick. ————, conductor; ————, engineer.

September 21st—T. J. Bunnell, while walking back he slipped from tank of engine while on trestle and fell to the ground, fatal, Jersey City, N. J. W. A. George, conductor; T. J. Bunnell, engineer.

September 23d—O. H. Bowden, signaling engineer to stop with lamp, his arm was struck by train opposite track and bruised, E. Rahway, N. J. E. F. Smith, conductor; R. Vandegrift, engineer.

October 1st—G. W. Stewart, Jr., attempted to alight from moving train at Waverly, slipped and fell under train, killed. C. Smith, conductor; Wm. Van Wart, engineer.

October 8th—M. E. Haley, struck by train 207 at Matawan, N. J., while standing close to trestle; supposed to have had an attack of vertigo and fell into rear car of train, killed. C. R. Evans, conductor; G. H. Burton, engineer.

November 5th—J. J. Gaffeney, flue rod fell from passing engine and penetrated cab of engine, striking Gaffeney, causing fracture of spine, Trenton, N. J. H. F. Lander, conductor; Jos. Ellis, engineer.

November 10th—B. Geissinger, while getting off car caught foot in some manner, causing him to fall, slightly bruised about back, Trenton, N. J. E. E. Harrison, conductor; A. Swem, engineer.

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November 12th—J. W. Quinlisk, while closing car door had his hand caught in jamb of door and bruised, Monmouth Junction. L. F. Shine, conductor; C. H. Van Nostrand, engineer.

November 13th—H. E. Craft, in getting off his engine at Meadows, his foot slipped and his hand was caught between grab handle and cab of engine. ————, conductor; H. E. Craft, engineer.

November 13th—W. B. Winner, in getting off car he struck his back against car on opposite track, bruising his back, Waverly yard, N. J. G. W. Arnold, conductor; J. Walker, engineer.

November 14th—Michael Cupito, struck and killed by extra 958 while patrolling tracks at Deans, N. J. M. Garrigan, conductor; J. McCarty, engineer.

November 15th—Leroy W. Porter, putting brake off car the dog slipped out of rachet, causing wheel to spin around and bruise his hands, Barracks yard, Trenton, N. J. T. Van Horn, conductor; S. Zanes, engineer.

November 18th—C. C. Patten, while getting off a car at South Amboy, he loosened the dog in the rachet, causing the wheel to spin around and strike him on the wrist, bruising same. J. S. Jones, conductor; Chas. Ebe, engineer.

November 21st—Max Seitz, sudden application of air threw him from gig-top of caboose to floor, at South Elizabeth, N. J., fatal. J. McBride, conductor; E. C. McCue, engineer.

November 25th— G. Berke, attempted to board train 1st. 78 as it was leaving New Brunswick, missed his hand hold and fell under, fatal. C. C. Howard, conductor; M. Keller, engineer.

November 25th—J. Korrittke, struck and killed by engine 859 while standing on track leading to Jersey City freight yard. F. Burton, conductor; H. Cochrane, engineer.

November 28th—J. G. Schwinn, while working on tracks at Marion, N. J., he was struck by breast beam of engine of N. Y., S. & W. R. R. train No. 502 and slightly bruised about the back. ————, conductor; ————, engineer.

December 3d—Thos. Gallagher, drilling cars at Jersey City, he gave signal to engineer to go ahead, then attempted to board first coach, missed his hand hold and fell under coach, being killed. Thos. Gallagher, conductor; J. McKenzie, engineer.

December 5th—Frank Miller, while throwing switch at Waldo avenue yard, had his little finger under lever when he slipped, throwing his weight on lever and cruching small finger at first joint. ————, conductor; ————, engineer.

December 6th—A. C. Jansen, while walking around end of car he slipped on snow and ice and fell, sustaining contusion of back. M. Duffy, conductor; H. Cochrane, engineer.

December 9th—W. A. Percy, while running to his train, after being called in by his engineer, while flagging, he slipped and fell, sustaining strain of leg. A. Hartpence, conductor; E. I. Carr, engineer.

December 16th—W. H. Holland, while about to adjust hose on Centre street draw to supply draw with water from engine, he slipped on wet ties, severely injuring shoulder. J. H. Stout, conductor; W. H. Holland, engineer.

December 22d—J. T. Lowenberg, P. J. Minehan, F. J. Knox, killed, when extra 1027 ran into rear of extra 417, and train No. 101 ran into wreckage, at Millstone Junction, N. J. C. Womelsdorf, conductor; J. T. Lowenberg, engineer.

December 24th—P. J. Rogers, on head car being backed in Jersey City yard, he was strusk by car on adjoining track and severely bruised about the body. M. Duffy, conductor; H. Cochrane, engineer.

December 25th—W. Moore, in alighting from a car he stepped on a piece of coal lying on the ground, which caused him to turn on his ankle. D. Wittick, conductor; J. M. Mullen, engineer.

December 27th—E. H. Baldwin, while stepping off engine at Trenton, N. J., he came in contact with bridge girder over street, sustaining contusion of body. A. E. Pullen, conductor; B. F. Twibel, engineer.

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December 27th—Wm. Thimpin, dropped the water scoop before they were on the troughs at Monmounth Junction, the same flew back and struck him in the face, cutting his nose. P. L. Ohlsen; conductor; A. W. Fitzgerald, engineer.

December 28th—C. A. Garrett, while stepping off train to observe cause of red signal, at Princeton Junction, he misjudged the distance to the gutter alongside of track and strained his leg. C. A. Garrett, conductor; J. C. Lee, engineer.

December 23d—Ferencz Kaszjan, struck by an unknown train while patroling tracks at Monmouth Junction, N. J. ————, conductor; ————, engineer.

December 31st—J. A. White, jumped off flat car while same was being drilled on siding at Monmouth Junction, and sprained his leg. W. G. Manning, conductor; F. H. Gaul, engineer.

N. B.—All of the above-named enginemen and conductors are still retained in the employ of the company with the exceptions of J. F. Osmond, H. Theile, T. Gallagher, C. F. Mortimore, conductors, and T. J. Bunnell and J. T. Lowenberg, engineman, deceased.

Persons Killed by Trains While crossing Tracks.

March 5th, 1910—Unknown man, killed at Riverside. W. Keefe, engineer; P. J. Barrett, conductor.

June 18th—Benjamin Cash, killed at Spring Lake, N. J. V. Walker, engineer; S. R. Way, conductor.

July 4th—Mrs. John Wasson, killed at Palmyra, N. J. W. E. Hand, engineer; W. R. Adams, conductor.

July 7th—John Beckett, killed at Spring Lake, N. J. T. H. Joiner, engineer; S. R. Way, conductor.

July 3d—Arthur Broaddis, killed near Kinkora, N. J. Train unknown.

July 5th—J. Ely Tilton, killed at Asbury Park, N. J. Frank Jones, engineer; H. E. Laird, conductor.

September 1st—Michael Tamas and Michael Kish, killed at Roebling, N. J. H. Dewees, engineer; W. Ludlow, conductor.

Persons Injured by Trains While Crossing Tracks.

May 23d, 1910—Jan Wajda and Mrs. Phillip Killian, both injured about the head and body at Long road crossing, just west of East Spotswood. H. C. Miller, engineer; B. Howart, conductor.

August 30th—William Tull, slightly injured at road crossing west of Hartford, N. J. W. F. Elliott, engineer; Walter Smith, conductor.

September 7th—James Bryant, body and head slightly injured at Island Heights, N. J. B. D. Watts, engineer; J. G. Brown, conductor.

September 16th—Harry Arden, head and body injured at Cambridge, N. J. Willard Downs, engineer; E. W. Ancker, conductor.

November 3d—R. H. Suydam, Andrew Jackson, both slightly injured at State street crossing, Camden. G. Terriell, engineer; V. Emmons, conductor.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

March 29th—Niklos Kirvia, body bruised and arm fractured at Kinkora, N. J. H. C. Miller, engineer; B. Howarth, conductor.

May 30th—Unknown man, killed near Burlington, N. J. E. Cain, engineer; A. Davison, conductor.

October 1st—John Horner, killed at Mount Holly, N. J. H. E. Prevost, engineer; M. Sears, conductor.

October 6th—John A. McKinsey, killed near Florence, N. J. Train unknown.

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October 17th—William Forsythe, killed between Howell and Freehold, N. J. Train unknown.

October 21st—Frank Colford, killed near Freehold, N. J. Train unknown.

November 5th—Andrew Gonczki, arm injured at Trenton, N. J. E. S. Gulick, engineer; G. Sickles, conductor.

November 25th—Christopher Leissinger, fatally injured at East Burlington, N. J. W. Elliott, engineer; E. F. Coughlin, conductor.

Persons Killed or Injured Getting On or Off Moving Trains.

April 8th, 1910—James P. Bryan, limbs bruised jumping on train at Beverly, N. J. T. J. Berrien, engineer; F. H. Dey, conductor.

May 6th—John Hambrose, killed, jumping on train at Camden. W. VanNest, engineer; W. H. Holland, conductor.

June 27th—J. M. Price, head injured, getting on moving train at Palmyra. F. Elbertson, engineer; E. Stout, conductor.

July 25th—Frederick Gaskin, head injured by fall getting on moving train at Spring Lake. E. Cain, engineer; A. Davison, conductor.

September 5th—Enos Emberger, injured about head and shoulder getting off moving train at Camden. T. McCullough, motorman; C. W. Bairne, conductor.

November 13th—Henry Baymore, head injured getting off moving train at Camden. C. Mayhew, engineer; J. L. Curtis, conductor.

November 16th—Bergen Burk, wrist sprained getting off moving train at Newtown. J. Worts, engineer; J. H. Ducan, conductor.

November 23d—Isaac H. Beakley, hand cut and side bruised getting off moving train at Camden. T. McCullough, motorman; C. W. Bairne, conductor.

December 10th—D. H. Brown, hand injured by fall getting on moving train at Merchantville. W. Downs, engineer; F. Johnson, conductor.

December 23d—Mrs. Mary Kane, right wrist fractured getting on moving train at Jamesburg. J. Kugler, engineer; H. E. Laird, conductor.

December 26th—John Davidson, killed, jumping off moving train at Hightstown. T. C. Jobes, engineer; D. R. Blizard, conductor.

December 31st—H. V. Johnson, both legs fractured jumping off moving train at Bordentown. W. E. Boyler, engineer; J. B. Dean, conductor.

Persons Killed or Injured by Other Causes.

January 13th—John Demun, cut about face by broken car window at Lamberton, N. J. H. Harker, engineer; J. M. Gordon, conductor.

January 21st—Miss Rose Saar, back injured alighting from train at Riverside, N. J. G. Wilkinson, engineer; Joseph Dowell, conductor.

January 25th—Mrs. Sarah E. Smith, right hip fractured by fall at station.

February 18th—Mrs. Rebecca Loveless, right arm slightly injured by fall at station.

March 12th—S. L. Dinsmore, head slightly injured by fall from train at Camden. George E. Morton, engineer; J. B. Peterson, conductor.

March 12th—Miss Caroline Jones, foot and arm slightly injured by fall from train at Burlington. W. Jobes, engineer; A. F. Perret, conductor.

March 18th—J. W. Havens, right hand injured by car door at Jamesburg Junction. J. Lyons, engineer; J. H. Duncan, conductor.

March 26th—Nestor Drayton, right hand bruised by car door at Beverly, N. J. F. Stratton, engineer; H. G. VanMarter, conductor.

March 30th—Loring Osgood, hand bruised by window falling on same near Delair. R. Andrews, engineer; A. L. Johnson, conductor.

April 4th—Mrs. G. Conover, body bruised by fall alighting from train at Freehold. James Cain, engineer; W. E. VanDusen, conductor.

April 15th—Miss Emma Adams, bruised by fall alighting from train at Beverly. W. Bowe, engineer; E. Stout, conductor.

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April 16th—Morris Sapovitz, arm fractured by fall at Station, Burlington.

April 23d—Morton Peoples, arm injured by car window at Camden. F. Parker, engineer; G. Alexander, conductor.

May 3d—Mrs. K. Snyder, head slightly injured by fall at station, Camden.

May 11th—Joseph Marsui, killed, struck by engine while working on bridge at South Amboy. Charles Compton, engineer; John Navil, conductor.

May 14th—William Comf, hand injured by car window at Morris. F. Dixon, engineer; J. B. Peterson, conductor.

May 27th—Miss Helen Voorhees, injured about head, leg and arm by fall at Jamesburg.

May 31st—George H. Chamberlain, head injured by fall while alighting from train at Ocean Gate. H. Crispin, engineer; A. L. Johnson, conductor.

June 2d—Mrs. S. J. Dillon, ankle sprained alighting from train at Riverton. J. Worts, engineer; J. H. Duncan, conductor.

June 19th—Mrs. Jas. Nesbitt, head and arms injured; Mrs. A. M. Clark, sprained and bruised; Alberta Clark, head and arm bruised, all due to surging of train near Bordentown. W. Downs, engineer; A. L. Johnson, conductor.

June 23d—Mrs. C. S. Carpenter, injured by fall getting on train at Old Bridge. J. Worts, engineer; J. H. Duncan, conductor.

June 23d—Miss Bessie Kairns, back sprained by fall alighting from train at Burlington. E. Emmons, engineer; E. Schneider, conductor.

June 25th—Mrs. G. M. Heintz, leg bruised by fall alighting from train at West Moorestown. H. Crispin, engineer; A. L. Johnson, conductor.

June 28th—Jas. Mahar, hand injured by car door at Allenwood. E. Cain, engineer; A. Davison, conductor.

June 29th—Mrs. H. M. Paist, back sprained by fall alighting from train at Camden. A. C. Lott, engineer; A. L. Johnson, conductor.

July 11th—John Herzer, arm bruised by car window at Camden. B. Hargrove, engineer; W. W. Gaskill, conductor.

July 13th—Mrs. W. Griffith, knees bruised by fall over signal wire at White Hill.

July 17th—Carl Starandwitz, eye injured by broken car window at Horning Grove. W. Lewis, engineer; G. Sickles, conductor.

July 30th—Geo. Wheeler, injured by fall from circus train at Camden. F. Elbertson, engineer; H. Furth, conductor.

August 1st—Mrs. H. G. Lippincott, side injured by fall in car at Camden. H. Harker, engineer; H. P. Lewis, conductor.

August 4th—Miss A. R. Bedwell, arm bruised by fall in car at Mt. Holly. W. Downs, engineer; A. L. Johnson, conductor.

August 13th—Witold Zychschinski, hand injured by car window at Barnegat Pier. W. Lewis, engineer; J. B. Peterson, conductor.

August 29th—Frank Markoski, hand injured by fall at station, Palmyra.

September 7th—Geo. P. Ashmore, legs and arms bruised by fall at station, Riverside.

September 11th—Wm. Gallagher, head and shoulder injured by fall from train at Camden. M. Shute, engineer; J. A. Connell, conductor.

September 21st—R. W. Haines, hand injured by car door closing on same at Smithville. J. G. West, Engineer; C. C. Wills, conductor.

September 26th—Mrs. E. Forst, head and back injured by fall, alighting from train at Beverly. J. Jones, engineer; D. R. Blizard, conductor.

October 1st—Annie Edwards, leg injured alighting from train at New Lisbon. H. Swain, engineer; G. W. Slimm, conductor.

October 6th—Laura Mae King, injured by fall alighting from train at Sea Side Park. H. W. Treaux, engineer; S. R. Way, conductor.

November 8th—Mrs. E. Ring, injured by fall while alighting from train at Moorestown. C. Emmons, engineer; W. A. Gwynne, conductor.

November 19th—Mrs. D. Camburn, side injured by fall at station, Sea Side Park.

December 23d—Mrs. Ida Shuman, ankle injured alighting from train at Mt. Holly. R. Andrews, engineer; A. L. Johnson, conductor.

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Employes Killed or Injured Coupling or Uncoupling Cars.

January 5th, 1910—Jos. A. Fox, freight yard brakeman, right arm sprained and back injured, Camden. H. Trueax, engineer; W. H. Lewis, conductor.

February 2d—R. G. Ross, freight yard brakeman, right hand sprained at Camden. H. Trueax, engineer; W. H. Lewis, conductor.

February 16th—Jacob Snedeker, freight conductor, killed; M. Snedeker, freight brakeman, right leg injured, at Asbury Park. W. H. Tilton, engineer; Jacob Snedeker, conductor.

April 5th—John J. McQuade, freight brakeman, bruised about body at Trenton. S. McConnell, engineer; C. O. Leigh, conductor.

July 9th—J. W. Bennett, freight brakeman, ankle sprained at Jamesburg. D. Emmons, engineer; J. M. Hampton, conductor.

October 26th—W. D. Jolly, Jr., freight brakeman, fatally injured at Freehold. J. Doory, engineer; H. Z. Mount, conductor.

November 6th—C. W. Middleton, freight brakeman, killed at Pavonia. F. Richman, engineer; W. S. Ross, conductor.

Employes Killed or Injured by Other Causes.

January 5th, 1910—Jos. A. Robinson, slipman, right arm and leg injured by handle of wheel on float at Camden.

January 6th—Andrew Mayer, engine preparer, left leg scalded by slipping in barrel of hot water at South Amboy.

January 6th—John Hulehan, Jr., freight brakeman, wrist sprained by fall at Beverly.

January 7th—Jan. Worznica, topman, right foot bruised by crow bar at South Amboy.

January 14th—Wm. E. Downs, gang foreman, right hand cut by machinery at Pavonia shops.

January 19th—C. B. McCue, freight conductor, right side and leg injured handling freight at Roebling.

January 20th—Stanislaw Lewandoski, topman, hip bruised by fall at South Amboy.

January 21st—John Klunck, topman, jaw broken by machinery at South Amboy.

January 22d—John F. Walk, car repairman, right leg wrenched by fall at Pavonia shops.

January 22d—John B. Dean, freight conductor, right ankle sprained getting off engine at Sea Side Park. C. Reynolds, engineer; J. B. Dean, conductor.

January 24th—Robert Wilmerton, laborer, arm injured handling shovel at Beverly.

January 30th—Giovanni Massari, laborer, left hand bruised by machinery at Barnegat Pier.

February 3d—W. H. Doughten, Jr., tinsmith, back bruised by fall at Pavonia shops.

February 8th—Wm. H. Lewis, freight yard conductor, right side and hip bruised by fall from car at Camden. G. Brennan, engineer; W. H. Lewis, conductor.

February 14th—Frank Boger, freight brakeman, body squeezed between cars at Trenton. S. McDonnell, engineer; C. O. Leigh, conductor.

February 15th—Pioter Waskewicz, topman, back sprained handling piece of iron at South Amboy.

February 17th—Wm. T. Perry, engineman, left side and right wrist injured by fall from engine at Bordentown.

February 21st—Wincenty Kiren, topman, ankle sprained by fall from car at South Amboy.

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February 23d—J. J. Dean, freight brakeman, back slightly injured striking obstacle, due to leaning too far from side of train at Burlington. H. Cable, engineer; R. R. West, conductor.

February 24th—Jas. J. Conroy, freight yard brakeman, right arm, shoulder and hand bruised by fall from engine at Camden.

February 26th—J. F. Fay, freight brakeman, leg bruised getting off train at Runyon. P. R. Cahill, engineer; J. A. Willes, conductor.

February 27th—M. W. Seitz, flagman, left ankle sprained and fractured and back sprained by fall from train at Jamesburg Junction. T. H. Cope, engineer; M. Morris, conductor.

March 4th—Geo. E. Saunders, freight car repairman, right hand injured by machinery at South Amboy.

March 5th—Thos. Walk, car builder, hand lacerated handling tools at Pavonia shops.

March 7th—Wazyl Romanow, topman, body bruised, caught between cars on pier at South Amboy.

March 10th—Thos. Frazier, laborer, back sprained handling lumber at Pavonia shops.

March 11th—B. H. Hendrickson, shop hand, face and neck scalded repairing engine at Long Branch.

March 11th—Martin Nobel, chute tender, leg bruised by piece of lumber at South Amboy.

March 14th—Thomas Bohan, trimmer, right hand fractured by fall at South Amboy.

March 17th—H. Taylor, freight brakeman, skull fractured by overhead bridge at Newtown. H. G. Stonaker, engineer; P. Salmon, conductor.

March 19th—Wm. Snyder, freight brakeman, ankle sprained jumping on engiine at Runyon. C. W. Huggins, engineer; E. B. Ellhop, conductor.

March 26th—J. F. Fay, freight brakeman, leg bruised, slipped getting off car at Runyon. P. P. Cahill, engineer; J. A. Willes, conductor.

March 30th—Salvatore Fiorelli, track laborer, right side injured by fall from car at Florence.

April 5th—Saveria Rocca, track laborer, back wrenched unloading ties at South Amboy.

April 6th—Geo. N. Rossell, carpenter, right ride injured by baggage truck at Bordentown.

April 9th—Edw. J. Dessalet, laborer, right hand injured, derailing engine at South Amboy.

April 12th—James Tracey, engine preparer, right side injured, struck by engine at Camden. Geo. Terrell, engineer; C. H. Wainwright, conductor.

April 13th—John Saul, car repairman, scalp bruised by fall at Pavonia shops.

April 13th—John Dougherty, track laborer, foot bruised handling ties at Old Bridge.

April 13th—C. W. Morgan, fireman, wrist sprained and face cut by fall from car at Vincentown. J. G. West, engineer; C. C. Wills, conductor.

April 14th—John Keenan, car repairman, hand mashed jacking up car at Pavonia shops.

April 22d—Robert Elliott, mill hand, thumb cut handling tools at Pavonia shops.

April 26th—John Pihs, car repairman, hand cut handling machinery at Pavonia shops.

May 3d—Frederick Doriet, laborer, right foot sprained by truck at Camden.

May 3d—Bronislaw Debizinski, topman, side bruised handling tools at South Amboy.

May 2d—Howard J. Smith, freight brakeman, right hand crushed by barrel of iron at Sea Girt.

May 5th—Lee Renner, yard clerk, back sprained by fall from car at Pavonia.

May 10th—Valentine Massari, track laborer, back sprained handling ties at Roebling.

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May 10th—Ignacy Szamrita, topman, foot bruised by piece of timer at South Amboy.

May 12th—C. R. McDaniel, track laborer, right foot bruised handling frog at Bordentown.

May 14th—August H. Klapp, car repairman, left ankle sprained by fall at Pavonia shops.

May 16th—Wm. J. Rogers, laborer, left foot bruised by fall at Camden freight station.

May 28th—Geo. Tyrell, carpenter, left leg cut by adze at Fish House.

May 29th—R. J. Ford, freight yard brakeman, left leg fractured by pipe shifting in car at Pavonia. Geo. Terrell, engineer; M. Golden, conductor.

May 30th—H. G. Force, laborer, foot crushed by piece of iron falling on same at Camden.

June 16th—Thos. M. McDonald, laborer, two fingers crushed handling pipe at Camden.

June 16th—Edw. Applegate, laborer, foot injured handling freight at Bordentown.

June 19th—John Rothermel, machinist, left hand injured handling tools at Camden.

June 15th—J. J. Mapes, freight brakeman, back sprained handling barrel at East Burlington. H. Bloodgood, engineer; M. Sears, conductor.

June 22d—John D. Hutton, freight brakeman, hand bruised by fall from train at Pavonia. J. T. Rodgers, engineer; R. R. West, conductor.

June 23d—John Murphy, lineman, back sprained by fall from telegraph pole at East Burlington.

June 24th—Nunzio Coco, track laborer, hand mashed handling lumber at East Burlington.

June 27th—Samuel Meredith, freight yard brakeman, hand injured by hand brake at Camden. Thos. Stanton, engineer; F. O. Bacon, conductor.

June 28th—J. H. Coward, flagman, back injured by fall in cabin car at Palmyra. H. Bloodgood, engineer; M. Sears, conductor.

July 2d—John Huston, engineman, right arm fractured by obstruction side of track at Camden.

July 12th—Harry Harker, carpenter, hand bruised handling timber at West Moorestown.

July 12th—Frank Boger, freight brakeman, right ankle sprained by fall from car at Trenton.

July 26th—C. A. Dornberger, freight brakeman, injured about body and head, struck car on adjoining track at Jamesburg. E. P. King, engineer; Jos. Reed, conductor.

July 27th—C. P. Hambleton, freight car repairman, hand injured handling iron at Camden.

July 29th—Charles F. Cromwell, laborer, left ankle fractured handling freight at Camden.

August 1st—Adam Nebus, freight car repairman, head cut handling tools at South Amboy.

August 2d—G. I. Pittman, freight yard brakeman, both legs crushed by falling under wheels of train at Pavonia. B. Hargrove, engineer; W. W. Gaskill, conductor.

August 2d—Arthur P. Schaeffer, floatman, arm and body bruised by fall on float at Camden.

August 3d—J. M. Johnson, engine preparer, foot bruised by piece of coal falling on same at Camden.

August 3d—E. E. Warwick, engine preparer, large toe left foot mashed by piece of iron at Camden.

August 4th—Jacob Pettet, crossing watchman, right arm broken and head cut by train at Manasquan. W. Lacy, engineer; J. V. Murray, conductor.

August 4th—Henry Klapproth, freight car repairman, right eye cut by piece of steel at Camden.

August 9th—S. Meredith, freight brakeman, arm sprained by brake wheel at Camden. L. Elms, engineer; F. O. Bacon, conductor.

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August 9th—W. C. Petty, freight brakeman, foot bruised by bundle of iron at Jamesburg.

August 11th—Albert Lott, freight brakeman, left ankle bruised by fall from hand car at Old Bridge.

August 15th—P. J. Maggioncalda, freight brakeman, right thigh bruised, caught between cars at Whitings. U. S. Wells, engineer; D. Carson, conductor.

August 17th—Alberino Mariconi, track laborer, back sprained handling cross ties at Bordentown.

August 20th—W. Applegate, laborer, ankle and back sprained by fall from car at Florence.

August 27th—J. R. Frake, laborer, hand cut by lump of coal falling on same at Camden.

August 28th—E. L. Tice, freight brakeman, foot bruised by box of freight falling on same at Old Bridge.

August 31st—Valentini Massiri, track laborer, back sprained handling timber at Bordentown.

September 1st—Jesse V. Watson, slipman, right foot bruised by piece of wood at Camden.

September 2d—Liberto Leone, laborer, both legs bruised by fall from trestle at Camden.

September 3d—D. H. Hayes, air brake helper, left hand injured by air pump on locomotive at Camden.

September 5th—Vincenzio Buendonno, laborer, right foot bruised by fall at coal pit, Camden.

September 9th—M. L. Hastings, laborer, left hand injured handling lumber at Pavonia shops.

September 10th—P. J. Farrell, freight brakeman, killed, falling under wheels of car at Camden. W. Lawson, engineer; W. W. Pittman, conductor.

September 11th—A. P. Schaeffer, deck hand, left wrist sprained by tow line at Camden.

September 12th—W. A. Elbertson, machinist, left hand mashed by brake beam falling on same at Camden.

September 15th—Jas. Gravatt, Jr., freight brakeman, fatally injured, struck by overhead bridge at Elberon. Thos. Ervin, engineer; J. H. Ward, conductor.

September 17th—Nicola DiGiviona, track laborer, fatally injured, struck by train at Pavonia. Geo. Willetts, engineer; F. P. Dowell, conductor.

September 24th—John F. Walk, freight car repairman, right eye injured by piece of steel at Camden.

September 22d—S. C. Moore, fireman, body and hand injured by falling from engine at Pavonia. F. Richman, engineer; E. P. Dowell, conductor.

September 27th—Wm. Kesler, baggage master, shoulder injured jumping from train at Bordentown. H. Trueax, engineer; D. R. Blizard, conductor.

September 28th—Fred. J. Wilson, track laborer, head and body injured falling from car at Bordentown.

September 29th—A. C. Applegate, freight brakeman, hand injured by lading shifting on car at Jamesburg. R. T. Clayton, engineer; E. Patton, conductor.

October 3d—L. S. Griffin, mill hand, hand injured handling tools at Pavonia shops.

October 3—Wm. Nelson, painter, hand injured by piece of copper on roof at Pavonia.

October 4th—Matteo Langella, laborer, arm crushed in machinery at Camden round house.

October 6th—Walter McDowell, carpenter, head and body bruised by fall at Hightstown.

October 7th—Harry McCurdy, mill hand, eye injured by machinery at Pavonia shops.

October 8th—Thos. Adams, car builder, arm and shoulder bruised and sprained handling lumber at Pavonia shops.

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October 7th—Geo. B. Clemens, flagman, hand fractured by brake wheel at Runyon. J. J. Stapleton, engineer; J. V. M. Book, conductor.

October 11th—Frank J. Brown, freight yard brakeman, ankle slightly sprained getting off train at Camden. T. Stanton, engineer; F. O. Bacon, conductor.

October 12th—B. O. Longstreet, fireman, foot injured handling milk cans at Newtown. E. W. Cain, engineer; A. Davison, conductor.

October 12th—G. Stevenson, freight brakeman, ankle sprained jumping off train at Stanwick. S. Dicus, engineer; E. F. Coughlin, conductor.

October 19th—Frank Phillips, freight car repairman, hand cut handling tools at South Amboy.

October 21st—Bartolomeo Zappicchi, track laborer, back bruised by lumber at White Hill.

October 21st—Paul Rego, laborer, leg broken and head injured by beam of tool car at South Amboy.

October 27th—F. Kwiecinski, car repairman, hand injured by hammer at South Amboy.

October 28th—T. T. Nicholson, mill hand, ankle sprained at Pavonia shops.

October 28th—J. R. Doran, station helper, hand injured handling freight at East Burlington.

November 3d—W. Kistner, freight brakeman, injured about head by falling in ditch along track at Browns Mills Junction.

November 9th—John Klapnack, track laborer, shoulder dislocated by fall at South Amboy.

November 11th—W. F. Pittman, freight conductor, hand sprained by fall at Pavonia.

November 11th—T. J. VanZant, freight brakeman, side sprained jumping off train at Roebling. W. T. Perry, engineer; F. L. Steen, conductor.

November 11th—Frank Powell, laborer, foot injured handling barrel at Camden.

November 11th—Daniel Casby, laborer, hand injured by car door at Camden.

November 12th—F. P. McKenna, freight brakeman, hand crushed by car wheel at Pavonia.

November 12th—John A. Gregg, freight brakeman, both wrists slightly injured by fall from engine at Spotswood. E. D. Huber, engineer; H. D. Rue, conductor.

November 12th—Guiseppa D'Alessandro, track laborer, killed, struck by engine at Camden. J. C. Dwyer, engineer.

November 12th—Wm. Nebus, topman, foot injured by car door at South Amboy.

November 14th—Allan B. Stewart, engineman, hand sprained getting off engine at Pavonia.

November 19th—Nicholas J. Ryan, laborer, foot bruised by box of freight at Camden.

November 19th—Harry A. Russell, laborer, foot bruised by piece of freight at Camden.

November 25th—Daniel Z. Lippincott, machinist, hand sprained by fall at Camden engine house.

November 26th—Charles H. Pullen, track laborer, foot and ankle bruised handling rail at Hightstown.

November 30th—L. R. Corson, freight yard conductor, injured about head, body and legs, struck by engine at Camden. A. Fennimore, engineer.

December 1st—Wm. F. Denneler, laborer, right foot bruised handling tools at Pavonia shops.

December 1st—James Bailey, gang foreman, killed by fall from trestle at South Amboy.

December 1st—F. E. Gordon, laborer, left hand injured by truck at Camden freight station.

December 3d—Wm. A. Gosson, Jr., signal repairman, back, hip and arm bruised by fall down stairs of tower at Camden.

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December 5th—E. E. Prickett, track laborer, left hand injured handling lumber at Pemberton.

December 6th—T. B. White, freight flagman, hip and shoulder bruised by fall in cabin car at Old Bridge. P. V. Guscoll, engineer; C. E. Pettit, conductor.

December 11th—J. R. Frake, laborer, cut over left eye by lump of coal at Camden.

December 12th—Robert Hemphill, signal repairman, back injured by fall down stairs of tower at Camden.

December 14th—S. Urbiski, topman, head and body bruised by fall at South Amboy.

December 17th—H. C. Schanze, foreman, head injured by brick falling on same at Pavonia shops.

December 18th—H. Applegate, freight brakeman, right hand injured by car door at Yardville. T. C. Eckman, engineer; W. Smith, conductor.

December 19th—S. Matthews, track laborer, left hand injured handling lumber near Hartford.

December 20th—D. S. A. Lapp, car inspector, left ankle bruised by falling in hole at Camden.

December 22d—R. E. Hamilton, track laborer, right hand cut handling ties at Whitings.

December 23d—W. J. Tracy, boilermaker, left eye injured by piece of steel at Camden.

December 27th—J. C. Doxsey, engine preparer, left ankle sprained falling in ash pit at Camden.

All of the above-named conductors and enginemen are still retained in the service of the company.

VENICE PARK RAILROAD COMPANY.

Capital stock paid in,	$2,000 00
Bonded debt—None.	
Floating debt,	16,000 00
Cost of road and equipments,	$14,650 00

Dividends paid during the year 1910, and how paid—None.

The road extends from Atlantic City and Shore Line at Ohio avenue to Venice Park, a distance of .56 miles, in Atlantic City, N. J.

RECEIPTS AND EXPENSES FOR 1910.

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, about,	$2,000 00

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REMARKS.

This company maintains a connection between Venice Park and the Atlantic City and Shore Line for the convenience of the residents of Venice Park, and charges no fares for the service.

P. O. address of the above company—Venice Park Railroad Company, Suit 1134, 165 Broadway, New York.

State of New York, New York county, *ss.*—W. R. Osborn, being duly sworn, on his oath says, that he is President of the Venice Park Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

W. R. OSBORN.

Sworn and subscribed before me this eighth day of March, A. D. 1911.

[L. S.]

ALICE W. PARSONS,
Notary Public, Kings Co.
Certificate filed in N. Y. Co.

ACCIDENTS.

None.

VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock paid in,	$25,000 00
Bonded debt,	15,000 00
Floating debt,	766 79
Cost of road and equipments,	40,250 54

The road extends from Evansville, N. J., to Vincentown, N. J., a distance of 2.77 miles.

It is leased to the United New Jersey Railroad and Canal Company at an annual rental of lease assigned to the Pennsyl-

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vania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $15,000 capital stock and taxes. Bonded debt assumed by the Pennsylvania Railroad Company at maturity and interest ceased.

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

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

SAMUEL REA.

Sworn and subscribed before me this sixteenth day of February, A. D. 1911.

LEWIS NEILSON,
[L. S.] *Notary Public.*
Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$1,528 80
Income from freight,	5,103 02
Income from other sources,	1,174 46
Total,	$7,806 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$9,262 45

Dividends paid during the year 1910, and how paid—Two of three per cent. each on $15,000 stock, paid in cash.

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

ACCIDENTS.

Accidents, if any, are reported by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company.

* Includes $1,307.67, rental paid for use of road and taxes.

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VINELAND RAILROAD COMPANY.

Capital stock paid in, ... $600,000 00

The road extends from Atsion to Bayside, a distance of 46.82 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds
for New Jersey in New York.

[L. S.]

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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VINELAND BRANCH RAILROAD COMPANY.

Capital stock paid in, ... $8,000 00

The road extends from a point on the Vineland Railroad near Bowentown Station, to a point in Bridgeton, near Broad street, a distance of 3.655 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
[L. S.] *Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

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THE WARREN RAILROAD COMPANY.

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	2,074 38
Cost of road and equipments,	$3,196,074 38

The road extends from Hampton, N. J., to the Delaware river, a distance of 18.82 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 7 per cent. on its stock and interest on its bonds.

Report of operations is included in that of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

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

B. D. CALDWELL.

Sworn and subscribed before me, this fourteenth day of February, A. D. 1911.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings Co., Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1910.

Included in report of the Morris and Essex Railroad Company.

Amounts paid to stockholders during the year 1910, and how paid, $126,000 Paid in cash directly to stockholders by the Delaware, Lackawanna and Western Railroad Company.

P. O. address of this company—90 West street, New York City, N. Y.

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ACCIDENTS.

February 18th, 1910—McHeath, Mary J. and child, trespassers, woman carrying child struck while walking track, contusions and abrasions, Oxford Furnace.

May 8th—McCleary, Elmer, trespasser, found lying between tracks, shoulder and leg cut, Oxford Furnace.

July 1st—Burd, James, automobile had stopped on crossing and occupants were endeavoring to start same, struck, injured about head and shoulders, Buttzville.

August 1st—Axteman, Charles, driver, injured while driving wagon over crossing, struck, Delaware.

August 24th—Wayde, Esther, trespasser, child attempting to get on board moving freight train, had foot cut off by train near Oxford Furnace.

THE WEST END RAILROAD COMPANY.

Capital stock paid in, ... $43,700 00

The road extends from East Long Branch to West End, a distance of 1.36 miles.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of The West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this twentieth day of February, A. D. 1911.

GEORGE M. BANKS, JR.,
[L. S.] *Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1910, and how paid—None.

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

ACCIDENTS.

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

WEST JERSEY AND SEASHORE RAILROAD COMPANY.

Capital stock paid in,	$9,681,800 00
Bonded debt,	8,139,300 00

Floating debt—None.

Cost of road and equipments, $19,574,865 38

Dividends paid during the year 1910, and how paid—Two of 2½ per cent. each on the common capital stock and two of 3 per cent. each on the special guaranteed stock, all paid in cash.

The road extends from—

	Miles.
Camden Electric Terminal to Cape May, Grant street station,	81.62
Connection with Atlantic City Railroad at Mt. Pleasant station, 860 feet north of station, to 4,362 feet north of Mt. Pleasant station,	0.71
Woodbury, 1,759 feet south of station, to 140 feet south of south abutment of bridge 213, south of Pennsgrove station,	21.71
Woodbury, 1,759 feet south of center of station, to Salem, 38 feet north of the station,	28.35
Riddleton Junction, 39 feet north of station, to Elmer, 255 feet north of station,	10.38
Alloway Junction, 428.5 feet north of station, to Quinton, 41 feet south of station,	4.22
Salem, 1,507 feet north of station, to 1,580 feet south of Broadway, Salem,	1.25
Glassboro, 480 feet north of station, to Bridgeton, 35 feet north of Pearl and Lemon streets station,	20.83
Bridgeton, 323 feet north of center of Penn street, to 242 feet south of old passenger station,	0.53
Newfield, 623 feet north of station, to Atlantic City, 40 feet north of Tennessee avenue station,	34.55
Pleasantville, 568 feet south of station, to Somers Point, 408 feet south of station,	7.20
Manumuskin, 490 feet north of station, to Maurice river, 77 feet south of station, opposite Port Norris,	9.75
Sea Isle Junction, 369 feet north of station, to Ocean City, 230 feet south of Second street station,	16.24
Sea Isle City, 361 feet south of Prospect street station, to Stone Harbor, 3,365 feet south of station,	9.43
Wildwood Junction, 295 feet north of station, to Wildwood Crest, 1,861 feet south of Station,	8.36

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Camden (Cooper's Point) to Atlantic City,	58.78
Connection with Atlantic City Railroad at Winslow Junction, 173 feet south of station, to Winslow Junction, 3,023 feet south of station,	0.54
Camden, 389 feet south of Starr station, to South Camden, 865 feet north of station,	0.98
Haddonfield, 445 feet south of station, to Medford, 1,423 feet south of station,	11.90
Junction, 410 feet north of Drawbridge station, Atlantic City, to junction with Atlantic City and Longport Branch, 51 feet south of center of Providence avenue,	1.23
Atlantic City, Absecon Inlet, to Longport, 760 feet south of station,	8.38
A total distance of,	336.94

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$3,808,778 70
Income from freight,	1,798,906 01
Income from other sources,	602,425 96
Total,	$6,210,110 67
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$5,478,597 76

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910 are correct and true, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this twenty-first day of February, A. D. 1911.

LEWIS NEILSON,

[L. S.] *Notary Public.*

Commission expires February 26th, 1913.

ACCIDENTS.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

February 2d, 1910—Reuben L. Edwards, killed at Haddonfied, N. J. W. E. Hand, engineman; W. R. Adams, conductor.

* Includes $719,150.29 interest on bonded debt taxes and other obligatory charges.

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February 4th—David Miller, killed at Camden, N. J. W. Howey, motorman; J. D. Parks, conductor.

April 2d—Mrs. John Craig, killed at Berlin, N. J. W. E. Keefe, engineman; P. J. Barrett, conductor.

April 12th—Isaac Raphael, Ralph Raphael, injured at Berlin, N. J. F. A. Potts, engineman; H. H. Hawkins, conductor.

May 5th—D. B. Roop, injured at West Berlin, N. J. Frank Husted, engineman; C. D. Harrold, conductor.

May 10th—John Bradley, injured at South Camden, N. J. W. Taylor, motorman; W. B. Stiles, conductor.

May 16th—Frank Messina, Harry Leistner, injured at Newfield, N. J. W. G. Hand, motorman; A. C. Henderson, conductor.

May 29th—Charles Wilson, injured at Woodbury, N. J. G. S. Huff, motorman; A. L. Hann, conductor.

June 25th—Richard Risley, killed at Pleasantville, N. J. J. H. Griner, motorman; N. S. Dannehower, conductor.

July 4th—Kathryn Querns, Herbert Brooks, injured at Ocean City, N. J. J. A. Nungessor, engineman; M. A. Fitch, conductor.

July 16th—John Brady, killed at Newfield, N. J. B. C. Madera, motorman; M. A. Cole, conductor.

August 9th—F. W. Feldner, Mrs. F. W. Feldner, Fritz Mergenthaler, Mrs. Fritz Mergenthaler, Milton C. Jones, killed at Cape May, N. J. J. M. Wheaton, engineman; G. C. Taylor, conductor.

August 15th—William Patton, killed at Franklinville, N. J. George Parker, motorman; O. J. McCann, conductor.

August 27th—Harry Cohen, Louis Dinetz, injured at South Camden, N. J. F. T. Clayton, motorman; A. Shinn, conductor.

September 23d—Joshua Borton, injured at West Berlin, N. J. E. J. Plant, engineman; ——— Freeman, conductor.

September 7th—R. D. Workman, injured at Woodbury, N. J. F. Ireton, engineman; H. H. Barnart, conductor.

September 8th—H. R. Montgomery, killed at Ocean City, N. J. H. Nothaker, engineman; O. J. McCann, conductor.

September 10th—A. B. Fischer, injured at Atco, N. J. R. Van, engineman; J. L. Curtis, conductor.

September 12th—George Thurlow, injured at Absecon, N. J. C. C. Gosling, engineman; ——— ———.

September 15th—J. Shaw, injured at Holly Beach, N. J. T. J. Troy, engineman; J. Halleran, conductor.

September 25th—Mrs. S. B. James, Miss Helen Higgins, injured at Pitman, N. J. R. S. Doughty, motorman; H. B. Mathues, conductor.

September 25th—Charles P. Fest, Mrs. W. G. Mackey, C. P. Davis, killed at Gloucester, N. J.; Myrtle Fest, W. F. Mackey, injured at Gloucester, N. J. S. R. Stinson, motorman; L. M. Godfrey, conductor.

October 10th—Mrs. Mary Monohan, killed at West Haddonfield, N. J. C. W. Steelman, engineman; J. A. Connell, conductor.

October 31st—John Wright, injured at Atlantic City, N. J. F. Potts, engineman; J. C. Wallace, conductor.

November 22d—James Gallagher, injured at Swedesboro, N. J. J. Kennedy, engineman; J. C. Miller, conductor.

December 13th—Robert J. Ramsey, injured at Glassboro, N. J. W. Vanaman, motorman; J. F. Williams, conductor.

December 24th—Robert Berry, Jr., killed at Westville, N. J. B. Madera, motorman; C. F. McClure, conductor.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

May 27th, 1910—William Langley, injured at Ashland, N. J. E. R. Thomas, engineman; C. Shingle, conductor.

July 4th—J. H. Eastright, injured at Wildwood Crest, N. J. J. M. F. Bowers, engineman; A. L. Sparks, conductor.

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July 6th—Mrs. H. P. Benswanger, injured at Atlantic City, N. J.
August 4th—Charles Young, injured at Pitman, N. J. George Huff, motorman; H. Steer, conductor.
August 6th—Mrs. George S. Haines, injured at Atlantic City, N. J. J. Lovett, engineman; W. S. Johnson, conductor.
August 22d—Mrs. L. Rice, Miss M. Jordan, injured at Ocean City, N. J. J. W. Sharp, engineman; B. T. Steelman, conductor.
September 3d—Walter McCafferty, killed at Grassy Sound, N. J. W. H. Churchhill, engineman; W. A. Stone, conductor.
September 9th—Lewis VanMeter, injured at Wenonah, N. J. W. G. Haines, motorman; H. Walker, conductor.
September 14th—Bernard Riley, injured at Anglesea, N. J. Thomas Crean, engineman; L. C. Wright, conductor.
November 12th—Horace Mick, injured at Bridgeton, N. J. R. Willis, engineman; G. D. Moore, conductor.

Persons Killed or Injured by Coming in Contact with Third Rail While Trespassing on Tracks.

June 6th, 1910—Philip Gagus, injured at Westville, N. J.
July 3d—Antonio Di Marchi, injured at Minotola, N. J.
July 4th—Gladys Rice, injured at Newfield, N. J.
July 8th—Unknown man, killed at Richland, N. J.
July 17th—Charles Wilckes, injured at Westville, N. J.
November 28th—Leo Holland, injured at Glassboro, N. J.
December 25th—Unknown man, killed at Pleasantville, N. J.

Person Struck by Passing Trains and Killed or Injured While Trespassing on Tracks.

January 8th, 1910—Joseph Mucha, injured at Camden, N. J. Daniel Izard, engineman; F. A. Baker, conductor.
February 23d—P. H. Prettyman, killed at Elmer, N. J. C. W. Letts, engineman; G. D. Moore, conductor.
June 29th—Edith Magee, killed at North Woodbury, N. J. F. T. Clayton, motorman; Arthur Shinn, conductor.
July 27th—J. Wesley Simmons, killed at Millville, N. J. F. W. Stevenson, engineman; J. T. Sayer, conductor.
August 22d—Raymond Cross, killed at Camden, N. J.
August 24th—Unknown man, killed at Pleasantville, N. J. F. J. Kleinschmidt, engineman; H. S. Flinn, conductor.
September 9th—Daniel Lodor, injured at Bridgeton, N. J.
October 7th—James Toole, injured at Swedesboro, N. J. W. Richman, engineman; J. Golder, conductor.
December 3d—Robert Harberson, killed at Penns Grove, N. J. R. A. Cashman, engineman; E. F. L. Charles, conductor.
December 19th—Joseph Krouse, injured at South Camden, N. J. W. Laurie, engineman; E. J. Ayers, conductor.

Passengers Injured in the Manner Stated.

September 3d, 1910—Mrs. Mary Mooney, injured at Atlantic City, N. J. Globe in coach fell on and cut her hand. ——— English, engineman; H. Hewitt, conductor.
September 3d—Adam Rau, injured at Winslow Junction, N. J. Closet door closed on finger. A. H. Grace, engineman; J. W. Sharp, conductor.
September 7th—Mrs. W. L. Fox, injured at Bridgeton, N. J. Fell on step in alighting from train. C. Letts, engineman; G. D. Moore, conductor.

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Employes Killed or Injured as Stated.

January 17th, 1910—Frederick Lofland, brakeman, injured at Newfield, N. J. Fell from box car of train while in performance of duties. Engineman, J. W. Sharp; conductor, J. C. Wilhelm.

February 7th—Raymond F. Wright, sub-station operator, killed at South Camden, N. J. Came in contact with live feed wire at sub-station.

March 2d—G. W. Jenkins, brakeman, killed at Westville, N. J. Fell from freight car and run over by train. Engineman, W. C. Albertson; conductor, F. W. Blake.

March 16th—W. G. Adams, brakeman, injured at Elmer, N. J. Fell from car and run over by train. Engineman, E. F. Brown; conductor, W. D. Peck.

March 21st—Pemberton Carlisle, carpenter, injured at Ocean City, N. J. Struck by piling while handling material.

April 7th—W. E. Beadle, brakeman, killed at Mays Landing, N. J. Fell from box car and run over by train. Engineman, E. A. Grace; conductor, H. L. Van Meter.

May 5th—A. H. Grace, engineman, injured at Atlantic City, N. J. Arm struck by trolley pole on Atlantic avenue. Conductor, H. L. Van Meter.

May 12th—E. G. Mitchell, brakeman, injured at Ocean City, N. J. Wrist injured while using hand brakes. Engineman, S. Tatem; conductor, B. B. Hughes.

June 15th—A. Allen, brakeman, injured at Haddonfield, N. J. Coupling cars. Engineman, J. Y. Hoagland; conductor, W. B. Stratton.

August 12th—Stephen C. Connell, signal repairman, injured at Minotola, N. J. Hammer he was using came in contract with third rail.

August 21st—E. B. Clinger, brakeman, injured at Alloway, N. J. Engineman, J. Ackroyd; conductor, L. C. Womer.

September 5th—F. Emhoff, brakeman, injured at Vineland, N. J. Freight door fell on and injured him. Engineman, T. J. Fitzgerald; conductor, J. C. Wilhelm.

September 6th—John Stretch, laborer, injured at Cooper's Point, N. J. Freight car door fell on and injured him.

September 6th—Ernest White, track laborer, injured at Bridgeton, N. J. Piece rail fell and struck him on arm.

September 7th—A. L. Fox, conductor, injured at Atlantic City, N. J. Air hose became detached and struck him in face.

September 8th—F. Merrion, brakeman, injured at South Vineland, N. J. Injured by coming in contact with pole alongside track. Engineman, J. T. Hayes; conductor, J. H. Evans.

September 9th—H. G. Meiser, brakeman, injured at Millville, N. J. Caught between two cars and squeezed. Engineman, J. Schock; conductor, J. Y. Vogenberg.

October 1st—J. C. Downs, brakeman, injured at Salem, N. J. Caught between car and side of building and squeezed. Engineman, F. Eldridge; conductor, R. D. Mason.

October 23d—P. B. Tomlinson, brakeman, injured at Alloway, N. J. Struck by overhead bridge while riding on box car. Engineman, S. J. Lang; conductor, J. S. Bates.

November 12th—W. H. Matlack, brakeman, injured at Gibbstown, N. J. Foot injured while attempting to open coupler. Engineman, Geo. Ludlam; conductor, W. J. Clark.

November 14th—W. B. Wilson, engineman, injured at Cuthbert, N. J. Scalded by packing of injector on engine blowing out. Conductor, W. S. Miller.

December 10th—J. J. Jones, brakeman, injured at Ancora, N. J. Scoop lever on engine flew up and struck face. Engineman, Geo. Ludlam; conductor, J. F. Harrigle.

December 13th—J. J. Peyton, brakeman, injured at Camden, N. J. Caught between two cars and squeezed. Engineman, A. J. English; conductor, H. E. Wells.

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WEST SHORE RAILROAD COMPANY.

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,000,00 00
Floating debt,	9,708,407 60
Cost of property and franchises,	$69,708,407 60

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 423.67 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds secured by a mortgage not to exceed fifty million dollars.

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

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me this seventeenth day of February, A. D. 1911.

D. H. HOUSE,
Notary Public in and for Westchester County, N. Y.
[L. S.] *Certificate filed in New York County.*
My Commission expires March 30th, 1912.

RECEIPTS AND EXPENSES FOR 1910.

See affidavit below.

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P. O. address of this company—Grand Central Terminal, New York City.

State of New York, County of New York, *ss.*—R. A. White, General Auditor of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn says, that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey, on the West Shore Railroad, during the year ended December 31st, 1910, is correct and true, to the best of his knowledge and belief.

R. A. WHITE,
General Auditor.

Sworn and subscribed before me this sixteenth day of February, A. D. 1911.

D. H. HOUSE,
Notary Public in and for Westchester County, N. Y.
[L. S.] *Certificate filed in New York County.*
My Commission expires March 30th, 1912.

ACCIDENTS.

January 5th, 1910—Weehawken, J. A. Donnelly, employe, brakeman, while standing in caboose which was not moving, hard coupling was made, throwing him against stove and on floor.

January 5th—Little Ferry, W. W. Hotchkiss, employe, injured, freight extra O. and W. engine No. 280 derailed at the above point, due to the obstruction caused by the derailment of freight train TW-6 at the same point. No disciplinary action was taken. East-bound main blocked three hours and thirty minutes. Damage to equipment, $235.

January 5th—Little Ferry, none injured, freight train TW-6, west bound, derailed at the above point, due to arch bar on west truck of car C. C. C. and St. L. No. 4265 breaking and catching in the guard-rail, causing same to be derailed. No disciplinary action taken. West-bound main blocked seven hours and thirty minutes. Conductor, G. O'Brien; engineman, G. Klothe.

January 8th—Dumont, H. Thomas, employe, brakeman, injured while setting up hand brake on car, chain broke and caused him to fall back on car.

January 8th—Weehawken, G. Evans, employe, injured while turning water plug, caught finger in same, due to fireman turning plug the wrong way.

January 10th—New Durham, Joseph Constantino, employe, engine watchman, injured while hooking fire on engine, struck his hand against tank of engine.

January 10th—Weehawken, N. C. Baker, employe, brakeman, injured while making coupling, after which he attempted to get up on platform from between cars, fell between cars, which were moving, and platform.

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January 14th—Granton, A. O'Brien, enploye, laborer, injured while loading bridge on to truck, bridge slipped and caught his finger.

January 14th—Weehawken, T. Ackerman, passenger, injured, claims to have fallen over pail on station platform after alighting from train.

January 19th—S. Topick, employe, injured while handling rails on flat car, stepped on nail.

January 23d—Weehawken, A. Kamps, employe, injured, jumped from rear of engine No. 2102 to avoid hard coupling, was struck by some unknown object which flew from engine.

January 28th—Weehawken, M. Segvich, employe, injured while hoisting engine, was working, link struck him and knocked him out of car.

January 29th—Weehawken, C. J. Meara, enploye, injured while standing on track giving signals to engineer, was struck by another train backing.

January 29th—Weehawken, H. Thomas, employe, injured while alighting from car, was knocked from same, due to hard coupling being made.

February 6th—Weehawken, John F. Trears, employe, yard brakeman, coupling engine onto coach, drawheads slipped by, squeezing him between engine and coach.

February 6th—Weehawken, O. T. McCarter, employe, foreman, injured, walking through tunnel fell over rail.

February 7th—Weehawken, Robert V. Fowler, employe, yard brakeman, injured, squeezed between moving freight car and platform on float.

February 7th—New Durham, John C. Young, employe, fireman, injured, stepped into hole in engine house floor.

February 17th—Weehawken, William H. Allen, employe, car inspector, injured, slipped and fell on ice on platform.

February 19th—Weehawken, A. Lemond, employe, injured, slipped and fell on ice on ground while carrying a jack, and jack struck him on knee.

February 23d—Weehawken, Charles T. Costello, employe, yard brakeman, injured, cut off lever did not work, got in between car to lift pin and slack was pulled out of cars.

February 27th—Bogota, William J. Kelly, employe, crossing flagman, injured, fireman's rake fell from engine and struck him.

March 6th—Bogota, Harry Jaquish, passenger, injured, coach door closed on her hand.

March 13th—Weehawken, James Festlante, employe, car cleaner, injured, was on ladder cleaning windows of coach when train backed up, throwing him to ground.

March 16th—Granton, Giovanni Lorusso, employe, laborer, injured, wheel of hand truck ran over his foot.

March 16th—Granton, Gildo Nowakairch, employe, laborer, injured, was handling heavy case of machinery when bar slipped and struck him.

March 16th—Weehawken, Robert Pascale, employe, injured, was cleaning windows on coach, glass broke and his hand went through window.

March 16th—Weehawken, John H. Cozine, employe, yard brakeman, injured, slipped on tie and fell.

March 17th—Weehawken, Edw. J. O'Hare, employe, brakeman, injured, walking across tracks in yard, stumbled and fell over rail.

March 20th—Haworth, F. A. Marshall, passenger, injured, shut car door on his own hand.

March 24th—Weehawken, Michael J. Healy, employe, stationary fireman, injured, was shaking grate and dumping grate dropped, catching his finger.

March 25th—New Durham, L. Moran, employe, section laborer, injured, while putting ties in track he caught his foot between tie and rail.

March 26th—Weehawken, C. O. Johnson, passenger, injured while closing window of coach, it dropped on her finger. Train No. 3, conductor, C. O. Johnson; engineman, H. E. Pepper.

March 29th—Haworth, Lewis E. Hedge, passenger, injured, thrown down in car, account sudden stop.

April 3d—New Durham, unknown boy, trespasser, injured, attempted to board moving train and fell. Train No. 65; conductor, Harry Jaquish.

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April 3d—Little Ferry, Fred Schaeffer, passenger, injured, alighting from train slipped on car steps and fell.

April 3d—Weehawken, Andrew Glen, employe, injured, was climbing ladder on water tank, rung broke and he fell to ground.

April 7th—New Durham, John Baloice, employe, injured, fire cleaners were throwing ashes in pit and he was struck by a large clinker.

April 11th—Weehawken, Albert D. Phillips, passenger, injured, alighting from train, stumbled and fell from steps.

April 13th—West Englewood, Irene F. Blessing, passenger, injured, coach door closed on her hand. Train No. 85, engine No. 1492. Conductor, W. H. Keener; engineman, F. Francisco.

April 14th—Bergenfield, Gladys E. Conklin, traveler on highway, injured, horses became frightened at train and ran away, throwing little girl from wagon.

April 20th—New Durham, Harry Eck, employe, injured, was putting gib spring on engine and same flew up catching his finger.

April 20th—New Durham, Frederick Christoff, employe, injured, was assisting in taking rail from pile and stepped between two other rails.

April 21st—Weehawken, August Stolzenberger, employe, injured, cars were kicked against the one he was working in.

April 26th—Granton, Karl D. Robinson, employe, injured, walked off platform and fell between car and platform.

May 6th—Dumont, Mrs. Harriet Bersch, passenger, injured, alighting from train No. 81, fell off stepping box. Conductor, Wm. H. Keener.

May 14th—Weehawken, John Rain, employe, injured, handling rails and caught his foot between same.

May 15th—Little Ferry, unknown man, trespasser, killed. Found dead on track. Evidently run over by some west-bound train during the night.

May 15th—Weehawken, Reggio Lemond, employe, injured. Was using brake staff as brake handle, and when jacking up car handle broke.

May 16th—New Durham, Samuel Panesio, employe, injured. Claims engine moved without warning while he was painting same. Engine No. 2097.

May 23d—W. Englewood, Mrs. Falennio Costanzo, trespasser, killed, walking on track and was struck by train.

May 23d—Weehawken, Carmaniume Peipture, employe, injured. As cars were rounding curve ties in car rolled and struck him.

May 24th—Dumont, James McTamaney, employe, brakeman, injured. Alighting from caboose, struck his knee against post.

May 31st—Bergenfield, James E. Post, passenger, injured. After alighting from a northbound train walked around rear of same and was struck by a southbound train.

June 3d—Weehawken, Israel Applegate, passenger, injured. Tripped and fell over protruding nail in walk leading to boat.

June 6th—Weehawken, Edward Nolan, employe, injured. Water glass burst and his hand was scalded.

June 11th—Weehawken, John J. Flood, passenger, injured. Claims he tripped and fell to floor of car on account of hole in carpet. Train No. 45.

June 14th—Little Ferry, Richard Martin, trespasser, injured. Jumped from moving freight train, engine 2097. Conductor, L. Bell; engineman, E. Nolan.

June 15th—Granton, P. Balovich, employe, laborer, injured loading grates, projecting piece of glass cut wrist.

June 16th—Ridgefield, Raphael Dominguez, passenger, injured. Train No. 86 started as he was getting aboard. Conductor, Elmer E. Emmet.

June 17th—Weehawken, C. B. Driscoll, employe, brakeman, injured. Sudden application of air threw him across caboose, striking deck light.

June 17th—Little Ferry, Geo. H. Stall, passenger, injured. Opening window, broke same, cutting hand. Train No. 15. Conductor, John W. Howley; engineman, L. Burns.

June 18th—Weehawken, G. E. Cosmie, employe, fireman, injured. Air pump failed, train held up in tunnel, overcome by gas. Freight train WV-1. Engineman, Wm. H. Curran.

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June 21st—Granton Hill, Samuel Williams, trespasser, injured. Attempted to board moving freight train.

June 23d—Weehawken, John H. Traber, employe, yard clerk, injured. Struck by flying piece of iron when drawhead pulled out.

June 29th—Weehawken, J. Careller, employe, laborer, injured. Loading rails on flat car, caught hand under one.

July 1st—Weehawken, Wm. J. Kress, trespasser, injured. Stealing ride in freight car, lading shifted, bruising foot.

July 2d—West View, Martha Chick, passenger, injured. Sudden application of air caused woman to fall.

July 2d—Teaneck, Marshall E. Allison, employe, brakeman, injured. Struck knee against bunker bulkhead.

July 5th—Granton, Philip Wilhem, passenger, injured. Window fell on arm. Train No. 32.

July 10th—New Durham, Frank Glassford, employe, turntable engineer, injured. Wrenched shoulder blade and wrist opening valve on air pump.

July 12th—Weehawken, Aug. Favre, employe, fireman, injured. Fell off foot-board when engines came together.

July 15th—Weehawken, A. T. Vroom, employe, fireman, injured. Fell astride running-board of engine.

July 16th—Weehawken, Mary F. Campbell, passenger, injured. Fell alighting from train.

July 16th—Weehawken, F. W. Ward, employe, fireman, injured. Hand caught between fire hook and water tank.

July 19th—Weehawken, L. Calise, employe, injured. Struck right leg against hand truck.

July 19th—New Durham, Henry Bradly, employe, machinist apprentice, injured. Hand caught between eccentric strap and brake rod on engine.

July 21st—Weehawken, G. W. Mason, employe, injured. Collision between engine 283 O. & W. and cars being hauled by yard engine 311 caused him to jump from tender step.

July 25th—Little Ferry, Samuel J. Hannah, employe, conductor, injured. Fell boarding train Wd-1. Conductor, Samuel Hannah.

July 25th—Weehawken, B. J. Wilson, employe, brakeman, injured. Caught between brake wheel on flat car and brake staff on gondola.

July 27th—New Durham, J. Enright, employe, helper, injured. Oil tray fell on his foot.

July 29th—Weehawken, L. Cremcevich, employe, laborer, injured. Moving stone, same fell on hand.

July 31st—Harrington Park, C. F. Elston, employe, fireman, injured. Shaker bar fell on foot.

July 31st—Weehawken, P. W. Easton, employe, switchtender, injured. Foot caught between tie and switch rod.

August 4th—Weehawken, Jos. A. Haddock, employe, brakeman, injured. Stepped into hole alongside track.

August 4th—Haworth, Rudolph Weber, traveler on highway, injured. Was driving over over crossing and was struck by train. Crossing protected by sign, and regulation crossing whistle was sounded. N. Y. & O. passenger train No. 184. Conductor, Wm. B. Warren; engineman, Fred B. Case.

August 5th—Weehawken, Jesse Hitchman, passenger, injured. Caught finger in car window trying to lower it. Train No. 49.

August 6th—Weehawken, Wm. P. Wilm, employe, injured. Caught between tank of engine and stanchion of trestle while boarding moving engine. Clearance of 5.45 feet from center of track to stanchion. Engine 1733.

August 8th—Weehawken, Peter Carsona, employe, laborer, injured. Placed foot in front of push car.

August 11th—Dumont, Rose and Anna Fiorelli, trespassers, injured. Jumped off moving train on which they had been stealing a ride.

August 16th—Weehawken, James J. Whalen, employe, injured. Tripped over board on milk platform and fell into driveway.

August 16th—New Durham, Harry H. Olsen, passenger, injured. Ventilator in car fell on his head.

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August 19th—Weehawken, Wm. J. Hyde, employe, injured. A spark from engine flew into his eye.

August 20th—New Durham, Percy Piper, employe, injured. A coupler knuckle dropped on his foot.

August 21st—Weehawken, Charles Carpenter, employe, injured. While looking out cab window was struck on head by something in tunnel, probably a piece of rock dropped down.

August 24th—Weehawken, Jas. Fettante, employe, injured. Cut across right wrist by broken glass in car window he was cleaning.

August 29th—Granton, Geo. A. Floyd, employe, injured. Was throwing over a ball switch and it fell on his foot.

August 30th—Weehawken, John Stroebel, traveler on highway, killed. Driving a loaded sand truck across tracks at grade and was struck by train.

August 30th—Little Ferry, Ida A. Brinkerhoff, passenger, injured. Struck by a stone thrown through car window.

September 5th—Weehawken, Michael McIntyre, employe, injured. Was on step-ladder inside of coach when engine coupled on, jar knocking him down.

September 8th—New Durham, Alice Ostermann, passenger, injured. Alighting from train No. 49, slipped and fell. Conductor, H. Jaquish; engineman, C. Oslion.

September 8th—Granton, Peter M. Kennelty, employe, yard brakeman, injured. While standing on pilot of engine 3923, which was pulling box car, the drawhead of engine pulled out and struck his foot.

September 12th—Weehawken, Frank J. Pinkham, engineman, injured. Cars he was backing struck other cars, jar threw him against quadrant.

September 14th—Weehawken, A. B. Walker, Pullman porter, injured. Finger caught in car door as cars were coupled on.

September 15th—Weehawken, F. B. Crans, O. and W. brakeman, killed. While riding on tank step of engine he was caught between engine and end of car on next track, which was just in far enough to clear moving cars or engines. O. and W. engine No. 242, conductor, J. C. McMickle; engineman, S. W. Hoyt.

Septembr 17—New Brunswick, Eva F. Campbell, passenger, injured, car window on train No. 83 dropped on her hand.

September 18th—New Durham, Patrick J. McKeon, Helen L. McKeon, passengers, injured, struck by falling ventilator in car on train 2d 74.

September 18th—New Durham, Luiggi Guilano, employe, injured while sitting on window sill wiping engine, someone started the engine out of the house and he was caught and squeezed between engine and roundhouse door. Engine No. 3960.

September 21—Granton, William H. Crogan, employe, fireman, injured, shaker bar slipped off lug.

September 28th—Weehawken, Jonathan R. Eilenberger, O. and W. engineman, injured. was standing on driving rod oiling engine, when rear end of train was pulled on, pushing engine ahead far enough to catch his foot.

October 4th—Harrington Park, Charles Tierney, O. and W. engineman, injured, struck wagon and pieces of wagon flew through cab window striking him.

October 4th—W. Englewood, William E. Strohmeyer, traveler on highway, killed, struck by train while driving over crossing. Train No. 69, conductor, H. Jaquish; engineman, O. Ostrum.

October 9th—Ridgefield Park, Bertel Tallacsen, passenger, killed. crossing tracks in front of station and was struck by train. Train No. 72, conductor, H. Jaquish; engineman, O. O. Ostrum.

October 11th—Weehawken, Addison S. Goble, passenger, injured, rough coupling threw her down in car. Train No. 39, conductor, Sandford Rodman.

October 12th—Little Ferry, Rose Ruck, passenger, injured, fell while alighting from train No. 49.

October 21st—Weehawken, Alfred J. Carroll, employe, brakeman, injured, boarding moving train was dragged about ten feet.

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October 24th—Weehawken, Bertie F. Phillips, employe, brakeman, injured, while engine No. 2101, with caboose No. 3201 attached, was standing north of "Wye" switches, engine No. 2099 came down yard two base line at a speed of about twelve miles per hour and sideswiped caboose No. 3201. Engineman of No. 2099 mistook signals which switchman was giving for engine No. 2101. He was suspended.

October 28th—New Durham, Harry M. Conklin, employe, fireman, injured. Shaker bar slipped off lug. Engine No. 3797.

October 27th—Weehawken, Charles Heincke, employe, foreman, injured. Was applying knuckle pin to box car when yard engine coupled onto cars catching his hand.

October 29th—Weehawken, Charles F. Elston, employe, fireman, injured. Water glass on engine burst and he was struck by flying glass. Engine No. 3938.

October 10th—New Durham, Frank Rupprich, licensee, injured. Struck by train while crossing track to get box on station platform to load in baggage car of southbound train.

November 10th—West View, Mary Kowaleski, trespasser, killed. Walking on track was struck by train No. 8, engine No. 3894. Conductor, Harmon E. Vetter; engineman, George Williams.

November 16th—Dumont, James L. Gallagher, employe, brakeman, killed. Struck by train No. 85, while crossing tracks on way to station for orders. Conductor, W. H. Keener; engineman, George Williams.

November 21st—West View, Hyman Goldstein, trespasser, killed. Walking on track was struck by train O. and W. No. 114, engine No. 252.

November 23d—Little Ferry, Bertha J. Rothe, Augusta H. Rothe, passengers, injured. Alighting from train carrying baby she slipped and fell.

November 28th—West Englewood, Mathilda Carlsoni, passenger, injured. Fell alighting from train No. 89. Conductor, J. N. Easton.

November 28th—Weehawken, William B. Joyce, employe, brakeman, injured. Was standing on rear foot-board of engine backing to couple onto cars on curve and was squeezed.

November 30th—Granton, Charles B. Barton, employe, brakeman, injured. Car he was riding in did not have end sill and when cars came together his arm was caught between them.

December 2d—Bergenfield, W. Van Der Bach, H. Baum, travelers on highway, injured. Struck by train while driving over crossing in automobile.

December 5th—Weehawken, William C. Miller, employe, conductor. As he was about to board moving train he stepped on a lump of coal and fell.

December 8th—Bogota, Eleanor DeForest, passenger, injured. Walked too close to train and was drawn in by the suction and thrown down.

December 8th—Weehawken, John Urschel, employe, yard brakeman, injured. While hanging onto side ladder of car he came in contact with car on adjoining track.

December 8th—Weehawken, John Fedarko, employe, section laborer, injured. Struck by engine No. 2162 while working on track.

December 9th—Weehawken, A. Vaughan, employe, flagman, injured. Engine backed onto caboose with sufficient force to throw him against stove.

December 15th—New Durham, Fred Myers, employe, machinist, injured. While working on knuckle pin of engine, engine was moved by hostler and his arm was caught between ash and side rod. Engine No. 2088.

December 17th—Weehawken, Edward McVey, employe, yard brakeman, injured. Fell from top of cars account sudden stop.

December 21st—Weehawken, Reuben O. Barth, employe, yard brakeman, injured. Attempted to board moving engine and fell.

December 22d—Weehawken, Grant Hinkley, employe, fireman, injured. Looking out cab window while running on base line and his head struck a car.

December 27th—Weehawken, Herbert W. Springmeyer, employe, patrolman, injured. Boarded moving train, foot slipped through step, account ice on same and he strained himself.

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WEST SIDE CONNECTING RAILROAD COMPANY.

Capital stock paid in, ... $125,400 00

The road as constructed extends from Danforth avenue to a connection with the Newark and New York Railroad, all in the city of Jersey City, a total distance of ninety-four one hundredths (.94) of a mile.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the West Side Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twentieth day of February, A. D. 1911.

[L. S.]

GEORGE M. BANKS, JR.,
Foreign Commissioner of Deeds for New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1910.

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

Dividends paid during the year 1010, and how pand—None.

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

ACCIDENTS.

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

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WHARTON AND NORTHERN RAILROAD COMPANY.

Capital stock paid in,	$500,000 00
Bonded debt,	350,000 00
Floating debt,	84,209 03
Cost of road and equipments,	$934,209 03

Dividends paid during the year 1910, and how paid—None.

The road extends from Wharton to Green Pond Junction, a distance of 20.64 miles.

RECEIPTS AND EXPENSES FOR 1910.

Income from passengers,	$5,696 33
Income from freight,	51,024 97
Income from other sources,	893 67
Total,	$57,614 97
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$46,752 10

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

State of Pennsylvania, Philadelphia county, *ss.*—Harrison S. Morris, being duly sworn, on his oath says, that he is President of the Wharton and Northern Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

HARRISON S. MORRIS.

Sworn and subscribed before me, this third day of February, A. D. 1911.

EDWARD I. BUCKEY,
[L. S.] *Notary Public,*
Commission expires January 22d, 1915.

ACCIDENTS.

No accidents for the year 1910.

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WILDWOOD AND DELAWARE BAY SHORT LINE RAILROAD COMPANY.

Capital stock paid in, ... $80,000 00

The work on this road was not started until December and no bonds were issued, and, of course, no dividends earned.

The proposed road extends from Wildwood to Delaware Bay Shore, a distance of 7 miles.

RECEIPTS AND EXPENSES FOR 1910.

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

REMARKS.

Work, in the form of throwing up mud banks on the Wildwood end of the road, was commenced on December 10th, 1910. Since this time, the company's time has been occupied chiefly in preparing for the bond issue and in getting details of construction and finances perfected.

P. O. address of the above company—Wildwood, Cape May county, N. J.

State of New Jersey, Cape May county, *ss.*—Curtis W. Baker, being duly sworn, on his oath says, that he is President of the Wildwood and Delaware Bay Short Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1910, are correct and true, to the best of his knowledge and belief.

CURTIS W. BAKER.

Sworn and subscribed before me, this eighth day of March, A. D. 1911.

O. I. BLACKWELL,
M. C. C. of N. J.

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 31, 1910.

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 1910.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad,	166.54	$3,625,000 00	$4,538,617 00		$8,913,643 10	$1,113,695 07	$726,908 63	$127,773 11	$1,968,376 81	$1,962,470 45	None,		
Atlantic City and Ocean City Railroad,	2.61	180,000 00	180,000 00		329,534 98			19,500 00	19,500 00		$9,000 in cash,		Atlantic City and Shore Railroad Company.
Atlantic City and Shore Railroad,	24.00	1,000,000 00	917,000 00	$101,000 00	1,930,461 99	532,751 97		18,297 80	551,049 75	254,767 45	None,	See remarks in report,	
Baltimore and New York Railway,	5.35	350,000 00	350,000 00	191,795 42	891,795 42		377,657 69		377,657 69	315,497 59	None,		
Barnegat Railroad,	8.15	50,000 00		17,616 73	50,000 00	1,775 41	1,720 15	892 09	4,387 65	11,193 32	None,		Tuckerton Railroad Company.
Bay Shore Connecting Railroad,	1.194	34,777 06		2,784 51	35,034 47						None,		Lehigh Valley R. R. Co. of N. J. and Central R. R. Co. of N. J.
Belvidere-Delaware Railroad,	81.08	1,233,000 00	2,665,000 00		4,160,665 00	429,710 36	1,394,024 15	119,997 91	1,943,732 42	1,817,056 94	One of 10 per cent., paid in cash,		Pennsylvania Railroad Company.
Bergen County Railroad,	9.821	200,000 00	200,000 00		613,216 78							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Bergen and Dundee Railroad,	2.45	40,000 00			40,000 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Brigantine Transportation Company,	7.00										None,	See remarks in report,	
Buena Vista Railroad,	1.03	21,400 00									None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	New Jersey Southern Railway Company.
Camden and Burlington County Railroad,	29.86	381,925 00	350,000 00	45,081 86	769,991 00	198,785 22	113,022 81	60,314 28	372,122 31	445,399 90	Two of 3 per cent. each, paid in cash,		Pennsylvania Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	6.29	150,000 00	150,000 00		328,420 49	15,286 42	5,447 96	1,407 68	22,142 06	40,667 99	None,		
Carteret Extension Railroad,	1.82	23,600 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Carteret and Sewaren Railroad,	1.25	24,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Central Railroad Company of New Jersey,	156.59	27,436,800 00	45,474,000 00			3,694,017 61	8,936,181 24	3,345,732 99	15,975,931 84	10,327,545 55	Six of 2 per cent. each, in all 12 per cent. on par value of stock, paid in cash,	Report includes receipts and expenditures of the Carteret and Sewaren R. R., Carteret Extension R. R., Dover and Rockaway R. R., Elizabeth Extension R. R., Hibernia Mine R. R., Lafayette R. R., Manufacturers' Extension R. R., Middle Brook R. R., Middle Valley R. R., New Jersey Terminal R. R., Ogden Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R.,	
Chester Railroad,	10.04	98,500 00		127,653 78	228,187 91						None,	Receipts and expenses included in report of Morris and Essex R. R. Co.; scrip stock, $2,034.13,	Delaware, Lackawanna & Western R. R. Co.
Cumberland and Maurice River Railroad,	21.20	252,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Cumberland and Maurice River Extension Railroad,	1.23	16,200 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Delaware and Bound Brook Railroad,	30.72	1,800,000 00	1,800,000 00								Four quarterly of 2 per cent. each, Feb., May, Aug. and Nov.,		Philadelphia and Reading Railway Company.
Delaware River and Atlantic Railroad,	*52.00										None,	See remarks in report,	
Delaware River Railroad and Bridge Company,	9.52	1,300,000 00	1,293,000 00		2,600,000 00	177,357 08	175,474 69	2,076 03	354,907 80	203,038 14	June 25, $26,000, and December 21, $52,000, paid in cash,		
Docks Connecting Railroad,	3.448	9,000 00			9,187 50								Pennsylvania Railroad Company.
Dover and Rockaway Railroad,	5.12	140,000 00	35,000 00								None,		Erie Railroad Company.
East Jersey Railroad and Terminal Company,	.52	82,000 00		25,506 01	99,359 66		118,033 82	1,488 17	119,521 99	109,147 93	None,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
East Trenton Railroad,	2.97	59,000 00			59,000 00						None,		
Elizabeth Extension Railroad,	1.62	30,000 00									None,	Operations and rental included in report of Delaware and Bound Brook Railroad,	Philadelphia and Reading Railway Company.
Elizabeth and Trenton Railroad,	23.107	991,650 00		13,491 99	1,005,141 99	48,558 30	356 64	372 70	49,287 64	39,297 28	None,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
Erie Railroad,	136.11	176,271,300 00	225,641,992 29	11,834,718 72	290,684,124 04	1,512,163 16	2,870,470 17	324,548 88	4,707,182 21	3,701,586 31	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 Ry., Northern R. R. of New Jersey,	
Ferro Monte Railroad,	2.52	30,000 00			50,309 27			711 70	711 70		None,		
Freehold and Atlantic Highlands Railroad,	24.47	650,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Freehold and Jamesburg Agricultural Railroad,	27.31	293,725 00	382,000 00		808,143 30	154,651 10	110,228 76	37,820 19	302,700 05	281,973 25	One of 5 per cent., paid in cash,		Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00						None,	Operations and expenditures included in report of New York, Susquehanna and Western Railroad,	New York, Susquehanna & Western R. R. Co.
Harrison and East Newark Connecting Railroad,	.231	25,000 00			25,000 00						None,		Pennsylvania Railroad,
Hibernia Mine Railroad,	4.20	200,000 00			179,941 17			13,117 54	13,117 54	12,512 21	April, $6,000; October, $6,000, in cash,		
Hoboken Manufacturers' Railroad,	.062	400,000 00	300,000 00	430,829 78	10,600 00		130,132 43	8,831 03	138,963 46	197,926 61	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.607	300,000 00	172,000 00		196,762 45			22,000 00	22,000 00		1½ per cent. in June; 1½ per cent. in December,		
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,	Receipts and expenses included in report of Morris and Essex R. R.,	Hoboken Manufacturers' R. R. Co.
Hopatcong Shore Railroad,	1.22	36,000 00	9,000 00		35,000 00						None,	See remarks in report,	Delaware, Lackawanna & Western R. R. Co.
Hudson and Manhattan Railroad,	8.763	45,249,950 00	69,115,000 00	2,457,875 80	114,286,096 59	2,454,582 05		1,549,168 43	4,003,750 48	4,025,646 40	None,		
Hudson Railroad and Transportation Company,	†	20,000 00			2,000 00						None,	See report,	
Inter-City Link Railroad,	‡	6,000 00		2,066 81	4,066 81						None,		
Jersey City and Bayonne Railroad,	*5.00	13,500 00		1,195 92	1,195 92							Road not constructed,	
Jersey City Belt Line Railway,	*8.251	56,800 00		83 76	47,403 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.46	40,000 00		77,307 88	41,700 19	10,467 42	12,010 61	6,138 38	28,616 41	40,168 03	None,		Pennsylvania Railroad Company.
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	73.90	897,800 00	2,148,921 97	222,682 87	3,005,382 00	26,135 56	989,398 07	10,722 54	1,026,256 17	690,161 45	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R.,	
Lehigh and New England Railroad,	169.77	1,000,000 00	5,047,500 00	200,000 00	5,685,075 44	12,379 83	903,651 94	14,796 78	930,828 55	878,603 97	None,	Receipts and expenses given cover operation of entire line,	
Lehigh Valley Railroad Company of New Jersey,	85.87	20,443,000 00	17,675,500 00	2,191 50	28,917,742 46	857,887 70	5,669,023 23	284,212 98	6,811,123 91	4,521,155 10	None,		
Lodi Branch Railroad,	.32	60,000 00			60,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		8,300,000 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	673 95	1,840 56	200 00	2,714 51	2,714 51	None,	Road operated solely in the interests of John Lucas & Co.,	
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.

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Hoboken Manufacturers' Railroad,	.062	400,000 00	300,000 00	430,829 78	10,600 00		130,132 43	8,831 03	138,963 46	197,926 61	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.607	300,000 00	172,000 00		196,762 45		22,000 00	22,000 00			1½ per cent. in June; 1½ per cent. in December,		Hoboken Manufacturers' R. R. Co.
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Hopatcong Shore Railroad,	1.22	36,000 00	9,000 00		35,000 00						None,	See remarks in report,	
Hudson and Manhattan Railroad,	8.763	45,249,950 00	69,115,000 00	2,457,875 80	114,286,096 59	2,454,582 05		1,549,168 43	4,003,750 48	4,025,646 40	None,		
Hudson Railroad and Transportation Company,	†	20,000 00			2,000 00						None,	See report,	
Inter-City Link Railroad,	‡	6,000 00		2,066 81	4,066 81						None,		
Jersey City and Bayonne Railroad,	*5.00	13,500 00		1,195 92	1,195 92							Road not constructed,	
Jersey City Belt Line Railway,	*8.251	56,800 00		83 76	47,403 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.46	40,000 00		77,307 88	41,700 19	10,467 42	12,010 61	6,138 38	28,616 41	40,168 03	None,		Pennsylvania Railroad Company.
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	73.90	897,800 00	2,148,921 97	222,682 87	3,005,382 00	26,135 56	989,398 07	10,722 54	1,026,256 17	690,161 45	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R.,	
Lehigh and New England Railroad,	169.77	1,000,000 00	5,047,500 00	200,000 00	5,685,075 44	12,379 83	903,651 94	14,796 78	930,828 55	878,603 97	None,	Receipts and expenses given cover operation of entire line,	
Lehigh Valley Railroad Company of New Jersey,	85.87	20,443,000 00	17,675,500 00	2,191 50	28,917,742 46	857,887 70	5,669,023 23	284,212 98	6,811,123 91	4,521,155 10	None,		
Lodi Branch Railroad,	.32	60,000 00			60,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		8,300,000 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	673 95	1,840 56	200 00	2,714 51	2,714 51	None,	Road operated solely in the interests of John Lucas & Co.,	
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Manufacturers' Extension Railroad,	1.23	53,700 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Brook Railroad,	1.85	4,000 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Valley Railroad,	1.38	9,900 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Millstone and New Brunswick Railroad,	6.56	95,750 00			113,404 42	5,361 01	3,572 94	945 62	9,879 57	24,795 88	None,		Pennsylvania Railroad Company.
Morris and Essex Railroad,	119.01	15,000,000 00	33,477,000 00	318,457 92	47,654,270 66	4,224,600 73	5,601,213 76	761,171 87	10,586,986 36	6,395,517 50	$1,050,000 paid in cash directly to stockholders by lessee,		Delaware, Lackawanna & Western R. R. Co.
Morris and Essex Extension Railroad,	1.92	221,000 00		73,253 66	294,253 66						$8,840 paid in cash directly to stockholders by lessee,	Operations included in report of Morris and Essex Railroad,	Delaware, Lackawanna & Western R. R. Co.
Morristown and Erie Railroad,	10.68	400,000 00	300,000 00	7,889 72	719,206 40	10,239 23	75,091 60	3,587 49	88,918 32	42,264 41	None,		
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00	1,860 19	172,510 19	3,711 54	5,101 76	810 95	9,624 25	21,221 77	Two of 3 per cent. each on $45,050 stock, paid in cash,		
Mount Hope Mineral Railroad,	4.28	160,000 00		3,671 46	160,244 58		36,343 77	724 31	37,068 08	12,913 23	8 per cent in cash, $12,800,		Pennsylvania Railroad Company.
Navesink Railroad,	4.66	701,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Newark Bay Railway,	*4.91	13,000 00		180 83	5,180 83						None,	Construction work not yet completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		699,955 91	803,805 91						$6,231 paid in cash directly to stockholders by lessee,		
Newark and Hudson Railroad,	8.05	250,000 00	250,000 00		355,056 18							Operations included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,745,636 94							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
New Jersey and New York Railroad,	34.50	2,228,600 00	1,025,970 00	142,207 55	3,360,229 00	526,161 71	165,311 68	30,611 06	722,084 45	468,884 87	None,	See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and Pennsylvania Railroad Company,	24.00	400,000 00	200,000 00	83,864 18	670,580 98	4,825 98	40,383 55	1,529 22	46,738 75	31,404 31	None,		
New Jersey Short Line Railroad,	*15.50	31,000 00		465,924 29	445,267 65							Road under construction,	
New Jersey Southern Railway,	75.66	2,590,600 00				528,623 29	535,625 06	388,478 70	1,452,727 05	1,261,470 46	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., Vineland Branch R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	500,000 00	250,000 00								None,	Receipts and expenses included in report of Central R. R. of N. J.,	Central R. R. Co. of N. J.
New York Bay Railroad,	13.56	6,000,000 00	4,185,000 00		10,195,200 89				582,517 21	492,517 21	One of 1½ per cent., paid in cash,		
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21								Remaining portion of constructed road included in report of West Shore Railroad,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	51.96	100,000 00	1,471,600 00		1,571,600 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	2,500,000 00								None,	Receipts and expenses assumed by operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	753,137 08	33,978,359 06	603,251 06	1,981,465 28	94,369 59	2,679,085 93	1,651,340 53	None,		
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	808,000 00		1,706,993 31							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
North Jersey Rapid Transit Company,	6.10	637,000 00	605,000 00		1,234,000 00	12,815 90		269 00	13,084 90	11,323 26	None,	Road partly put in operation on June 25, 1910,	
Ogden Mine Railroad,	9.86	450,000 00			450,000 00								Central Railroad Company of New Jersey.
Passaic and Delaware Railroad,	14.11	111,050 00		30,435 35	141,485 35						$5,552.50 paid in cash directly to stockholders by lessee,		
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000 paid in cash directly to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.05	70,000 00	70,000 00		140,000 00						None,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic River Extension Railroad,	§	7,700 00									None,	Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Paterson and Hudson River Railroad,	13.07	630,000 00			630,000 00						8 per cent., paid in cash, $50,400,	No construction done. See report,	
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00		545,433 29								Erie Railroad Company.
Paterson and Ramapo Railroad,	14.76	298,000 00			350,000 00						6 per cent., paid in cash, $17,880,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Pennsylvania, Lackawanna and Erie Connecting Railroad,	1.964	4,000 00			350 00					350 00	None,		Union Transportation Company.
Pennsylvania Tunnel and Terminal Railroad,	11.89	25,000,000 00		82,965,415 52	107,537,597 00	6,133 14		19,716 29	25,849 43	135,928 98	None,	See remarks in report,	
Perth Amboy and Woodbridge Railroad,	6.43	228,400 00			356,000 00	139,951 76	139,253 19	35,904 74	315,109 69	198,863 88	10 per cent. in cash, extra 10 per cent. in cash,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.81	200,000 00		269,994 29	201,615 67	12,133 26	6,971 36	2,606 15	21,710 77	36,722 22	None,		Pennsylvania Railroad Company, Tuckerton Railroad Company.
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.74	765,000 00	750,000 00	792,510 15	1,613,682 11	140,494 96	61,088 89	16,370 77	217,954 62	329,241 19	None,		Pennsylvania Railroad Company,
Pohatcong Railroad,	1.75				34,234 52							See remarks in report,	
Port Reading Railroad,	21.04	2,000,000 00	1,500,000 00		3,832,342 38		1,238,859 82	229,813 17	1,468,672 99	916,024 25	None,		
Rahway Valley Company, Lessee,	.75	3,087 50			3,372 82	4,693 48	24,891 78	1,266 28	30,851 54	30,553 30	None,		
Rahway Valley Railroad,	10.00	49,200 00	72,000 00	409,191 49	530,391 49			2,478 27	2,478 27		None,		Rahway Valley Company.
Raritan North Shore Railroad,	4.28	66,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	21.73	440,000 00	400,000 00		1,000,732 57	7,918 88	197,361 24	12,638 58	217,918 70	122,389 67	Two of 3 per cent. each, and an extra dividend of 1 per cent., in all 7 per cent., paid in cash,		
Raritan Terminal and Transportation Company,	§	40,000 00			30,065 35			2,000 00	2,000 00	508 16	None,		
Rockaway River and Montville Railroad,	1.792	30,000 00		30,000 00	60,000 00						None,		Morris and Essex Railroad Company.

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Mount Hope Mineral Railroad,												Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Navesink Railroad,	4.66	701,900 00									None,	Construction work not yet completed,	
Newark Bay Railway,	*4.91	13,000 00		180 83	5,180 83						None,		
Newark and Bloomfield Railroad,	4.24	103,850 00		699,955 91	803,805 91						$6,231 paid in cash directly to stockholders by lessee,	Operations included in report of Morris and Essex R. R., Operations and expenditures included in report of Erie R. R. Co.,	Delaware, Lackawanna & Western R. R. Co. Erie Railroad Company.
Newark and Hudson Railroad,	8.05	250,000 00	250,000 00		355,056 18							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,745,636 94								
New Jersey and New York Railroad,	34.50	2,228,600 00	1,025,970 00	142,207 55	3,360,229 00	526,161 71	165,311 68	30,611 06	722,084 45	468,884 87	None,		
New Jersey and Pennsylvania Railroad Company,	24.00	400,000 00	200,000 00	83,864 18	670,580 98	4,825 98	40,383 55	1,529 22	46,738 75	31,404 31	None,	Road under construction,	
New Jersey Short Line Railroad,	*15.50	31,000 00		465,924 29	445,267 65								
New Jersey Southern Railway,	75.66	2,590,600 00				528,623 29	535,625 06	388,478 70	1,452,727 05	1,261,470 46	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., Vineland Branch R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	500,000 00	250,000 00								None,	Receipts and expenses included in report of Central R. R. of N. J.,	Central R. R. Co. of N. J.
New York Bay Railroad,	13.56	6,000,000 00	4,185,000 00		10,195,200 89				582,517 21	492,517 21	One of 1¼ per cent., paid in cash,		
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21								Remaining portion of constructed road included in report of West Shore Railroad,	N. Y. Central & Hudson River R. R. Co. Erie Railroad Company.
New York and Greenwood Lake Railway,	51.96	100,000 00	1,471,600 00		1,571,600 00							Operations and expenditures included in report of Erie R. R. Co.,	
New York and Long Branch Railroad,	38.04	2,000,000 00	2,500,000 00								None,	Receipts and expenses assumed by operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	753,137 08	33,978,359 06	603,251 06	1,981,465 28	94,369 59	2,679,085 93	1,651,340 53	None,		
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	808,000 00		1,706,993 31							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
North Jersey Rapid Transit Company,	6.10	637,000 00	605,000 00		1,234,000 00	12,815 90		269 00	13,084 90	11,323 26	None,	Road partly put in operation on June 25, 1910,	
Ogden Mine Railroad,	9.86	450,000 00			450,000 00								Central Railroad Company of New Jersey.
Passaic and Delaware Railroad,	14.11	111,050 00		30,435 35	141,485 35						$5,552.50 paid in cash directly to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000 paid in cash directly to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.05	70,000 00	70,000 00		140,000 00						None,	Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	§	7,700 00									None,	No construction done. See report,	Erie Railroad Company.
Paterson and Hudson River Railroad,	13.07	630,000 00			630,000 00						8 per cent., paid in cash, $50,400,		Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00		545,433 29							Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.76	298,000 00			350,000 00						6 per cent., paid in cash, $17,880,	Operations and expenditures included in report of lessee company,	Union Transportation Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,		
Pennsylvania, Lackawanna and Erie Connecting Railroad,	1.964	4,000 00			350 00					350 00	None,	See remarks in report,	Pennsylvania Railroad Company.
Pennsylvania Tunnel and Terminal Railroad,	11.89	25,000,000 00		82,965,415 52	107,537,597 00	6,133 14		19,716 29	25,849 43	135,928 98	None,		
Perth Amboy and Woodbridge Railroad,	6.43	228,400 00			356,000 00	139,951 76	139,253 19	35,904 74	315,109 69	198,863 88	10 per cent. in cash, extra 10 per cent. in cash,		Pennsylvania Railroad Company, Tuckerton Railroad Company.
Philadelphia and Beach Haven Railroad,	12.81	200,000 00		269,994 29	201,615 67	12,133 26	6,971 36	2,606 15	21,710 77	36,722 22	None,		
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	Pennsylvania Railroad Company,
Philadelphia and Long Branch Railroad,	48.74	765,000 00	750,000 00	792,510 15	1,613,682 11	140,494 96	61,088 89	16,370 77	217,954 62	329,241 19	None,	See remarks in report,	
Pohatcong Railroad,	1.75				34,234 52								
Port Reading Railroad,	21.04	2,000,000 00	1,500,000 00		3,832,342 38		1,238,859 82	229,813 17	1,468,672 99	916,024 25	None,		
Rahway Valley Company, Lessee,	.75	3,087 50			3,372 82	4,693 48	24,891 78	1,266 28	30,851 54	30,553 30	None,		Rahway Valley Company.
Rahway Valley Railroad,	10.00	49,200 00	72,000 00	409,191 49	530,391 49			2,478 27	2,478 27		None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan North Shore Railroad,	4.28	66,400 00									None,		
Raritan River Railroad,	21.73	440,000 00	400,000 00		1,000,732 57	7,918 88	197,361 24	12,638 58	217,918 70	122,389 67	Two of 3 per cent. each, and an extra dividend of 1 per cent., in all 7 per cent., paid in cash,		
Raritan Terminal and Transportation Company,	§	40,000 00			30,065 35			2,000 00	2,000 00	508 16	None,		Morris and Essex Railroad Company.
Rockaway River and Montville Railroad,	1.792	30,000 00		30,000 00	60,000 00						None,		Pennsylvania Railroad Company.
Rocky Hill Railroad and Transportation Company,	2.84	45,600 00		669 84	46,323 98	1,972 55	15,575 88	1,328 38	18,876 81	19,367 67	Two of 3 per cent. each on $18,700 stock, paid in cash,		
Sound Shore Railroad,	6.17	149,200 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
South Easton and Phillipsburg Railroad,	.35	75,000 00		187,499 20	262,499 20							Earnings and expenses included in report of Lehigh and Hudson River Railway Company,	
Sussex Railroad,	30.55	1,638,600 00			1,930,530 90	67,796 09	82,970 18	36,350 57	187,116 84	129,707 80	None,		
Toms River Railroad,	7.57	240,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Toms River and Barnegat Railroad,	14.71	75,300 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Trenton, Lawrenceville and Princeton Railroad,	11.03	200,000 00	100,000 00	257,894 30	557,894 30	45,403 24	6,234 12		51,637 36	36,229 44	None,		
Trenton and New Brunswick Railroad,	23.107	1,000,000 00	1,000,000 00			16,655 20		220 45	16,875 65	16,007 26	None,	See remarks in report,	
Trenton Terminal Railroad Company,	.875	15,000 00	15,000 00		30,000 00								Camden and Trenton Railway Company.
Tuckerton Railroad,	29.00	552,241 54	99,882 50	5,773 72	640,690 37	36,804 56	39,146 88	5,508 68	81,460 12	67,122 64	None,		
Union Transportation Company,	24.42	20,250 00			25,168 59	42,957 04	28,275 20	4,623 05	75,855 29	71,442 35	Two of 2½ per cent., $1,012.50,		
United New Jersey Railroad and Canal Company,	526.16	21,240,400 00	20,000,000 00		65,072,033 45	12,220,503 05	18,912,270 78	7,204,097 21	38,336,871 04	36,540,951 73	$2,124,040, 10 per cent. on capital stock paid quarterly by Pennsylvania R. R. Co.,		Pennsylvania Railroad Company.
Venice Park Railroad,	.56	2,000 00		16,000 00	14,650 00					2,000 00	None,	See remarks in report,	
Vincentown Branch Railroad,	2.77	25,000 00	15,000 00	766 79	40,250 54	1,528 80	5,103 02	1,174 46	7,806 28	9,262 45	Two of 3 per cent. each on $15,000 stock, paid in cash,		Pennsylvania Railroad Company.
Vineland Railroad,	46.82	600,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Vineland Branch Railroad,	3.655	8,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Warren Railroad,	18.82	1,800,000 00	1,394,000 00	2,074 38	3,196,074 38						$126,000 paid to stockholders, in cash, by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
West End Railroad,	1.36	43,700 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
West Jersey and Seashore Railroad,	336.94	9,681,800 00	8,139,300 00		19,574,865 38	3,808,778 70	1,798,906 01	602,425 96	6,210,110 67	5,478,597 76	Two of 2½ per cent. each on common stock and two of 3 per cent. each on special guaranteed stock; all paid in cash,		
West Shore Railroad,	423.67	10,000,000 00	50,000,000 00	9,708,407 60	69,708,407 60							See affidavit in regard to receipts and expenses,	
West Side Connecting Railroad,	.94	125,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Wharton and Northern Railroad,	20.64	500,000 00	350,000 00	84,209 03	934,209 03	5,696 33	51,024 97	893 67	57,614 97	46,752 10	None,		
Wildwood and Delaware Bay Short Line Railroad,	*7.00	80,000 00									None,	Road not completed. See report,	

* As projected.
† 1,900 feet.
‡ Between 1 and 2 miles.
§ About 1 mile.