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1907

State of New Jersey.

Railroad and Canal Reports.

1907

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SIMON BORG & CO.
NEW YORK
STATISTICAL DEPARTMENT.

JUL 1- 1908

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ANNUAL STATEMENTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY

TOGETHER WITH

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

FOR THE YEAR 1907.

Compliments of
HENRY J. WEST,
COMPTROLLER.
STATE OF NEW JERSEY.

TRENTON, N. J.
MACCRELLISH & QUIGLEY, STATE PRINTERS.
1908.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, May 27th, 1908.

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 1907, 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,

HENRY J. WEST,
Comptroller of the Treasury.

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State Director's Report.

TRENTON, N. J., March 19th, 1908.

Hon. John Franklin Fort, 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, 1907.

The statements exhibit—

First—Total mileage, 543.40 miles.

Second—Net profit, $30,436.18.

Third—Amounts charged and credited to "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1907, inclusive, showing a debit balance on January 1st, 1908, $23,172,658.30.

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 1907.

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 1907, 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, 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—Bergen Hill, N. J., to Harsimus Cove, N. J.,	1.57
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.,	2.01
Bordentown Branch—Trenton, N. J., to Bordentown, N. J.,	6.07
Florence Branch—Florence, N. J., to Wood's Iron Works,	2.04
	147.69

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	Miles.
Pennsylvania Annex,	1.00
New York Bay Railroad,	13.56
Perth Amboy and Woodbridge Railroad,	6.43
Millstone and New Brunswick Railroad,	6.56
Rocky Hill Railroad and Transportation Company,	2.87
Belvidere Delaware Railroad,	82.02
Philadelphia and Trenton Railroad,	26.37
Pennsylvania Railroad—Trenton Branch,	2.80
Delaware Avenue Branch,	3.53
Commerce Street Branch,	.76
Canal Street Branch,	.31
Thirty-fourth Street Branch,	.63
Connecting Railway,	36.19
Delaware River Railroad and Bridge,	9.52
Freehold and Jamesburg Agricultural Railroad,	27.31
Kinkora and New Lisbon Railroad,	10.41
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,	48.75
Philadelphia and Beach Haven Railroad,	12.12
Total railroads and ferries,	477.40
Delaware and Raritan Canal (U. N. J. R. R. & C. Co.),	66.00
Grand Total New Jersey Division,	543.40

In addition to above the New Jersey Division operates 28.02 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, 1907.

GROSS REVENUE FROM OPERATION.

From Freight Revenue,	$20,771,223 36
Passenger Revenue,	12,319,820 48
Mail Revenue,	586,055 00
Express Revenue,	1,615,134 85
Miscellaneous,	450,541 59
Delaware and Raritan Canal,	362,801 37
Total,	$36,105,576 65

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OPERATING EXPENSES.

For Maintenance of Way and Structures,	$4,116,785 22	
Maintenance of Equipment,	5,013,813 32	
Traffic Expenses,	532,421 47	
Transportation Expenses,	17,880,836 40	
General Expenses,	620,554 25	
Delaware and Raritan Canal,	480,509 47	
Total,		$28,644,920 13
Net Revenue from Operation,		$7,460,656 52
Deduct Rental of Equipment, Terminal Facilities, etc.,		1,037,944 87
		$6,422,711 65
To which add—		
Dividend on Belvidere Delaware Railroad Company Stock,	$100,840 00	
West Jersey and Seashore Railroad Company Stock,	52,113 00	
Associates of the Jersey Company Stock,	10,000 00	
Philadelphia and Camden Ferry Company Stock,	29,801 00	
Camden and Burlington County Railroad Company Stock,	11,418 00	
Paterson and Ramapo Railroad Company Stock,	900 00	
Perth Amboy and Woodbridge Railroad Company Stock,	6,000 00	
Freehold and Jamesburg Agricultural Railroad Company Stock,	6,396 00	
Trenton Delaware Bridge Company Stock,	11,868 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds,	5,136 00	
Rents,	154,006 76	
		388,478 76
Total income,		$6,811,190 41
From which deduct payments as follows:		
United New Jersey Railroad and Canal Company—		
Dividend on $21,240,400.00 stock at ten per cent.,	$2,124,040 00	
Interest on loan of 1908, $841,000.00 at six per cent.,	50,460 00	
Interest on loan of 1923, $1,824,000.00 at four per cent.,	72,960 00	

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Interest on loan of 1929, $6,020,000.00 at four per cent.,	$240,800 00	
Interest on loan of 1944, $5,646,000.00 at four per cent.,	225,840 00	
Interest on loan of 1951, $5,669,000.00 at three and one-half per cent.,	198,415 00	
Organization,	10,000 00	
Taxes,	1,142,958 98	
Interest on Mortgages and Ground Rents,	33,808 98	
Interest on $2,000,000.00 P. R. R. Co., First Mortgage, four per cent. Bonds, issued account purchase New York Pier Properties,	80,000 00	
		$4,179,282 96

Philadelphia and Trenton Railroad Company—

Dividend on $494,100.00 stock at ten per cent.,	$49,410 00	
Taxes on capital stock paid State of Pennsylvania,	9,559 59	
		58,969 59

Camden and Burlington County Railroad Company—

Dividend on $381,925.00 stock at six per cent,	$22,915 50	
Interest on $350,000.00 bonds at four per cent,	14,000 00	
Organization,	500 00	
		37,415 50

Vincentown Branch of the Burlington County Railroad—

Dividend on $15,000.00 stock at six per cent,		900 00

Mt. Holly, Lumberton and Medford Railroad Company—

Dividend on $45,050.00 stock at six per cent,	$2,703 00	
Organization,	200 00	
		2,903 00

Rocky Hill Railroad and Transportation Company—

Dividend on $18,700.00 stock at six per cent.,	$1,122 00	
Organization,	100 00	
		1,222 00

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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 $991,000.00 bonds at three and one-half per cent.,	34,685 00	
Taxes,	30,684 64	
		$254,915 64
New York Bay Railroad Company—		
Dividend on $1,000,000.00 stock at four per cent.,	$40,000 00	
Interest on $4,793,779.61 debenture certificate at three and one-half per cent.,	167,782 29	
		207,782 29
Delaware River Railroad and Bridge Company—		
Net earnings,	$148,407 57	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	98,726 35	
Belvidere Delaware Railroad Company—		
Net earnings,	364,059 77	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	53,241 85	
		664,435 54
Right of Way and Real Estate—		
Harsimus Cove,	$3,125 00	
Construction Expenditures—		
United New Jersey Railroad and Canal Company,	807,333 36	
Harsimus Cove,	20,857 36	
Philadelphia and Trenton Railroad Company,	101,808 94	
Connecting Railway Company,	66,698 90	
New York Bay Railroad Company,	2,466 38	
Cars, floats, barges, tug boats, etc.,	298,452 00	
Shop tools and machinery,	72,185 77	
		1,372,927 71
		$6,780,754 23
Net profit,		$30,436 18

M. RIEBENACK,
Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa., January 31st, 1908.

E. A. STOCKTON,
Ass't Comptroller.

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Statement of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts from January 1st, 1872, to December 31st, 1907, Inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1906,...	$25,101,298 90	
Amount expended in 1907, ...	888,830 89	
		$25,990,129 79

Cr.

By Proceeds from sale of bonds, equipment and other property, etc., to December 31st, 1906, ...	$7,288,547 97	
Proceeds from sales in 1907, ...	15,977 50	
Cash, ...	65,520 03	
		7,370,045 50
Debit balance, January 1st, 1908, ...		$18,620,084 29

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1906,..	$3,649,643 16	
Amount expended in 1907, ...	Nothing.	
		$3,649,643 16

Cr.

By Proceeds from sale of real estate, materials, etc., to December 31st, 1906, ...	$1,123,663 98	
Proceeds from sales in 1907, ...	Nothing.	
		1,123,663 98
Debit balance, January 1st, 1908, ...		$2,525,979 18

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1906,..	$3,908,029 50	
Amount expended in 1907, ...	20,857 36	
		$3,928,886 86

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Cr.

By United New Jersey Railroad and Canal Company's stock,	$2,258,708 55	
Proceeds from sale of buildings and materials to December 31st, 1906,	127,796 08	
Proceeds from sales in 1907,	Nothing.	
		$2,386,504 63
Debit balance, January 1st, 1908,		$1,542,382 23

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1906,	$1,225,234 54	
Amount expended in 1907,	3,125 00	
		$1,228,359 54

Cr.

By United New Jersey Railroad and Canal Company's stock,	$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1906,	2,855 49	
Proceeds from sales in 1907,	Nothing.	
		744,146 94
Debit balance, January 1st, 1908,		$484,212 60

SUMMARY.

Dr.

To cost of construction,	$25,990,129 79	
Real estate,	3,649,643 16	
Harsimus Cove Construction,	3,928,886 86	
Harsimus Cove—Right of way and real estate,	1,228,359 54	
		$34,797,019 35

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property,	$8,624,361 05	
United New Jersey Railroad and Canal Company's stock,	3,000,000 00	
		11,624,361 05
Debit balance, January 1st, 1908,		$23,172,658 30

E. and O. E.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa.,
January 31st, 1908.

M. RIEBENACK,
Comptroller.
E. A. STOCKTON,
Assistant Comptroller.

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Report of Railroad Companies.

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Atlantic City Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$3,625,000 00
Bonded debt,	4,538,617 00
Cost of road and equipments,	$8,669,297 48

Dividends paid during the year 1907, and how paid—None.

The road extends from Camden, N. J., to Atlantic City, N. J.; Atco, N. J., to Mullica Hill, N. J.; Gloucester, N. J., to Mount Ephriam, 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 168.14 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$1,018,335 28
Income from freight,	699,104 99
Income from other sources,	112,318 54
Total,	$1,829,758 81
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,022,931 01

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

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 1907 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER,
Comptroller.

Sworn and subscribed before me this tenth day of February, A. D. 1908.

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

ACCIDENTS.

January 3d, 1907—Samuel Barnes, employe, non-fatally injured, Ocean City, N. J., jumping off train. John W. Little, conductor; W. G. Hein, engineer.

January 3d, 1907—Augustus Bartling, non-employe, non-fatally injured, Oaklyn, N. J. Hand caught in door. W. F. Cartwright, conductor; C. E. Smith, engineer.

January 3d, 1907—William F. Steif, non-employe, non-fatally injured, Camden, N. J. Struck by flying glass. A. W. Pinkerton, conductor; E. M. Chaney, engineer.

January 4th, 1907—W. Holtz, non-employe, non-fatally injured, Haddon Heights, N. J. Fell while getting off train. J. H. Lance, conductor; F. R. Hein, engineer.

January 10th, 1907—Herman Kaplan, non-employe, non-fatally injured, Egg Harbor, N. J. Fell while getting off train. N. Laycock, conductor; P. Stohlberger, engineer.

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January 20th, 1907—Edward T. McConaghy, employe, fatally injured; John W. Arthur, employe, fatally injured; James P. Clark, employe, fatally injured; Placido Calcavechi, non-employe, non-fatally injured, Blue Anchor, N. J. Boiler of engine exploded. A. J. Johnson, conductor; E. T. McConaghy, engineer.

March 5th, 1907—Harry J. Foust, employe, non-fatally injured, Mullica Hill, N. J., uncoupling air hose. C. S. Foust, conductor; W. H. Fox, engineer.

March 9th, 1907—Stella Martin, non-employe, non-fatally injured, Glassboro, N. J. Door closed on hand. C. S. Foust, conductor; W. H. Fox, engineer.

March 28th, 1907—Emma F. Broadwater, non-employe, non-fatally injured; M. J. Couperthwaite, non-employe, non-fatally injured, Cedar Brook, N. J. Struck by flying glass. W. H. Young, conductor; D. Short, engineer.

April 3d, 1907—Harry E. Ruth, employe, non-fatally injured, Camden, N. J. Fell from car. H. E. Ruth, conductor; W. Arthur, engineer.

April 4th, 1907—Frank Maier, employe, non-fatally injured, Camden, N. J. Struck by engine. H. Lummis, conductor; G. M. Smith, engineer.

April 8th, 1907—Michael Migliaccio, employe, non-fatally injured, Cape May, N. J. Struck by stone being unloaded from car. ——, conductor; ——, engineer.

April 10th, 1907—Wallis J. Wright, employe, non-fatally injured, Blackwood, N. J. Hand caught in door. T. H. Ashton, conductor; T. J. Leupold, engineer.

April 13th, 1907—Gustave Bartell, non-employe, non-fatally injured, Williamstown Junction, N. J. Team struck. W. J. Cartwright, conductor; F. Lantry, engineer.

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April 16th, 1907—John W. Salter, employe, non-fatally injured, Clementon, N. J. Fell from car. J. H. Gregg, conductor; J. Whittaker, engineer.

April 23d, 1907—Elinore Norton, non-employe, non-fatally injured, Ocean City, N. J. Struck by train. J. W. Little, conductor; W. G. Hein, engineer.

April 26th, 1907—Jacob Fill, employe, non-fatally injured, Camden, N. J. Fell from caboose. F. W. Weigand, conductor; Wm. Boyle, engineer.

April 27th, 1907—Emily Budd, non-employe, non-fatally injured, Camden, N. J. Stepped between car step and station platform. A. J. Johnson, conductor; W. B. Balthaser, engineer.

April 30th, 1907—Unknown white man, non-employe, fatally injured, Risley, N. J. Supposed to have been struck by train. ——, conductor; ——, engineer.

May 10th, 1907—William Lodge, employe, non-fatally injured, Camden, N. J. Foot caught between drawheads. W. Lodge, conductor; J. Buchanan, engineer.

June 11th, 1907—Garret C. Schuster, non-employe, non-fatally injured; Charles Brandt, non-employe, non-fatally injured, Grenlock, N. J. Struck by milk truck which was struck by train. F. P. Penier, conductor; T. Leupold, engineer.

June 17th, 1907—Martin Goertler, employe, non-fatally injured, Glassboro, N. J., coupling cars. V. L. Moreau, conductor; G. S. Eldredge, engineer.

June 29th, 1907—Walter P. Palmer, employe, non-fatally injured, Camden, N. J., uncoupling cars. J. B. Black, conductor; George Wood, engineer.

July 4th, 1907—Victor L. Lance, employe, non-fatally injured, West Collingswood, N. J. Struck by coal from passing engine. A. A. Burgher, conductor; John E. Gallagher, engineer.

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July 4th, 1907—Bean Fowler, non-employe, non-fatally injured, Cape May, N. J. Jumped off train while in motion. Howard Lummis, conductor; William Thomas, engineer.

July 5th, 1907—Miss Mollis R. Bower, non-employe, non-fatally injured, Camden, N. J. Sprained ankle while getting off train. N. Laycock, conductor; Philip Stohlberger, engineer.

July 6th, 1907—Samuel Price, employe, non-fatally injured, Elwood, N. J., unloading freight. Samuel Price, conductor; Joseph W. Collins, engineer.

July 9th, 1907—Mrs. Frank Reppee, non-employe, non-fatally injured, Cedar Brook, N. J. Window fell on hand. A. B. Rulon, conductor; William E. Hause, engineer.

July 13th, 1907—Robert G. Caun, non-employe, non-fatally injured, Laurel Springs, N. J. Struck by engine. A. A. Burgher, conductor; John E. Gallagher, engineer.

July 15th, 1907—Robert A. Pfeiffer, non-employe, non-fatally injured, Tenth street, Camden, N. J. Struck by engine. A. B. Rulon, conductor; William E. Hause, engineer.

July 16th, 1907—John Reibel, non-employe, non-fatally injured, Camden, N. J. Fell while trying to board moving train. Joseph E. Iredell, conductor; Lucien Mann, engineer.

July 17th, 1907—Margaret Hines, non-employe, non-fatally injured; Peter Louis, employe, non-fatally injured; Samuel H. Smith, non-empoye, non-fatally injured; Harry E. Charity, non-employe, non-fatally injured, Bulson street, Camden, N. J. Collision account open switch. William Lodge, conductor; Morton Black, engineer.

July 18th, 1907—Charles C. Lynch, employe, non-fatally injured, Bulson street, Camden, N. J. Fell while getting off engine. Michael Ellis, conductor; Henry S. Schenk, engineer.

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July 18th, 1907—Albert W. Tomlin, employe, non-fatally injured, Winslow Junction, N. J. Struck by coal which fell off tank. H. Coverdale, conductor; George Sack, engineer.

July 21st, 1907—Adolph Elmer, non-employe, non-fatally injured, Egg Harbor, N. J., jumping on moving train. E. E. Smith, conductor; John Buchanan, engineer.

July 22d, 1907—Bud Sternberger, non-employe, non-fatally injured, Magnolia, N. J. Struck by water cooler which fell over. N. Laycock, conductor; P. Stohlberger, engineer.

July 26th, 1907—Thomas J. Williams, employe, non-fatally injured, Bulson street, Camden, N. J., uncoupling air hose. M. L. Ellis, conductor; H. S. Schenk, engineer.

July 26th, 1907—Charles S. Jones, employe, non-fatally injured, Williamstown Junction, N. J., getting off tender of engine. Charles S. Jones, conductor; Raymond Harrison, engineer.

July 27th, 1907—Carmine Carrabis, non-employe, fatally injured, Bairdmore, N. J. Struck by engine. C. P. McLain, conductor; Thomas S. Wigglesworth, engineer.

July 28th, 1907—Thomas Murray, employe, non-fatally injured, Bulson street, Camden, N. J., while getting on engine. William Lodge, conductor; Morton Black, engineer.

July 30, 1907—Frank Havey, employe, non-fatally injured, Ship Yard, Camden, N. J., getting off train; struck by intertrack fence. Philip E. Smith, conductor; John Buchanan, engineer.

July 30, 1907—M. F. Groppenbacker, non-employe, non-fatally injured, Mullica Hill, N. J. Team struck. E. S. Ireland, conductor; William H. Niearns, engineer.

August 3d, 1907—A. A. Newcomb, employe, non-fatally injured, Atlantic City, N. J. Fire hook fell on hand. F. W. Weigand, conductor; Irving McIntire, engineer.

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August 6th, 1907—Joheph H. Young, employe, non-fatally injured, Ocean City, N. J. Cinder in eye; F. W. Young, conductor; William G. Hein, engineer.

August 16th, 1907—Hugh Stephenson, non-employe, non-fatally injured, Laurel Springs, N. J. Struck by switch-lock thrown from baggage car. Alfred P. Rulon, conductor; William E. Hause, engineer.

August 19th, 1907—B. W. Koons, non-employe, non-fatally injured, Kaighn's Point, Camden, N. J. Cut by glass while trying to open window. William H. Young, conductor; W. J. Rattigan, engineer.

August 18th, 1907—Mrs. Lena Garfield, non-employe, non-fatally injured, Williamstown Junction, N. J. Claims injury while cars struck in coupling. F. P. Pernier, conductor; Eph. Bakley, engineer.

August 18th, 1907—J. O'Brien, non-employe, non-fatally injured, Audubon, N. J. Struck by flying glass. F. N. McCausland, conductor; William F. Boyle, engineer.

August 17th, 1907—Frank Vallat, non-employe, non-fatally injured, Camden, N. J. Opening window, broke glass. E. E. Smith, conductor; M. Lantry, engineer.

August 23d, 1907—David Campbell, employe, fatally injured, Atlantic City, N. J. Struck by engine. James S. Coleman, conductor; Charles W. Mielke, engineer.

August 28th, 1907—Lewis E. Prickett, employe, non-fatally injured, Greenloch, N. J. Hand caught between cutting lever and cars in coupling. Frank Doughty, conductor; Ferd Laird, engineer.

August 31st, 1907—Harold Hallowbush, non-employe, non-fatally injured, Camden, N. J. Window fell on hand. James S. Coleman, conductor; Charles W. Mielke, engineer.

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September 4th, 1907—Thomas J. Farrell, non-employe, non-fatally injured, Winslow Junction, N. J. Raising window—broke glass—hand cut. Howard Lummis, conductor; Louis McLain, engineer.

September 6th, 1907—Joseph Bailey, non-employe, non-fatally injured, Wilton, N. J. Fell of loading platform. Edward E. Clark, conductor; Thomas Mahnay, engineer.

September 9th, 1907—William Arthur, employe, non-fatally injured, Camden, N. J. Reversing engine. Harry Pavon, conductor; William Arthur, engineer.

September 13th, 1907—Thomas Parker, non-employe, non-fatally injured, Elwood, N. J. Struck by flying glass. G. B. McKeague, conductor; P. Stohlberger, engineer.

September 13th, 1907—John O'Donnell, non-employe, non-fatally injured, Atlantic City, N. J. Fell against window pane. George W. Morrison, conductor; William R. Hammil, engineer.

September 14th, 1907—Frank L. Reiner, non-employe, non-fatally injured, Camden, N. J. Struck by engine. ——,conductor; James Whitaker, engineer.

September 16th, 1907—Albert Murphy, Jr., employe, non-fatally injured, Williamstown Junction, N. J. Turning angle cock, struck by air hose. E. E. Clark, conductor; Thomas Mahney, engineer.

September 23d, 1907—Joseph Bleakley, employe, non-fatally injured, Winslow Junction, N. J. Hand caught in door. F. W. Wiegand, conductor; William Boyle, engineer.

September 24th, 1907—Paul Newlin, non-employe, non-fatally injured, Ocean City, N. J. Hand caught in car door. Floyd W. Young, conductor; William G. Hein, engineer.

September 24th, 1907—William Homan, non-employe, non-fatally injured; Lionel Homan, non-employe. non-fatally injured;

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Albert Woolfe, non-employe, non-fatally injured, Atlantic City, N. J. Team struck. Floyd Overton, conductor; Thomas W. Colling, engineer.

October 5th, 1907—Allen J. Roberts, employe, non-fatally injured, Atlantic City, N. J. Fell off box car. William M. Prosser, conductor; Thomas Collins, engineer.

October 8th, 1907—Morris Goldstein, non-employe, non-fatally injured; Eugene Raymond, non-employe, non-fatally injured, West Collingswood, N. J. Rear end collisions. N. Laycock, conductor; Daniel Short, engineer.

October 19th, 1907—John Dottmeier, non-employe, non-fatally injured, Camden, N. J. Struck by train. ——, conductor; William H. Fox, engineer.

October 27th, 1907—Archie E. Beckett, non-employe, non-fatally injured, Camden, N. J. Getting off car. M. L. Ellis, conductor; William Woodroff, engineer.

November 2d, 1907—Antonio Cangelline, employe, non-fatally injured, Camden, N. J. Run over by car. M. L. Ellis, conductor; John Black, engineer.

November 9th, 1907—George W. P. Wood, employe, non-fatally injured, Camden, N. J. Fell from tank of engine. Ernest Haines, conductor; A. B. Davis, engineer.

November 12th, 1907—Harry P. McElwee, employe, fatally injured, Mullica Hill, N. J. Caught between cars in making flying switch. M. E. Goertler, conductor; W. S. Plum, engineer.

November 15th, 1907—Violet A. Knudson, non-employe, fatally injured, Camden, N. J. Struck by train. J. Lee, conductor; S. L. English, engineer.

November 19th, 1907—William F. Ahnert, non-employe, non-fatally injured, Atlantic City, N. J. Struck by engine. G. W. Morrison, conductor; Robert Hammil, engineer.

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November 27th, 1907—Brindel Beetel, non-employe, non-fatally injured, Camden, N. J. Struck by engine. Harry Pavon, conductor; William Arthur, engineer.

December 5th, 1907—Lewis P. Mack, non-employe, fatally injured, Pleasantville, N. J. Team struck. G. W. Morrison, conductor; W. R. Hammil, engineer.

December 7th, 1907—Sylvanus Murphy, non-employe, non-fatally injured, Risley, N. J. Fell in getting on train. F. B. E. Thompkins, conductor; F. D. Hein, engineer.

December 10th, 1907, Louis Morton, employe, non-fatally injured, Risley, N. J. Pile of wood too close to track. George S. Lewis, conductor; Gordon Smith, engineer.

December 13th, 1907—John W. Little, employe, non-fatally injured, Palermo, N. J. Unloading freight. C. S. Hand, conductor; James Buzby, engineer.

December 5th, 1907—F. H. Hope, non-employe, non-fatally injured, Whitney's Crossing, Glassboro, N. J. Backed into side of P. R. R. train, catching Hope. Morris Keegan, conductor; Ira Fox, engineer.

December 24th, 1907—Mrs. M. P. Hoeffer, non-employe, non-fatally injured, Hammonton, N. J. Getting off coach. A. J. Johnson, conductor; William B. Balthaser, engineer.

December 25th, 1907—James Woolridge, non-employe, fatally injured, Camden, N. J. Supposed to have been struck by engine. ——, conductor; ——, engineer.

December 27th, 1907—William McIntire, employe, non-fatally injured, Camden, N. J. Releasing brake. Harry Pavon, conductor; William Arthur, engineer.

December 30th, 1907—D. J. C. Brooks, non-employe, non-fatally injured, Atlantic City, N. J. Struck by engine. G. W. Morrison, conductor; William R. Hammil, engineer.

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ATLANTIC CITY AND SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Atlantic City and Shore Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,000,000 00
Bonded debt,	850,000 00
Cost of road and equipments,	$640,106 49

Dividends paid during the year 1907, and how paid—None.

The road extends from Atlantic City to Ocean City, a distance of 15.2 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$82,254 32
Income from other sources,	2,756 42
Total,	$85,010 74
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$72,317 59

REMARKS.

Included in the above are the receipts and expenses; also the report of accidents of the Atlantic City and Ocean City Railroad Company, which, since July 2d, 1907, has been leased to and operated by the Atlantic City and Shore Railroad Company.

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P. O. address of the above company—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 and Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

W. A. STERN.

Sworn and subscribed before me this twenty-eighth day of January, A. D. 1908.

LOUIS DU HADWAY,
[L. S.] *Notary Public.*
Commission Expires January 16th, 1909.

ACCIDENTS.

February 17th—Webster Price, Smith's Landing, N. J., was struck and killed by car 115. Motorman R. L. Grice and Conductor J. Dunbar. Price was crossing tracks at Bakersville, N. J.

April 21st—Mrs. Jos. Stites, Pleasantville, N. J. Bruised about body and legs in alighting from car 111 at Somers Point, N. J., on account of stepping between platform and step of car. conductor, J. T. Smith; motorman, J. Crossley. J. T. Smith has left service.

June 7th—Mrs. Jane Smith, English Creek, N. J., fell in boarding car 115 at Ohio avenue, Atlantic City. Conductor, C. S. Price; motorman, R. L. Grice. Party slightly injured.

June 8th—William Merrick, employe, killed in falling from scaffolding in Somers Point Sub-Station while on duty.

June 15th—Unknown lady in alighting from car 107, at Virginia avenue and Boardwalk, being in an intoxicated condition, stepped on edge of step box and fell; slightly injured. Conductor,

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L. Walters; motorman, R. Cramer. Party claimed she was not injured.

June 16th—Unknown woman sprained ankle in alighting from car 116 at Somers Point, N. J. Motorman, C. Barkoff; conductor, C. Warrington. Barkoff left service.

June 24th—Collision between team of Atlantic Product Company and car 110 at Tennessee avenue. Driver slightly injured. Name unknown. Conductor, J. Dunbar; motorman, H. Rossen.

July 8th—Frank Garrett, struck by car 117 at Central avenue, Somers Point, N. J., while crossing track; slightly injured. Conductor, A. Adams; motorman, J. Crossley. Adams left service.

July 9th—Unknown boy stealing ride, car 117, Somers Point, falling from car. Injuries not known. J. Sowden, conductor; F. Crossley, motorman. Sowden left service.

August 2d—Mrs. Bird, Atlantic City, N. J., frightened, due to smoke entering car caused by short circuit on sand box. Conductor, G. Liek; motorman, W. B. Fenton. Car 116. Liek left service.

August 12th—Unknown man, hand out of window, car 108, at Tennessee avenue, sustained sprained hand, caused by striking unknown object. Conductor, G. Liek; motorman, R. L. Grice. Liek left service.

August 22d—Asa Atkinson, employe, struck by car 113 at Somers Point, N. J.; slightly injured. Conductor E. Scull; motorman, H. Ward.

August 31st—G. Mais, employe, left arm crushed while attempting to board construction train at Ocean City while in motion. Engineer, J. Currie; conductor, W. Hansworth, left service

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August 23d—Conductor A. E. Pierce, employe, hand burned throwing switch, car 4.

July 4th—William Mercer, employe, hand burned throwing switch, car 111.

July 13th—Motorman R. L. Green, employe, hand burned throwing light signal, car 111.

September 3d—J. Kolburg, claimed to have received shock by electricity while having his head out of window. Car and crew unknown.

September 15th—Jas. Fell, Pomona, N. J., struck by car 105 on meadows after having been electrocuted by third rail and lying in path of car. Conductor, O. Johnson; motorman, F. Guthoff.

September 22d—Mrs. R. Smith, Ocean City, N. J., leg sprained in alighting from car 113 at Ocean city, N. J. Conductor, F. W. Martin; motorman, R. Cramer.

October 16th—T. W. Johnson, Smith's Landing, N. J., ruptured blood vessel in boarding car at Virginia avenue. Crew and car unknown.

October 21st—Unknown driver thrown from wagon on account of reckless driving over tracks; injured slightly.

November 24th—Captain Dare Robinson, in sloop "Arbutus," during heavy northeast storm, attempted to pass through draw at Somers Point, N. J., and on account of strong wind and tide boat was carried against trestle of bridge and damaged, after which boat was abandoned.

December 26th—George Brynes, Pleasantville, N. J., while riding on car at Missouri avenue swung too far out of car and was struck by staff of signal. Employed as brakeman on W. J. and S. R. R. Co. Injured in back of head and left side. Was discharged from Atlantic City Hospital after expiration of two days. Conductor, H. K. Stockman; motorman, H. Anderson.

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BALTIMORE AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt,	163,747 49
Cost of road and equipments,	$863,747 49

Dividends paid during the year 1907, and how paid—None.

The road extends from Cranford, N. J., to A. K. Bridge, a distance of 5.30 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from freight,	$329,074 74
Total,	$329,074 74
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$372,384 50
Deficit,	$43,309 76

REMARKS.

Expenses, $367,875.12; taxes, $4,509.38. Total, $372,384.50.

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P. O. Address of the above company—No. 17 State street, New York City.

State of New York, New York county, *ss.*—Geo. H. Campbell, 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 1907 are correct and true, to the best of his knowledge and belief.

GEO. H. CAMPBELL.

Sworn and subscribed before me this twenty-seventh day of January, A. D. 1908.

M. V. KENNEDY,
Notary Public,
Richmond County, N. Y.
Certificate filed in New York County.

[L. S.]

ACCIDENTS.

January 26th—William Niederhauser, of Rosebank, Staten Island, injured on freight train at Arthur Kill Siding, New Jersey while riding on Gondola car. J. Pfeifer, conductor; H. Halpin, engineman.

July 13th—J. Egbert Stetson, of Rahway, New Jersey, while driving a wagon across the tracks of the B. and N. Y. Ry. at Rahway avenue crossing, was struck by engine No. 1631, breaking wagon and slightly injuring Stetson. George C. Decker, conductor; Frank Thompson, engineman.

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BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Barnegat Railroad Company presents the following report for the year ending December 31st, 1907:

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

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

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

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

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

SAM'L REA.

Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,

[L. S.] *Notary Public,*

Commission Expires January 21st, 1909.

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RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

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

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BAY SHORE CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Bay Shore Connecting Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$34,777 06
Floating debt,	132 40
Cost of road and equipments,	34,777 06

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

Operated jointly by Lehigh Valley Railroad Company of New Jersey and Central Railroad Company of New Jersey and included in reports 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,
President.

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Sworn and subscribed before me this ninth day of March, A. D. 1907.

F. T. HARBACH,
Notary Public,
New York County.

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, 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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BELVIDERE DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller of the railroad companies of the State,, Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,749,000 00
Floating debt—None.	
Cost of road and equipments,	$4,134,836 86

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, 0.10 miles; Coalport in Trenton, N. J., to East Trenton, N. J., 1.71 miles; Lambertville, N. J., to Flemington, N. J., 11.55 miles; Martins Creek, N. J., to Bangor and Portland Railway Junction, Pa., 0.29 miles. A total distance of 81.07 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.

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

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

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

JOHN P. GREEN,
President.

Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,
[L. S.] *Notary Public,*
Commission expires January 21st, 1907.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$338,229 97
Income from freight,	1,379,591 32
Income from other sources,	98,388 33
Total,	$1,816,209 62

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$1,581,788 58

Dividends paid during the year 1907, and how paid—One of ten per cent. paid in cash.

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

*Includes $186,251.98 interest on bonded debt, taxes and other obligatory charges.

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BERGEN COUNTY RAILROAD

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Erie Railroad Company as lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1907:

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

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

It is leased to the Erie Railroad Company at an annual rental of $24,000.00 and taxes.

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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BERGEN AND DUNDEE RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Bergen and Dundee Railroad, presents the following report for the year ending December 31st, 1907:

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

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

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

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

A. L. TRAVIS,

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

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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BRIGANTINE TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Brigantine Transportation Company presents the following report for the year ending December 31st, 1907:

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

[In May, 1904, the entire property and franchise was sold to the undersigned under foreclosure, and since then the property has been held for sale and has not been operated, but all taxes have been paid as assessed and due.]

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

RECEIPTS AND EXPENSES FOR 1907.

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

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

REMARKS.

The property is now held by the undersigned as agent and owner under foreclosure sale under the first mortgage bonds.

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P. O. address of the above company—John O. Heald, 141 Broadway, New York (office), or 182 Park avenue, Orange (residence).

State of New York, New York city and county, *ss.*—John O. Heald, being duly sworn, on his oath says, that he is agent and owner of the Brigantine Transportation Company property and franchises, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this sixteenth day of March, A. D. 1908.

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

ACCIDENTS.

None.

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BUENA VISTA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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.

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Dividends paid during the year 1907, 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.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Camden and Burlington County Railroad County presents the following report for the year ending December 31st, 1907:

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

The road extends from Pavonia, N. J., to Pemberton, N. J., 22.35 miles; connection with Philadelphia and Long Branch Railroad 108 feet east of Birmingham Station, East Burlington, N. J., to 2,158 feet east of Birmingham Station, to Mount Holly, N. J., a 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 capital stock, four per cent. on funded debt, taxes and $500.00 for maintaining the organization.

Lease assigned to the Pennsylvania Railroad Company.

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

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

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

SAMUEL REA.

Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,
Notary Public,
Commission expires January, 1909.

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$165,954 88
Income from freight,	122,257 58
Income from other sources,	53,999 65
Total,	$342,212 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$406,983 86
Dividends paid during the year 1907, and how paid—Two of three per cent. each, payable in cash.	

*Includes $51,011.90 rental paid for use of road and taxes.

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

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

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, Cape May, Delaware Bay and Sewell's Point Railroad Company, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	$325,271 63

Dividends paid during the year 1907, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$15,319 22
Income from freight and other sources,	6,056 98
Total,	$21,376 20
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$40,664 91

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

State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says, that he is Comp-

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troller 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 1907 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER,
Comptroller.

Sworn and subscribed before me this tenth day of February, A. D. 1908.

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

ACCIDENTS.

November 7th, 1907—Arthur Wilson, non-employe non-fatally injured, Cape May, N. J. Team struck. Frank Robinson, conductor; Frank Morris, motorman.

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CARTERET EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1907:

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

W. G. BESLER.

Sworn and subscribed before me this twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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

Dividends paid during the year 1907, and how paid—None.

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

ACCIDENTS.

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

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CARTERET AND SEWAREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret and Sewaren Rail Road Company presents the following report for the year ending December 31st, 1907:

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

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

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

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

W. G. BESLER.

Sworn and subscribed before me this twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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

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Dividends paid during the year 1907, 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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CENTRAL RAILROAD OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Central Railroad Company of New Jersey, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$27,436,800 00
Bonded debt,	54,260,000 00

Dividends paid during the year 1907, and how paid—Four (4) of two (2) per cent. each; in all eight (8) per cent. on par value of stock. Paid in cash.

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

	Miles.
Elizabethport to Brills,	5.51
Elizabethport loop,	3.02
Communipaw to Newark (formerly Newark and New York Railroad),	6.22
Elizabethport and Perth Amboy and spur (formerly Perth Amboy and Elizabethport Railroad),	12.57
Centreville to Constable Hook (formerly Constable's Hook Railroad),	1.95
Brills to Passaic River (formerly Manufacturers' Railroad),	1.68
Somerville to Flemington (formerly South Branch Railroad),	15.78
High Bridge to Wharton (formerly High Bridge and Longwood Valley Railroads),	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 Co.'s Works,	0.45
Spur—Avenue A, Bayonne, to Avenue C,	0.60

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	Miles.
Spur—Philipsburg 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 1907.

Income from passengers,	$3,446,835 00
Income from freight,	9,047,282 60
Income from other sources,	3,203,427 60
Total,	$15,697,545 20
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$9,713,809 53

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

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

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

State of New York, 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

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the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this twenty-eighth day of February, A. D. 1908.

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

ACCIDENTS.

Coupling or Uncoupling—Employes.

January 22d, 1907—T. K. Young, driller, injured at West End, East Twenty-second street. Engineer, G. Quick; conductor, E. Landrigan.

February 11th—James Kenny, driller, injured at East Twenty-second Street Yard. Engineer W. H. Stiner; conductor, J. J. Harrington.

March 16th—W. Brown, brakeman, slightly injured, Somerville, N. J. Engineer, W. S. Devine; conductor, Tom Galvin.

March 19th—Patrick O'Connor, driller, slightly injured at Elizabethport, N. J. Engineer, J. Stephens; conductor, R. O. Blumberg.

March 25th—William Chapman, driller, slightly injured at Elizabethport, N. J. Engineer F. Paulman; conductor A. J. Gillespie.

April 5th—B. Higgins, brakeman, killed at Second Street Yard, Elizabethport, N. J. Engineer, W. C. Aten; conductor, J. H. Berry.

August 24th—Maurice Decker, brakeman, injured, train shed, Jersey City, N. J . Engineer, J. Gesbocker; Conductor, R. A. Bellis.

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November 25th—Samuel Culbert, driller, injured at Jersey City. Engineer J. Tate; conductor, J. R. Kelleher.

November 29th—John Kenny, driller, injured at Bayonne. Engineer W. H. Stiner; conductor, T. Reilly.

December 5th—Clarence Y. McFadden, brakman, injured at Cranford Junction. Engineer W. H. Williams; conductor, W. T. Lowden.

Collisions—Employes.

March 15th, 1907—W. Stillwagon, engineman, and Charles Ross. fireman, both injured at Port Liberty, Jersey City, N. J. Engineer, W. Stillwagon; conductor, G. A. Bauer.

September 28th—W. F. Pengally, fireman; Thomas P. Benjamin, engineer; George Hendrickson, brakeman, and Charles C. Bracken, driller, all injured at Brills Junction, Newark, N. J. Egineers, T. Benjamin and F. F. McPeak; conductors, W. Gilp and P. Givens.

October 29th—George W. Lear, engineer, killed, and W. H. Davis, fireman, injured, at Hampton. Engineers, W. Carpenter and George Lear; conductors, J. W. Gotsil and J. S. Kline.

Collisions—Non-employes.

August 1st, 1907—W. J. Wherry, U. S. Mail clerk; C. D. Renberger, U. S. Express messenger; J. Anderson, U. S. Express helper; C. S. Gilbert, passenger, and Theresa Golota, passenger, all injured at Jersey City train shed. Engineer J. Simms; conductor, W. Finley.

Derailments—Employes.

March 14th, 1907—M. Hennessy, head driller, slightly injured at Newark Junction Tower, Jersey City. Engineer N. Duncan; conductor, M. Hennessy.

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December 11th—John C. Smith, brakeman, injured at Perth Amboy. Engineer, F. Bogart; conductor, T. Prendergast.

Falling from Trains, Locomotives or Cars—Employes.

January 15th, 1907—W. J. Cullen, conductor, injured at Sewaren, N. J. Engineer, T. J. Ryan; conductor, W. J. Cullen.

January 29th—E. R. Edick, conductor, injured at Bayway, N. J. Engineer, J. McCallison; conductor, E. R. Edick.

February 23—Carl G. Brownell, fireman, injured at High Bridge. Engineer, Samuel Gibbons; conductor, W. J. Batdorf.

April 19th—H. H. Stewart, brakeman, injured at Vulcanite Yard. Engineer, H. Koons; conductor, W. J. Batdorf.

May 15th—Thomas Hoey, driller, killed at St. Charles Street Yard, Newark, N. J. Engineer, Wm. W. Miller; conductor, H. Lockwood.

June 22d—D. A. O'Donnell, brakeman, injured at Phillipsburg Yard. Engineer, H. Ackerman; conductor, C. M. Terry.

July 11th—R. D. Ryan, brakeman, injured at Hmpton, N. J. Engineer, C. Callaghn; conductor, C. M. Terry.

September 5th—J. J. Harrington, driller, injured at East Twenty-second street, Bayone. Engineer, J. Rodenbaugh; conductor, H. A. Wise.

September 18th—John Kenny, driller, injured at East Twenty-second Street Yard. Engineer, W. H. Stiner; conductor, T. Reilly.

November 8th—Joseph Townsend, brakeman, injured at Bound Brook. Engineer, J. Casey; conductor, J. F. Otto.

November 15th—Ernest L. Batdorf, brakeman, killed at White House. Engineer, J. Fitzpatrick; conductor, H. E. Bartholomew.

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November 15th—Thomas Cyphers, brakeman, injured at Westfield. Engineer, C. Husband; conductor, M. Colohan.

November 20th—E. C. Harkins, conductor, injured at High Bridge. Engineer, J. Knapp; conductor, E. C. Harkins.

December 21st—Joseph McCandless, brakeman, injured at Hampton. Engineer, W. McMahon; conductor, C. A. Teets.

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

April 6th, 1907—Timothy Carey, trespasser, seriously injured at East Twenty-second Street Yard, Bayonne. Engineer, W. L. Smith; conductor, T. Maroney.

July 21st—Frank Bein, passenger, injured at Newark, N. J. Engineer, C. Holmes; conductor, S. W. Dennis.

September 5th—L. Edw. Collery, passenger, killed at train shed, Jersey City, N. J. Engineer, S. Lowery; conductor, C. S. Stokes.

November 17th—Michael Collins, trespasser, killed at Hampton. Engineer, J. Decker; conductor, M. Searfass.

December 26th—William Lantis, trespasser, killed at Elizabethport. Engineer, G. Wenks; conductor, Frank Simon.

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

January 4th, 1907—J. Kennedy, head driller, injured at Port Johnston Coal Docks, Bayonne, N. J. Engineer, G. Brown; conductor, J. Kennedy.

January 17th—Clarence Parker, brakeman, killed at Kenvil. Engineer, C. D. Bowe; conductor, R. J. Ayres.

February 28th—Ralph Drake, driller, injured at Avenue Yard, Elizabethport. Engineer, Wm. O'Brien; conductor, J. G. Henderson.

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March 25—Thomas J. McCabe, passenger conductor, killed at Jersey City passenger station. Engineer N. Furman; conductor, John Groff.

April 1—Garrie Van Pelt, driller, injured at Newark, N. J. Engineer R. Loshen; conductor, J. S. Tolland.

June 30th—Raymond Rose, driller, injured at Jersey City Freight Yard. Engineer, Fred Smith; conductor, I. Praster.

July 8th—William Sell, fireman, injured at Rockaway, N. J. Engineer, C. Forrester; conductor, S. A. Crook.

July 9th—J. McCool, brakeman, injured at West Eighth street. Engineer, C. O. Clador; conductor, T. Harkins.

July 16th—Angelo Master, laborer, injured at Clinton avenue, Plainfield, N. J. Engineer, ——; conductor, ——.

July 23d—J. J. Conway, brakeman, injured at Hampton, N. J Engineer, W. L. McMahon; conductor, W. Nolan.

July 30th—Cincenny Derenthim, sectionman, injured at Bound Brook, N. J. Engineer, F. Fulmer; conductor, C. Urbach.

August 21—Josef Szwek, laborer, injured at train shed, Jersey City. Engineer, W. Snyder; conductor, F. Vanatta.

September 16th—John Holow, laborer, killed at West Side avenue, Jersey City, N. J. Engineer, W. Huff; conductor, M. A. Knapp.

October 9th—Edward F. Connell, brakeman, injured at Jersey City Freight Yard. Engineer, T. Fox; conductor, O. E. Braden.

October 17th—James N. Apgar, brakeman, injured at Plainfield. Engineer, G. Wertman; conductor, C. H. Dineen.

October 31st—Francesco Pennakie, sectionman, injured at Grant avenue, Plainfield. Engineer, H. Tomey; conductor, M. Cannon.

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November 15th—George Hart, head driller, injured at Jersey City Freight Yard. Engineer, J. Frank; conductor, G. Hart.

November 15th—S. G. Strain, driller, injured at Jersey City. Engineer, J. Allen; conductor, F. Eisenhauer.

December 15th—Bridget Flaherty, car cleaner, injured at Jersey City Passenger Yard. Engineer C. Burroughs; conductor, T. McGinnis.

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

January 8, 1907—Walter Rosebury, trespasser, injured at Bloomsbury. Engineer, A. Martin; conductor, P. W. Cowell.

January 20th—Clinton Neronis, trespasser, killed at Finderne. Engineer, J. Mays; conductor, R. Gregg.

January 22d—William Wilson, trespasser, injured at Bound Brook. Engineer E. A. Hight; conductor, H. G. Conrad.

February 17th—G. Harkuss, trespasser, injured at Plainfield. Engineer, J. Van Clief; conductor, G. Brown.

February 17th—Geo. Minerd, trespasser, injured at Plainfield. Engineer, I. Van Clief; conductor, Geo. B. Brown.

March 6th—Miss A. Daly, slightly injured at Jersey City, N. J. Engineer, C. Foster; conductor, J. L. Shearn.

March 6—Miss F. Duchawney, slightly injured at Jersey City, N. J. Engineer, W. Bennett; conductor, W. E. Case.

March 9th—J. L. Sommers, seriously injured at Elizabeth, N. J. Engineer, M. J. Kennedy; conductor, G. S. Hahn.

March 10th—Miss Dorothy Blodgett, slightly injured at Jersey City train shed. Engineer, F. Eck; conductor, C. Getsinger.

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March 19th—J. F. Pennington, slightly injured at Jersey City Passenger Station. Engineer, J. Lutz; conductor, John R. Day.

March 25th—Gadaritch Pilgo, killed at Jersey City Passenger Station. Engineer, N. Furman; conductor, John Groff.

March 30—Miss Agnes Roman, passenger, injured at Pacific avenue, Jersey City, N. J. Engineer, E. Gordon; conductor, D. C. Randolp.

April 8th—Unknown man, killed at Elizabeth Station. Engineer, J. Creedon; conductor, J. L. Fryburg.

April 11th—Calvin Ten Eick, trespasser, killed at Glen Gardner. Engineer, F. Eck; conductor, C. Getsigner.

April 19th—Mrs. Julia B. Hayes, passenger, injured at Westfield, N. J. Engineer, E. Mahoney; conductor, H. D. Staats.

April 26th—Wm. Reese, passenger, injured at West Side Avenue Station, Jersey City, N. J. Engineer, J. Mulford; conductor, W. Durling.

April 30th—B. L. Van Gilden, passenger, injured at Broad Street Station, Newark, N. J. Engineer, J. Mulford; conductor, W. Durling.

May 10th—Jas. McGowan (colored), trespasser, killed at Cranford Junction, Cranford, N. J. Engineer, J. Kipple; conductor, W. Chambers.

May 11th—Foster Miles, trespasser, injured at Elizabeth, N. J. Engineer, W. L. Smith; conductor, W. Mullen.

May 18th—Alex. Vallamack, passenger, injured at Perth Amboy, N. J. Engineer, W. L. Niverson; conductor, G. H. Van Note, Jr.

May 27th—Frank Simmons, passenger, injured at Jersey City. Engineer, G. Cobson; conductor, E. C. Evans.

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May 30th—Mrs. A. M. Faye, passenger, injured at train shed, Jersey City, N. J. Engineer, J. Coyne; conductor, S. L. Piatt.

June 1—Isadore Shultz, passenger, injured at Jersey City train shed. Engineer, ——; conductor, G. D. Porter.

June 1—Samuel Brown, passenger, injured at West 8th street, Bayonne, N. J. Engineer, T. Bradshaw; conductor, M. H. Dunn.

June 16th—Mrs. G. F. Dickerson, passenger, injured at train shed, Jersey City, N. J. Engineer, W. L. Smith; conductor, C. W. Keyser.

June 30th—John Baum, passenger, injured at Elizabethport, N. J. Engineer, W. Carpenter; conductor, C. W. Keyser.

July 5—Miss Annie Connell, passenger, injured at Elizabethport. Engineer, S. Reese; conductor, J. H. Ireland.

July 15th—Bronislaus Zebrowsky, trespasser, killed at Elizabethport. Engineer, L. R. Percy; conductor, H. P. Sparjs.

August 10—Michael Fass anl Jos. Gold, passengers, injured at West Side avenue, Jersey City. Engineer, S. Loughery; conductor, F. P. Fairbanks.

August 10th—Unknown man, injured at Jersey City Yard, Jersey City. Engineer, L. La Barre; conductor, E. Sherry.

September 10th—Frank Kelly, passenger, injured east of Port Reading Crossing Station. Engineer, F. Wynkoop; conductor, W. Creveling.

September 21st—Abraham Natitzky, killed at Newark Bay Bridge. Engineer, H. Kirchman; conductor, J. F. Snyder, Jr.

October 3d—Peter Ammerman, trespasser, killed at Glen Gardner. Engineer, L. J. Lamb; conductor, H. M. Haggerty.

October 4th—Mrs. Sarah Hildebrand, passenger, injured at Raritan. Engineer, G. Leggett; conductor, J. Walker.

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October 13th—E. Sivard, passenger, injured at Pacific avenue, Jersey City. Engineers, F. Rehm and R. Wolverton; conductors, C. Stokes and J. Ireland.

November 3d—Martin Dugan, trespasser, fatally injured at Glen Gardner. Engineer, L. Smith; conductor, J. Banghart.

November 6th—H. F. Keiller, passenger, injured at Jersey City Station. Engineer, N. Sheridan; conductor, Philip Backer.

November 9th— William Colbert, passenger, killed at Greenville, Jersey City. Engineer, E. Jones; conductor, W. H. Berkheimer.

November 25th—J. H. Bigley, passenger, injured at Elizabethport. Engineer, W. Wetton; conductor, R. Bellis.

December 11th—John Tully, passenger, injured at Netherwood, Plainfield. Engineer, A. Shedd; conductor, G. Van Nortwick.

December 14—Owen Burton, passenger, injured at Jersey City. Engineer, P. Gilmore; conductor, S. Piatt.

December 24th—Mrs. W. J. Gilman, passenger, injured at Somerville. Engineer, E. Jones; conductor, C. W. Keyser.

December 25th—J. B. Cheyley, passenger, injured at Jersey City. Engineer, J. French; conductor, A. B. Prawl.

December 31st—Frank Harris, passenger, injured at East Twenty-second street, Bayonne. Engineer, G. Squire; conductor, F. Lewis.

Overhead and Other Obstructions—Employes.

January 31, 1907—H. Wakefield, driller, injured at Brills. Engineer, W. Miller; conductor, H. L. Lockwood.

February 10th—J. J. Lang, driller, injured at Elizabeth. Engineer, T. Bowe; conductor, C. C. McGinty.

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April 12th—T. J. Heffernan, brakeman, killed at Ludlow, N. J. Engineer, C. Witherick; conductor, A. E. Miller.

May 3d—S. W. Raub, conductor, injured at Ludlow, N. J. Engineer, W. Leopold; conductor, S. W. Raub.

October 7th—Ray Egbert, brakeman, injured at Hampton. Engineer, H. Hahn; conductor, E. H. Vernon.

October 14th—Christopher Shrope, brakeman, injured at Hampton. Engineer, J. S. Eveland; conductor, R. Burroughs.

October 29th—James A. Holland, driller, injured at Lister's Siding, Manufacturers' Branch, Newark. Engineer, F. Relm; conductor, H. Lockwood.

November 18th—E. D. Harkins, brakeman, injured at North Branch. Engineer, A. Weaver; conductor, W. G. Sibach.

Overhead and Other Obstructions—Non-employes.

February 22, 1907—Dr. John G. Scheibert, passenger, killed at West Side avenue. Engineer, J. H. Rodenbough; conductor, W. P. Hibler.

March 29th—Dannie McDonald, trespasser, injured at Elizabeth, N. J. Engineer, W. Curry; conductor, J. B. Cannon.

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

February 15th, 1907—Edw. McCaffery, crossing watchman, fatally injured at Schiller street crossing, Elizabethport. Engineer, C. Foster; conductor, J. L. Shearn.

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

January 4th, 1907—G. E. Hobday, driver, injured at Jersey avenue, Jersey City. Engineer, N. Duncan; conductor, G. Hart.

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February 2—Thomas Conghlin, trespasser, injured at Jersey avenue, Communipaw. Engineer, A. J. Smith; conductor, W. E. Case.

May 5—B. Price, injured at Rahway avenue crossing, Carteret, N. J. Engineer, G. Rowland; conductor, W. Struthers.

May 8th—Jennie Spalenka, killed at Court street crossing, Elizabethport, N. J. Engineer, J. Reagan; conductor, A. P. Hetfield.

May 14th—David Wilner, trespasser, killed at New Brunswick avenue crossing, Perth Amboy, N. J. Engineer, H. Horn; conductor, C. Warman.

August 5th—Geo. M. Beden, trespasser, killed at Hawkins street, Brills Junction, N. J. Engineer, C. Holmes; conductor, J. Van Middlesworth.

August 9th—Mrs. Augusta De Espies, trespasser, killed at Elizabeth avenue, Elizabeth, N. J. Engineer, G. Squires; conductor, F. S. Lewis.

August 15th—Peter Degnan, trespasser, injured at Elizabethport, N. J. Engineer, H. Ayers; conductor, J. Walsh.

September 6th—Lester Tscherter, killed at Prospect avenue crossing, Dunellen, N. J. Engineer, W. Lavenburg; conductor, E. McEwan.

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

January 17th, 1907—J. J. Gillespie, conductor, injured at Phillipsburg. Engineer, W. House; conductor, M. L. Young.

January 18th—Gunseppe Petrofrezzo, laborer, killed at Communipaw. Engineer, F. R. Wynkoop; conductor, J. Merlette.

February 6th—Roy F. Batson, operator, killed at Roselle. Engineer, A. J. Schmidt; conductor, W. M. Ryder.

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February 7th—Yan Olkenicz, car cleaner, injured at Jersey City Passenger Yard. Engineer, J. Mattis; conductor, T. B. O'Connor.

February 9th—W. C. Ruth, brakeman, killed at Plainfield. Engineer, M. Halligan; conductor, T. Fardy.

February 11th—Frank Thompson, brakeman, killed at Jersey City. Engineer, E. Mahoney; conductor, H. D. Staats.

February 26th—W. E. Ming, yard clerk, injured at Spring street, Elizabeth. Engineer, W. B. Smith; conductor, A. Howells.

March 2d—B. Ocutes, laborer, slightly injured at Meadow Switches, Newark and Elizabeth track. Engineer, D. Driscoll; conductor, T. Lukens.

March 6th—Fred. Becker, laborer, killed at Somerville, N. J. Engineer, B. Flynn; conductor, J. H. Taylor.

March 8th—Fucile Benedetto, laborer, killed at North Branch, N. J. Engineer, E. Mahoney; conductor, H. D. Staats.

March 22d—Warren Gordon, brakeman, killed at Perth Amboy, by Pennsylvania Railroad train. Engineer, ——; conductor, ——.

April 2d—Jos. Kpkowick, track laborer, killed at Phillipsburg. Engineer, H. Weisel; conductor, C. Laubach.

April 17th—Patrick Kennedy, section foreman, injured at Elizabethport. Engineer, E. Poda; conductor, E. Youngkin.

April 19th—Michael Zupko, section laborer, injured at Plainfield. Engineer, H. Horn; conductor, J. J. Spellman.

May 24th—Mike Blockwinshock, laborer, injured at Elizabethport. Engineer, A. Heim; conductor, J. L. Hunt.

June 4th—John Mazzo, laborer, killed at Broad Street Station, Newark, N. J. Engineer, W. Huff; conductor, ——.

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June 28th—Lewis Carado, trackwalker, injured at Elizabethport Station. Engineer, J. Kinney; conductor, C. R. Cole.

June 28th—T. Alpaugh, brakeman, injured at Neshanic, N. J. Engineer, P. Quick; conductor, J. J. Spellman.

July 3d—Edward E. Parsley, laborer, injured at Newark, N. J. Engineer, W. Bennett; conductor, W. Hibler.

July 20th—Willis E. Northhelfer, signal repairman, killed at Westfield, N. J. Engineer, H. Stein; conductor, J. Messer.

July 23d—John Frank, trackwalker, killed at Elizabeth, N. J. Engineer, I. Van Cleef; conductor, T. Lukens.

September 4th—Stafano Bartola, laborer, killed at Plainfield, N. J. Engineer, P. Gilmore; conductor, G. Van Nortwick.

September 17th—Anthony Saldarello, trackwalker, injured at Communipaw Station, Jersey City, N. J. Engineer, C. Holmes; conductor, H. E. Dowdell.

September 18th—Andrew Melco, trackman, killed at West End Avenue Yard, Elizabethport, N. J. Engineer, J. J. Costello; conductor, A. D. Fullerton.

October 15th—A. E. Mann, fireman, injured at Communipaw, Jersey City. Engineer, S. Lawery; conductor, C. Stokes.

October 21st—Joseph Liettem, laborer, injured at Garwood. Engineer, W. Allen; conductor, J. E. Carrigan.

October 23d—Leon E. Campbell, clerk, injured at Sewaren. Engineer, E. Egbert; conductor, T. Dawson.

November 12th—Louis Sominilli, laborer, injured at High Bridge. Engineer, H. Ackerman; conductor, W. R. Culver.

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

February 10th, 1907—John Movyckliver, trespasser, injured near Maurer. Engineer, C. Van Middlesworth; conductor, Thos. Flanagan.

February 10—John Nagg, trespasser, injured near Woodbridge Junction tower, near Maurers. Engineer, Cornelius Van Middlesworth; conductor, ——.

February 12th—Charles Peterson, trespasser, killed at Port Liberty Yard. Engineer, W. Ludwig; conductor, M. Lyman.

February 16th—Michael Holuba, passenger, killed at West 8th street. Engineer, C. Pittinger; conductor, W. Creveling.

March 9th—Clinton Knapp, trespasser, killed at Bound Brook, N. J. Engineer, O. Feschner; conductor, J. McAloan.

March 10th—Alexander Pantolino, trespasser, fatally injured east of Plainfield, N. J. Engineer, F. W. Heiling; conductor, ——.

March 11th—Benj. Walters, trespasser, injured at Phillipsburg, N. J. Engineer, John Hunt; conductor, W. L. Kist.

March 20th—James Mitchell, trespasser, killed near High Bridge Station, N. J. Engineer, J. E. Dineen; conductor, L. Stametz.

March 22d—John McNamara, trespasser, killed at Elizabethport, N. J. Engineer, G. Byrnes; conductor, W. Manning.

March 23d—Daniel G. Wilcox, trespasser, killed at Bay Bridge, near Bayonne City, N. J. Engineer, J. Weikly; conductor, L. P. Titus.

April 10th—Ernest Welsh, trespasser, killed at Ludlow, N. J. Engineer, T. Marks; conductor, D. A. Sweeney.

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April 14th—Kaszemieras Uszgalis, trespasser, killed at Phillipsburg. Engineer, Chas. Carey; conductor, ——.

May 9th—James Gallagher, trespasser, injured at South Carteret. Engineer, W. Hopler; conductor, E. E. Kiyler.

May 13th—Unknown man, trespasser, killed at Van Nostrand Place, Jersey City, N. J. Engineer, S. Watson; conductor M. H. Henry.

May 20th—John Kricha, trespasser, killed at East 22d street, Bayonne City. Engineer, R. McCloud; conductor, C. Dodwell.

May 24th—Elmer Andrew, trespasser, seriously injured at Elizabethport, N. J. Engineer, H. Horn; conductor, G. D. Souders.

May 31st—Abraham Burham, trespasser, killed at 14th street, Bayonne City, N. J. Engineer, A. Kirkendall; conductor, J. T. Ross.

June 8th—Bob (last name unknown), trespasser, killed at track No. 8, Fiddlers' coal chute. Engineer, ——; conductor, ——.

June 15th—Alexander Oska, trespasser, killed at Cranford, N. J. Engineer, G. Koehler; conductor, J. T. Ross.

June 18th—Mrs. Mary Paxson, trespasser, killed near Pacific Avenue Station, Jersey City, N. J. Engineer, W. Huff; conductor, R. A. Bellis.

July 5th—Chas. Baeder, trespasser, killed at Newark, N. J. Engineer, S. Jones; conductor, H. S. Hahn.

July 9th—Mrs. Mary Feely, trespasser, killed at Wesfield, N. J. Engineer, W. Alpaugh; conductor, J. Morletts.

July 18th—James J. Fitzpatrick, trespasser, killed at Communipaw, N. J. Engineer, M. Wall; conductor, G. D. Porter.

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July 21st—Leopold Milke, trespasser, killed at Newark, N. J. Engineer, S. Walters; conductor, W. Gilp.

August 2d—John Deerey, trespasser, killed at Bayonne, N. J. Engineer, P. Mead; conductor, A. B. Prawl.

August 19th—Unknown boy, trespasser, killed at Claremont, Jersey City. Engineer, T. Tice; conductor, W. F. Lynn.

August 24— —— Brestetorte, trespasser, killed at Cranford, N. J. Engineer, E. Mahoney; conductor, H. D. Staats.

October 4th—Michael Shulas, trespasser, killed at West 8th street, Bayonne. Engineer, E. Gordon; conductor, J. Herbert.

October 18th—Mary Andrews, trespasser, killed near Grant avenue, Plainfield. Crew unknown.

November 1—Albert Ritterbusch, trespasser, injured at Dunellen. Engineer, W. J. Murphy; conductor, C. H. Dineen.

November 7th—Jacob Stein, trespasser, killed at Elizabethport. Crew unknown.

November 23d—Frank Tibig, killed at Jersey City. Engineer, W. Lavenburg; conductor, E. McEwen.

November 28th—John Mack, trespasser, killed at Glen Gardner. Engineer, A. Erickson; conductor, C. F. McAtee.

December 6th—Two unknown men, trespassers, killed at Newark Bay Bridge, Bayonne City. Engineer, N. Sheridan; conductor, P. Backer.

December 8th—Unknown man, trespasser, killed at Cranford. Engineer, F. Saltmer; conductor, W. Meehan.

December 9th—Harry Hilton, trespasser, killed at Carteret. Engineer, F. Dumke; conductor, F. Goger.

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December 14th—Unknown man killed at Newark Bay Bridge, Elizabethport. Engineer, T. Tice; conductor, W. F. Lynn.

December 16th—Thos. Evans, trespasser, killed at Communipaw Station. Engineer, W. Creveling; conductor, F. Goger.

December, 19th—Samuel Leonard, trespasser, killed at Plainfield. Engineer, J. McKeaney; conductor, A. B. Nicom.

December 21st—Kasper Yablonski, injured at Jersey City. Engineer, E. J. Dwyer; conductor, H. Hennessy.

December 25th—John Boszi, trespasser, injured at Neshanic. Engineer P. Quick; conductor, J. Walsh.

December 29th—Michael E. Dillon, trespasser, injured at Elizabethport. Engineer, C. Foster; conductor, F. Lewis.

On or About Trains, Locomotives or Cars—Employes.

January 11th, 1907—T. Welsh, brakeman, injured at New Shop Yard, Elizabethport. Engineer, A. Sims; conductor, A. J. Gillispie.

January 12—J. McHale, brakeman, injured at Jersey City Freight Yard. Engineer, J. Hull; conductor, J. Cox.

January 12—H. B. Luts, brakeman, injured at Wharton Furnace Yard, Wharton. Engineer, C. D. Bowe; conductor R. J. Ayres.

January 25th—C. Howell, brakeman, injured at High Bridge. Engineer, W. Walsh; conductor, L. Bowlby.

February 1st—J. H. Vail, brakeman, injured at Elizabethport. Engineer, H. Wilson; conductor, P. O'Hearn.

March 23d—Jos Davis, car inspector, killed in Elizabethport Yard. Engineer, W. H. Pierce; conductor R. J. Hillman.

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March 30th—James H. Gallagher, injured at Ferry street, Newark, N. J. Engineer, W. E. Miller; conductor, T. Hoey.

May 20th—Oscar S. Hill, brakeman, killed between High Bridge and Raritan. Engineer, M. Heaney; conductor, J. C. Dodson.

May 21st—W. Hutchinson, driller, killed at Manhattan Yard, Jersey City, N. J. Engineer, W. Young; conductor J. Kelleher.

June 4th—Ervin Faust, brakeman, killed at Philipsburg, N. J. Engineer, J. Fleet; conductor C. Fishbough.

June 23d—Charles Ernest, helper, injured at Jersey City, N. J., Passenger Yard. Engineer, C. Schroll; conductor, R. Pierson.

July 13th—Geo. Gill, driller, injured at Elizabethport. Engineer, John Straub; conductor, W. Oakes.

July 19th—Wiliam Dayman, fireman, injured at Westfield, N. J. Engineer, W. Lavenbury; conductor, E. McEwen.

August 14th—John McCague, brakeman, killed at Phillipsburg, N. J. Engineer, L. LaBarre; conductor, E. Sherry.

August 21st—August Bruns, driller, injured at Jersey City Freight Yard. Engineer, J. P. Norton; conductor, A. Bruns.

August 26—W. Carey, engineman, injured at Ferry street, Newark N. J. Engineer, W. R. Bennett; conductor, M. Dunn.

October 8th—Michael Carstriek, sectionman, injured at Jersey City Frieght Yard. Engineer, G. Ward; conductor G. Gooley.

October 14th—J. J. Hague, engineer, injured at Port Reading Crossing. Engineer, J. J. Hague; conductor J. S. Murphy.

October, 18th—Daniel Reilly, car inspector, injured at Elizabethport. Engineer, J. Henritzy; conductor, J. Drum.

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November 3d—A. E. Gilbert, conductor, injured at Phillipsburg. Engineer, W. H. Smith; conductor, A. E. Gilbert.

November 10th—Elmer B. Clark, fireman, injured at Lincoln. Engineer, W. H. Williams; conductor, W. T. Lowden.

November 18th—Geo. E. Pierce, fireman, injured at County Line. Engineer, J. Devine; conductor, E. Manning.

November 24th—Michael Maroney, fireman, injured, at West 8th street, Bayonne. Engineer, F. Miller; conductor, W. Creveling.

December 20th—Louis Becker, brakeman, injured at Perth Amboy. Engineer, F. Bogart; conductor, T. Prendergast.

December 29th—Daniel Conley, brakeman, injured at Plainfield. Engineer, F. White; conductor, H. L. Houtz.

December 31st—W. I. Breese, brakeman, injured at Sewaren. Engineer, D. Healey; conductor E. Queen.

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

January 8th, 1907—Mrs. Anna A. Taylor, passenger, injured at Elizabeth. Engineer, W. Huff; conductor, W. W. Barnes.

January 13th—C. Jaeger, trespasser, injured at Plainfield, N. J. Engineer, A. Eike; conductor, J. Conley.

January 29th—Robert Nelson, trespasser, injured at Jersey City Freight Yard. Engineer, R. Lashen; conductor, H. Schaler.

February 4th—Ralph Gerando, passenger, killed at Jersey City Terminal. Engineer, C. Morton; conductor, W. H. Berkheimer.

April 9th—Miss Clara Bauermann, passenger, seriously injured at Elizabeth, N. J. Engineer, F. R. Naylor; conductor, G. Trimmer.

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May 14th—Pinkus Horn, passenger, seriously injured at Cranford, N. J. Engineer, G. Koehler; conductor, H. G. Conrad.

July 23d—Miss Gertrude Meyer, passenger, injured at Jersey City. Engineer, W. Creveling; conductor, W. P. Hibler.

August 12th—Gabriel Powschinski, trespasser, injured at Jersey City. Engineer, C. Duncan; conductor, Wm. Wilson.

September 29th—Mary Kastanty, passenger, injured at Jersey City. Engineer, W. Casper; conductor, H. Johnson.

October 2d—Mrs. Mary Kooseher, trespasser, injured at Chrome. Engineer, Geo. Rowland; conductor, E. E. Kiyler.

October 11th—Miss S. Witdop, passenger, injured at Van Nostrand Place. Engineer, T. Bradshaw; conductor, M. H. Dunn.

November 6th—H. B. Fielding, passenger; T. B. Potsdamer, passenger, and James Montag, passenger, all injured at Jersey City Passenger Station. Engineer, W. Alpaugh; conductor, W. Lynn.

November 23d—M. J. Sweeney, passenger, injured between East 22d and West 8th streets, Bayonne. Engineer, J. Weikly; conductor, L. P. Titus.

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

January 19th, 1907—Edward Condon, sweeper, killed at Tower No. 2, Elizabethport. Crew unknown.

March 13th—Henry W. James, brakeman, killed at Somerville, N. J. Crew unknown.

April 15th—Malache O'Loughlin, laborer, killed at Transfer Yard, Elizabethport. Crew unknown.

September 13th—John Peters, company's police officer, killed at Bayway, Elizabethport, N. J.

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

January 24th, 1907—James E. MacBurnie, killed at Greenville. Engineer, Peter Gilmore; conductor, Wm. Shaw.

March 17th—Jacob Schroth, trespasser, killed near Van Nostrand Station, N. J. Crew unknown.

June 23d—George Groves, trespasser, injured at Springtown Station. Crew unknown.

July 3d—Claud H. Hampton, trespasser, killed at Somerville, N. J. Engineer, O. Sinclair; conductor, D. W. Silker.

July 17th—Dominick Nieuwellis, trespasser, killed at Elizabethport. Crew unknown.

August 19th—Unknown man, trespasser, killed near Garwood, N. J. Crew unknown.

October 6th—Unknown man, killed at East 22d street, Bayonne. Crew unknown.

October 6th—Michael Coyle, trespasser, killed at Division street, Elizabethport. Crew unknown.

October 10th—John Manning, Jr., trespasser, killed at Finderns. Crew unknown.

October 30th—Charles Reilly, trespasser, injured near East 33d Street Station, Bayonne. Crew unknown.

December 10th—P. J. Cullin, trespasser, killed at Arlington avenue, Jersey City. Crew unknown.

December 26th—Unknown man, killed at Spring Street Tower, Elizabeth. Crew unknown.

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Other Causes—Employes.

Jauary 8th, 1907—E. W. Trout, fireman, injured great toe by piece of coal falling on it, at Cranford Junction. Engineer, D. Robinson; conductor, James Bigley.

November 8th—Michael I. Griffin, towerman. While waiting for train at Netherwood Station, Plainfield, above employe was struck by bundle of papers thrown from train breaking his leg. Engineer, B. Housten; conductor, T. Flanagan.

December 3d—John C. Smith, brakeman, injured at Perth Amboy, by foot being caught between lading and end of car. Engineer, F. Bogart; conductor, T. Prendergast.

Other Causes—Non-Employes.

January 27th, 1907—F. Lukaskicki, trespasser, was lying in warm ashes at dump, Transfer Yard, Elizabethport, and train backed over him, crushing his foot. Engineer, G. Wencke; conductor, C. Conrad.

December 10th—J. A. Conlin, passenger, injured by being struck by mail pouch at Sea Girt. Engineer, G. Clickner; conductor, E. Davis.

December 30th—E. W. Chamberlain, passenger, injured by piece of iron broken from passing engine at Westfield. Engineer, F. Eck; conductor, C. Geary.

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CHESTER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1907:

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

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

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

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

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,
President.

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Sworn and subscribed before me this twenty-sixth day of March, A. D. 1908.

JOSEPH FIELL,
[L. S.] *Notary Public New York County.*

RECEIPTS AND EXPENSES FOR 1907.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1907, and how paid—No dividends.

P. O. address of this company—No. 90 West street, New York City.

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CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, 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.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None.

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

ACCIDENTS.

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

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DELAWARE AND BOUND BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,800,000 00
Cost of road and equipments,	$3,545,601 33

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

It is leased to the Philadelphia and Reading Railway Company at an annual rental of $213,000.

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

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

J. S. WISE.

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Sworn and subscribed before me this seventeenth day of February, A. D. 1908.

C. K. KLINK,
Notary Public.

[L. S.]

My Commission Expires April 18th 1911.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$610,524 00
Income from freight,	1,435,714 29
Income from other sources,	109,196 34
Total,	2,155,434 63
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	1,397,122 61

Dividends paid during the year 1907, and how paid—Four quarterly dividends of two per cent. each—February, May, August and November.

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

ACCIDENTS.

January 6th, 1907—Charles E. Beck, non-employe, fatally injured, Port Reading Junction, N. J. Fell from train. M. Cannon, conductor; R. Gashner, engineer.

January 8th—James McCart, employe, non-fatally injured, Skillman, N. J., fixing fire. H. A. Ruppse, conductor; H. Rippman, engineer.

January 20th—Frederick S. Kirkham, employe, non-fatally injured, Port Reading Junction, N. J. Foot run over by coal barrow. L. B. Ibach, conductor; D. J. Grant, engineer.

January 27th—John F. Rattay, employe, non-fatally injured, Hamilton, N. J. Fell over switches. ——, conductor; ——, engineer.

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February 1—Frank MacKinney, employe, non-fatally injured, Skillman, N. J. Fell from engine. F. McKinney, conductor; W. Saltner, engineer.

February 4th—Camillo Di Cari, employe, non-fatally injured, Trenton Junction, N. J. Fell while carrying plank. ——, conductor; ——, engineer.

February 4th—Edgar W. Hall, employe, non-fatally injured, Bound Brook Junction, N. J. Fell from car. W. Harrington, conductor; J. J. Creedon, engineer.

March 7th—Lawrence B. Ibach, employe, non-fatally injured, Bound Brook Junction, N. J., jumping on car. L. B. Ibach, conductor; Geo. Slack, engineer.

March 14th—Grant W. Lawson, employe, non-fatally injured, Port Reading Junction, N. J., getting on car. G. W. Lawson, conductor; Harry Rippman, engineer.

March 20th—Edw. A. Daniels, employe, non-fatally injured, Trenton Junction, N. J. Fell from car. Chris Urbach, conductor; Frank Fillmor, engineer.

March 25th—Philip Ganter, employe, non-fatally injured, Port Reading Junction, N. J. Fell from engine. W. C. Keech, conductor; D. Robinson, engineer.

March 6th—Blanchard V. Kirk, employe, non-fatally injured, Trenton Junction, N. J., getting on engine. W. J. Callahan, conductor; D. C. Anderson, engineer.

March 30th—Charles F. Riley, employe, non-fatally injured, Port Reading Junction, N. J., cleaning fire. H. C. Shafer, conductor; W. F. Girton, engineer.

May 3d—Walter C. Scattergood, employe, non-fatally injured, Port Reading Junction, N. J. Struck by switch lever. A. Mendenhall, conductor; H. Stonelake, engineer.

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May 4th—Michael Gibbons, employe, non-fatally injured, Ewing, N. J. Struck by piece of iron from passing train. ——, conductor; ——, engineer.

May 14th—James Fredericks, employe, non-fatally injured, Hopewell, N. J. Struck arm against bridge in giving signal. John Dietrich, conductor; Louis Wappler, engineer.

May 15th—William Galloway, non-employe, non-fatally injured, Trenton Junction, N. J. Fell from car. Henry Shinlever, conductor; John Hallman, engineer.

May 15th—Blanchard V. Kirk, employe, non-fatally injured, Trenton Junction, N. J. Struck by air hose. W. J. Callahan, conductor; D. C. Anderson, engineer.

May 20th—John H. Keenyon, employe, non-fatally injured, Port Reading Junction, N. J., uncoupling cars. C. Pearse, conductor; C. H. Weaver, engineer.

May 31st—Pietro Di Grosimi, employe, fatally injured, Ewing, N. J. Struck by train. E. C. Evans, conductor; John Cobson, engineer.

June 4th—Marer Prokulwici, employe, non-fatally injured, Belle Mead, N. J. Struck by train. W. M. Thomas, conductor; E. Bowers, engineer.

July 6th—Jonathan Berry, employe, non-fatally injured, Skillman, N. J. Shaker wrench slipped. I. Vercoe, conductor; W. F. Detterer, engineer.

July 9th—John S. Dunlevy, employe, non-fatally injured, Hopewell, N. J., applying brakes. J. Dunlevy, conductor; William Goldsmith, engineer.

July 17th—Joseph E. Howard, employe, non-fatally injured, Port Reading Junction, N. J. Picked up heated slash bar. John Kelso, conductor; Joseph E. Howard, engineer.

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July 17th—Jere E. Showers, employe, non-fatally injured, Trenton Junction, N. J., getting off engine. ——, conductor; G. H. Buckingham, engineer.

July 28th—Leslie Fillman, employe, non-fatally injured, Port Reading Junction, N. J. Slipped on sheet-iron in tank. John Whitty, conductor; Harry Hamilton, engineer.

August 1st—Lawrence M. Smith, employe, non-fatally injured, Trenton Junction, N. J., applying brake. W. J. Callahan, conductor; D. C. Anderson, engineer.

August 5th—John F. Otto, employe, non-fatally injured, Pennington, N. J., unloading freight. John F. Otto, conductor; William O'Donnell, engineer.

August 9th—Unknown man, non-employe, fatally injured, Belle Mead, N. J. Fell off train. E. S. Zane, conductor; William O'Donnell, engineer.

August 12th—Frank S. Burckey, employe, non-fatally injured, Skillman, N. J. Struck hand against water column spout. James Culbertson, conductor; George E. Brawn, engineer.

August 13th—James Delaney, employe, non-fatally injured, Ewing, N. J., getting off engine. ——, conductor; James Delaney, engineer.

August 16th—John H. Murdock, employe, non-fatally injured, Ewing, N. J. Fell off trestle. J. F. Underkofer, conductor; Linford Shaw, engineer.

August 18th—Jeff J. Callahan, employe, non-fatally injured, Trenton Junction, N. J., disconnecting engine. ——, conductor; Jeff J. Callahan, engineer.

August 24th—Emil B. Hoffman, employe, non-fatally injured, Trenton Junction, N. J. Fell under car trying to get on. T. Carney, conductor; F. Hanauer, engineer.

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September 3d—Vincenzo Falzini, employe, non-fatally injured, Pennington, N. J., unloading rail from car. Harry Metzger, conductor; Martin Burkhart, engineer.

September 9th—John F. Smith, employe, non-fatally injured, Trenton Junction, N. J. Hand caught by cutting lever. Eugene Shelby, conductor; David Harecaine, engineer.

September 11th—Domenico Orsini, employe, non-fatally injured, Skillman, N. J., unloading ties. Arthur Moll, conductor; J. J. Callahan, engineer.

September 17th—Mrs. Henry W. Jacoby, non-employe, non-fatally injured, Hamilton, N. J. Struck by flying glass. J. D. Potter, conductor; A. Kirkendale, engineer.

September 27th—Nicola Pasquini, employe, non-fatally injured, Pennington, N. J. Struck by air hose of passing train, which caught in frog. Thomas J. Sands, conductor; George Cobson, engineer.

September 29th—Arno F. Schmidt, employe, non-fatally injured, Port Reading Junction, N. J. Hand caught under switch lever. J. Dunlevy, conductor; John J. Creedon, engineer.

October 6th—William Powell, employe, non-fatally injured, Port Reading Junction, N. J. Coal barrow struck foot. William Powell, conductor; John Woodroofe, engineer.

October 8th—Frederick J. Shelly, employe, non-fatally injured, Hopewell, N. J. Engine rounding curve, fell against tank. ——, conductor; W. W. Cobson, engineer.

October 8th—William Schaeffer, employe, non-fatally injured, Belle Mead, N. J. Cinder in eye. John Barber, conductor; William Chamney, engineer.

October 15th—Emedio Orsini, employe, fatally injured, Ewing, N. J. Struck by overhead bridge. W. J. Callahan, conductor; J. J. Callahan, engineer.

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October 18th—William F. Girton, employe, non-fatally injured, Port Reading Junction, N. J., disconnecting engine. William Harrington, conductor; W. F. Girton, engineer.

October 21st—John L. Calley, employe, non-fatally injured, Skillman, N. J. Fell off engine. Thomas Wallace, conductor; David Reese, engineer.

October 26th—Unknown man, non-employe, non-fatally injured, Belle Mead, N. J. Struck by flying glass. W. Chambers, conductor; Walter Cobson, engineer.

November 7th—Peter Shindler, employe, non-fatally injured, Trenton Junction, N. J., applying air brake, caught in brake wheel. Eugene Shelby, conductor; Fred Hanauer, engineer.

November 8th—Joseph Townsend, employe, non-fatally injured, Port Reading Junction, N. J. Stepped on piece of coal. J. F. Otto, conductor; John Casey, engineer.

November 20th—Joseph Willescheck, employe, non-fatally injured, Bound Brook Junction, N. J. Sliding window closed while looking for rear of train, cutting head. Newton Pidcock, conductor; John Kimball, engineer.

November 29th—John S. Englerth, employe, non-fatally injured, Hopewell, N. J. Fell off tank. Edward Funk, conductor; J. S. Englerth, engineer.

December 10th—Joseph H. Saxon, employe, non-fatally injured, Trenton Junction, N. J. Slipped in tender. J. E. Bickert, conductor; W. H. Hathaway, engineer.

December 11th—Howard S. Tompkins, employe, non-fatally injured, Skillman, N. J., shaking fire of engine. J. Hoffer, conductor; H. E. Bowman, engineer.

December 14th—John Moyer, employe, non-fatally injured, Glen Moore, N. J. Struck hand against injector. W. S. Fisher, conductor; John Moyer, engineer.

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December 16th—Gennaro Grazzille, employe, non-fatally injured, Trenton Junction, N. J., loading rails. W. J. Callahan, conductor; William F. O'Donnell, engineer.

December 19th—George Mitchell, non-employe, non-fatally injured, Skillman, N. J. Team struck. John F. Otto, conductor; David Rosenbaum, engineer.

December 21st—John Kanieski, employe, non-fatally injured, Port Reading Junction, N. J., cleaning fire. ——, conductor; ——, engineer.

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DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware River Railroad and Bridge Company presents the following report for the year ending December 31st, 1907:

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

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 9.52 miles.

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

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

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

SAMUEL REA.

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Sworn and subscribed before me this fourth day of February, A. D. 1908.

A. J. COUNTY,
Notary Public.
Commission expires January 21st, 1909.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$112,199 84
Income from freight,	154,471 45
Income from other sources,	1,814 52
Total,	$268,485 81
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, including $64,560.97 interest on bonded debt, taxes and other obligatory charges,	$212,968 54

Dividends paid during the year 1907, and how paid—June 26, 1907, three per cent. in cash, 39,000; December 26, 1907, two per cent in cash, $26,000.

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

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DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, William S. Casselman, Receiver of the Delaware River and Atlantic Railroad Company, presents the following report for the year ending December 31st, 1907:

Cash paid receiver by State Treasurer, April. 1908, by order of Court of Chancery,	$104.000 00
Capital stock paid in. said to be,	104,000 00

Bonded debt—None.

Floating debt—Don't know.

Cost of road and equipments—None so far as I have been able to ascertain.

Dividends paid during the year 1907, and how paid—None, so far as I as Receiver have been able to ascertain.

The road location extends from Gloucester City to Atlantic City, a distance of 52 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers—None, so far as known to Receiver.
Income from freight—None, so far as known to Receiver.
Income from other sources—None, so far as known to Receiver.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None, so far as I have been able to ascertain.

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REMARKS.

I was appointed Receiver of the Delaware River and Atlantic Railroad Company by order of the Court of Chancery of New Jersey, made March 23d, 1908, and did not succeed in obtaining any books or papers of the company from which I could obtain any data until May 2d, 1908, and will not be able to make any satisfactory report of the amount of capital paid in or respecting the debts of the company, until after claims are presented and a thorough recapitulation of the only book of account (cash book) I was able to obtain.

WM. S. CASSELMAN,
Receiver.

P. O. address of the above company—S. E. Cor. 3d and Market streets, Camden.

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 1907 are correct and true, to the best of his knowledge and belief.

WM. S. CASSELMAN.

Sworn and subscribed before me this seventh day of May, A. D. 1908.

EPHRIAM TOMLINSON,
M. C. C. of N. J.

ACCIDENTS.

None, there being no road in operation.

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DOCKS CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Docks Connecting Railroad Company presents the following report for the year ending December 31st, 1907:

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

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

It is leased to the Erie Railroad Company at an annual rental of 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 fourteenth day of March, A. D. 108.

A. L. TRAVIS,

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

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DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1907:

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

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

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

State of New York, 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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—Six (6) per cent.; paid in cash.

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

ACCIDENTS.

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

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ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Erie Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$176,271,300 00
Bonded debt.	211.602,685 54
Floating debt,	21,052,628 45
Cost of road and equipments.	$370,167,137 52

Dividends paid during the year 1907, and how paid—$957.848.00 dividend on first preferred stock.

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

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$1,142,153 93
Income from freight,	1,837,803 96
Income from other sources,	194,473 44
Total,	$3,174,431 33

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $2,711,025 74

REMARKS.

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

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and Ramapo Railroad, Bergen County Railroad, Bergen and Dundee Railroad, Docks Connecting Railroad, Paterson, Newark and New York Railroad, Newark and Hudson Railroad, New York and Greenwood Lake Railway, Northern Railroad of New Jersey.

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 during the year 1907 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Subscribed and sworn to before me this eighth day of May, A. D. 1908.

A. L. TRAVIS,

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

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EAST JERSEY RAILROAD AND TERMINAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, East Jersey Railroad and Terminal Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$77,800 00
Floating debt,	29,483 33
Cost of equipments (Road leased),	$80,881 62

Dividends paid during the year 1907, and how paid—None.

The road extends in Bayonne City, a distance of .78 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from freight,	$44,762 09
Total,	$44,762 09
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$48,280 03

P. O. address of the above company—No. 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

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East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

R. D. BENSON.

Sworn and subscribed before me this twenty-eighth day of February, A. D. 1908.

E. H. SHELLEY,
Notary Public Kings Co.
Certificate Filed in New York Co.
My Commission Expires March 30th, 1908.

[L. S.]

ACCIDENTS.

None.

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EAST TRENTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, East Trenton Railroad Company presents the following report for the year ending December 31st, 1907:

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 Trenton, N. J., to a point in Lawrence township, Mercer county, a distance of 3.03 miles.

It is leased to the Philadelphia and Reading Railway Company.

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

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

J. S. WISE.

Sworn and subscribed before me this seventeenth day of February, A. D. 1908.

C. K. KLINK,
Notary Public.

[L. S.]

My Commission Expires April 18th, 1911.

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RECEIPTS AND EXPENSES FOR 1907.

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

Dividends paid during the year 1907, and how paid—None.

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

ACCIDENTS.

January 28th, 1907—Robert W. Rodenbaugh, employe, non-fatally injured. Fell from engine, Trenton, N. J. ——, conductor; R. W. Rodenbaugh, engineer.

January 30th—John Unruh, employe, non-fatally injured. Fell from platform of water plug, Trenton, N. J. ——, conductor; Geo. Nickels, engineer.

February 16th—Warren Van Hise, employe, non-fatally injured. Frog fell on foot, Trenton, N. J. ——, conductor; M. R. McDonnell, engineer.

February 20th—Howard Purcell and William Hughes, employes, non-fatally injured. Fell from car, Trenton, N. J. ——, conductor; ——, engineer.

March 8th—Edward Davis, employe, non-fatally injured. Loading freight, Trenton, N. J. ——, conductor; ——, engineer.

March 9th—Edward Hart, employee, non-fatally injured. Unloading freight, Trenton, N. J. ——, conductor; ——, engineer.

April 23d—Warren Van Heise, employe, non-fatally injured. Hand caught in car door, Trenton, N. J. Eugene Shelby, conductor; D. S. Harecaine, engineer.

June 27th—Albert C. Alcott, non-employe, non-fatally injured. Window dropped on hand, Hillcrest, N. J. W. P. Rickey, conductor; J. Callahan, engineer.

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June 25th—Roger Kurtz, employe, non-fatally injured. Jumping off car, Trenton, N. J. ——, conductor; ——, engineer.

July 23d—Warren Van Hise, employe, non-fatally injured. Fell over switch lever, Trenton, N. J. Eugene Shelby, conductor; Jeff Callahan, engineer.

August 6th—Charles T. Lingo, employe, non-fatally injured. Burned by hot poker, Trenton, N. J. ——, conductor; Ed. J. Gleason, engineer.

August 19th—James A. Bond, employe, non-fatally injured. Slipped off footboard of engine, Trenton, N. J. William Messimer, conductor; J. P. Kretzing, engineer.

August 31st—Patrick Cahill, non-employe, fatally injured. Fell off train, Girls' Home, N. J. ——, conductor; John Callahan, engineer.

November 4th—Joseph Nichalls, employe, non-fatally injured. Fell into manhole in yard, Trenton, N. J. Frank B. Mangle, conductor; Charles W. Eagle, engineer.

November 17th—Harry M. Brothers, employe, non-fatally injured. Getting off tank, Trenton, N. J. J. Martindale, conductor; Robert Rodenbaugh, engineer.

November 23d—Bernard Long, employe, non-fatally injured. Repairing engine, Trenton, N. J. ——, conductor; ——, engineer.

December 30th—John Carney, employe, non-fatally injured. Fell against car—sudden, Trenton, N. J. Thomas Callahan, conductor; Henry A. Weyer.

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ELIZABETH EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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

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Dividends paid during the year 1907, 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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FERRO MONTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1907:

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 1907, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$901 14
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$256 38

REMARKS.

The above item of "income" includes $394.35 received from the sale of old railroad material.

P. O. address of the above company—Business address, Dover, N. J.; Transfer office, Morristown, N. J.

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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 1907 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. 1908.

ALFRED ELMER MILLS,
[L. S.] *Notary Public of New Jersey.*

State of New Jersey, Morris county, *ss.*—Frederick A. Canfield, being duly sworn, on his oath says, that he is Manager and Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on said road during the year 1907 are correct and true, to the best of his knowledge and belief.

FREDERICK A. CANFIELD.

Sworn and subscribed before me this seventeenth day of January, A. D. 1908.

ALFRED ELMER MILLS,
[L. S.] *Notary Public of New Jersey.*

ACCIDENTS.

None.

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FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1907:

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 hudredths (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 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.

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Sworn and subscribed before me this twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None.

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

ACCIDENTS.

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

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FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$295,600 00
Bonded debt,	498,600 00
Floating debt—None.	
Cost of road and equipments,	$794,200 00

The road extends from Jamesburg, N. J., to Sea Girt, N. J., a distance of 27.31 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net earnings,

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

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

SAMUEL REA.

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Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,
Notary Public,
Commission expires January 21st, 1909.

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$145,088 03
Income from freight,	91,628 56
Income from other sources,	21,518 30
Total,	$258,234 89
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$241,083 39

Dividends paid during the year 1907, and how paid—One of four per cent. paid in cash.

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

*Includes $37,777.25 interest on bonded debt, taxes, and other obligatory charges.

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HACKENSACK AND LODI RAILROAD COMPNY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hackensack and Lodi Railroad company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$25,000 00
Cost of road and equipments,	$25,000 00

The road extends from Lodi Junction to Hackensack Junction, N. J., a distance of 1.41 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of all taxes and operating expenses.

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

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

[L. S.]

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HIBERNIA MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hibernia Mine Railroad Company presents the following report for the year ending Dceember 31st, 1907:

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$179,941 17

The road extends from Hibernia Mine to Delaware, Lackawanna and Western and Central Railroad of New Jersey Junction at Rockaway, N. J., a distance of 5.20 miles.

It is leased to the Central Railroad of New Jersey at an annual rental of $12,500.

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

State of Pennsylvania, Philadelphia county, *ss.*—J. Wesley Pullman, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. WESLEY PULLMAN,

Secretary and Treasurer Hibernia Mine Railroad Co.

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Sworn and subscribed before me this tenth day of January, A. D. 1908.

SAMUEL R. REED,
[L. S.] *A Foreign Commissioner of Deeds for New Jersey in Pennsylvania.*

Income from rental,	$12,500 00
Income from interest,	506 42
Income from other sources, for right of crossing (Bills receivable),	2,000 00
Total,	$15,006 42

Expenditures during the year for maintenance of organization, etc., $698 29

Dividends paid during the year 1907, and how paid—$12,000.00, as follows: April 2d, $6,000.00; October 5th, $6,000.00.

P. O. address of this company—General offices, No. 3 West Blackwell street, Dover, N. J; office of the Secretary and Treasurer, 236 South Third street, Philadelphia, Pa.

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HOBOKEN MANUFACTURERS' 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, Hoboken Manufacturers' Railroad Company and Hoboken Manufacturers' Railroad Company, lessee of Hoboken Shore Road, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$400,000 00
Bonded debt (bond secured by mortgage on real estate owned but not used for railroad purposes,	400,000 00
Floating debt,	45,000 00
Cost of road and equipments actually owned by Hoboken Manufacturers' Railroad Company,	$636 80

Dividends paid during the year 1907, and how paid—None.

The leased road extends from Fifth street, Hoboken, to Weehawken, N. J., a distance of about two (2) miles. The owned line is all within the city of Hoboken, N. J. (about 315 feet).

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers—None.	
Income from freight,	$87,880 16
Income from other sources,	2,424 78
Total,	$90,304 94
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$86,992 09

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REMARKS.

Road leased from the Hoboken Railroad, Warehouse and Steamship Connecting Company June 19th, 1906.

P. O. address of the above company—1 Newark street, Hoboken, N. J.

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 1907 are correct and true, to the best of his knowledge and belief.

ROBERT M. DICKINSON.

Sworn and subscribed before me this eleventh day of February, A. D. 1908.

[L. S.] EDWIN A. BROWN.

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HOBOKEN RAILROAD WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hoboken Railroad Warehouse and Steamship Connecting Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$300,000 00
Bonded debt,	196,000 00
Cost of road and equipments,	$196,762 45

The road extends from Fifth street, Hoboken, to Seventeenth street, Weehawken, a distance of about 2 miles.

It is leased to the Hoboken Manufacturers' Railroad Company at an annual rental of $22,000.

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.

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Sworn and subscribed before me this 20th day of January, A. D. 1908.

ARCHIBALD S. ALEXANDER,
Attorney-at-Law,
S. C. of N. J.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers—None.	
Income from freight—None.	
Income from other sources, ...	$22,000 00
Total, ...	$22,000 00

Dividends paid during the year 1907, and how paid—1½ per cent. and ¾ of 1 per cent. in cash.

P. O. address of this company—No. 1 Newark street, Hoboken, N. J.

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HOPATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1907:

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 to Powder Works, a distance of 0.89 miles.

It is controlled by Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of operations is included in report made by latter 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 twenty-sixth day of March, A. D. 1908.

JOSEPH FIELL,

[L. S.] *Notary Public, New York County.*

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RECEIPTS AND EXPENSES FOR 1907.

Included in report of Morris and Essex Railroad Company.

Dividends paid during the year 1907, and how paid—No dividends.

P. O. address of this company—No. 90 West street, New York City.

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HOPATCONG SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Shore Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in, ... $4,200 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments (besides engineering charges) about, ... $1,900 00

Dividends paid during the year 1907, and how paid—None.

The road extends from Landing to Bertrand's Island, a distance of about two miles.

RECEIPTS AND EXPENSES FOR 1907.

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, and surveys, included in the above item of $1,900.00.

REMARKS.

The Hopatcong Shore Railroad Company was organized in December, 1906. The company has since then been completing some surveys and plans for an extension or spur and change of

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route, and has abandoned all of its first line of survey, excepting about four hundred and sixty-five feet, which is to be used in connection with the extension and with the Hopatcong Railroad, a branch of the Delaware, Lackawanna and Western Railroad. No traffic of any kind has been carried on by the road, as it has not been in condition to do so.

P. O. address of the above company—Landing, New Jersey.

State of New Jersey, Morris county, *ss.*—William E. King, being duly sworn, on his oath says, that he is President of the Hopatcong Shore Railroad Company, an that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

WILLIAM E. KING.
President.

Sworn and subscribed before me this ninth day of January, A. D. 1908.

EDWARD D. NEIGHBOUR,
[L. S.] *Notary Public.*

ACCIDENTS.

No accidents.

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HUDSON AND MANHATTAN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hudson and Manhattan Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in (See "Remarks," No. 1), ...$38,003,562 00
Bonded debt (See "Remarks," No. 2), ... 33,235,000 00
Floating debt—None.

Cost of road and equipments (See "Remarks, No. 2).

Dividends paid during the year 1907, and how paid—None.

The road extends from (see map inside) to a distance of (see statement below) miles.

RECEIPTS AND EXPENSES FOR 1907.

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 (See "Remarks," No. 2).

REMARKS.

The history of this company was stated in its report filed a year ago.

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The road as shown upon attached map, when completed, will have a total length of 8.8 miles of double track, of which 5.2 miles are in the State of New Jersey. The road as at present substantially completed and shown in blue on attached map, contains 3.1 miles, of which 1.2 miles are in New Jersey.

P. O. address of the above company—No. 111 Broadway, New York City, and No. 243 Washington street, Jersey City, N. J.

State of New York, New York county, *ss.*—W. G. McAdoo, being duly sworn, on his oath, says that he is President of the Hudson and Manhattan Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

W. G. McADOO.

Sworn and subscribed before me this fourth day of March, A. D. 1908.

P. COMPTON MILLER,
Notary Public,
New York County, N. Y.

[L. S.]

REMARKS.

No. 1.—"Capital Stock paid in."—"Bonded Debt."—In addition to the capital stock paid in and the bonded debt as stated above, further capital stock and bonds are held by trustees in trust under the construction contracts, to become fully earned and paid in by performance of said contracts. Construction is now only partly completed.

No. 2.—"Cost of Road and Equipments."—As indicated by what has been said, it is impossible to state the "Cost of Road and Equipments," inasmuch as all the work has been done and all the property of this company vested in it pursuant to the construction contracts aforesaid, which call for a total consideration, in bonds and stocks, for complete construction and equipment,

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and this company does not know what the work already done has cost the construction company.

No. 3.—"Extent of Road."—The map below shows the lines of this company as they will be when completed. At present, they are only partly completed. The portion of the lines colored blue on the map below will be opened to the public on or before March 1st, 1908.

ACCIDENTS.

None.

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THE INTER-CITY LINK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Inter-City Link Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$6,100 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$3,566 81

Dividends paid during the year 1907, and how paid—None.

The road extends from Middle of Delaware river to Camden, a distance of between one and two miles.

RECEIPTS AND EXPENSES FOR 1907.

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

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

REMARKS.

The Inter-City Link Railroad Company is in process of construction, and was not operated during the year 1907.

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P. O. address of the above company—110 Market street, Camden, N. J. Agent, Martin V. Bergen, Jr.

State of Pennsylvania, Philadelphia county, *ss.*—Clarence Wolf, being duly sworn, on his oath says, that he is President of the Inter-City Link Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

CLARENCE WOLF.

Sworn and subscribed before me this 16th day of March, A. D. 1908.

CHARLES F. WAGNER, JR.,
[L. S.] *Notary Public.*
Commission Expires January 16th, 1909.

ACCIDENTS.

None.

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JERSEY CITY AND BAYONE 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, Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$13,500 00
Floating debt,	1,195 52
Cost of road and equipments,	$1,195 52

The road, as projected, is to extend from Jersey City to Bayonne, a distance of 5 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers—None.
Income from freight—None.

REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.

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Sworn and subscribed before me this third day of March, A. D. 1908.

D. H. HOUSE,
Notary Public in and for New York County, N. Y.
[L. S.] *Certificate Filed in Westchester County.*

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JERSEY CITY BELT LINE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Jersey City Belt Line Railway Company presents the following report for the year ending December 31st, 1907:

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 Mill Creek, Jersey City, N. J., to a point in Morris Canal near Newark Bay and Linden avenue, Jersey City, N. J., a distance of 5.83 miles.

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

E. B. THOMAS.

Sworn and subscribed before me this ninth day of March, A. D. 1908.

T. T. HARBACH,
Notary Public, New York County.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, 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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KINKORA AND NEW LISBON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Kinkora and New Lisbon Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	40,000 00
Bonded debt—None.	
Floating debt,	38,062 86
Cost of road and equipments,	$40,000 00

The road extends from Kinkora, N. J., to New Lisbon, N. J., a distance of 10.41 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of 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 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.

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Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,
Notary Public,
Commission expires January 21st, 1909.

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$9,361 29
Income from freight,	9,811 65
Income from other sources,	5,662 43
Total,	$24,835 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$47,988 87

Dividends paid during the year 1907, and how paid—None.

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

*Includes $1,020.47 taxes and other obligatory charges.

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LAFAYETTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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 1907, 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 of New Jersey, if any.

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LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railway Company, also operating the South Easton and Phillipsburg Railroad Company, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,100,000 00
Bonded debt,	2,094,518 81
Floating debt,	133,617 74
Cost of road and equipments,	$2,864,989 21

Dividends paid during the year 1907, 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 1907.

Income from passengers,	$26,234 25
Income from freight,	653,019 61
Income from other sources,	7,846 58
Total,	$687,100 44
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$440,824 28

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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 tracks between Andover, N. J., to Point 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
Floating debt,	132,519 92
Total,	$207,519 92

P. O. address of the above company—Warwick, N. Y.

State of New York, Orange county, *ss.*—Morris Rutherford, being duly sworn, on his oath says, that he is Vice-President of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

MORRIS RUTHERFORD.

Sworn and subscribed before me this fifteenth day of February, A. D. 1908.

CLIFFORD S. BEATTIE,

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

ACCIDENTS.

January 4th, 1907—M. S. Green, conductor, finger smashed coupling cars, at Sparta Junction, N. J.

October 16th—Melvin Green, brakeman, side injured, account thrown against brake wheel by sudden stop, at Franklin Junction, N. J.

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March 28th—Oscar Simpson, brakeman, cheek cut, account thrown against caboose door by train parting, at Andover, N. J.

May 26th—Stewart Dunlap, brakeman, foot caught and mashed adjusting knuckle while standing on car making coupling, at Belvidere, N. J.

May 21st—L. N. Jarvis, brakeman, body squeezed. Caught between bumpers, coupling cars, at Franklin Junction N. J.

June 5th—Isaac Lance, car repairman, run down and killed, account stepping in front of engine while switching, at Phillipsburg. N. J.

June 17th—Frank Wallace, fireman, sprained ankle while getting off moving engine, at Buttsville, N. J.

July 3d—C. G. Battiesta, laborer, foot bruised, account struck by rail falling from car, at Vernon, N. J.

August 14th—E. E. Canfield, conductor, collar bone broken and injured internally, account of caboose overturned by derailment of engine, at Vernon, N. J.

August 16th—W. H. Stephens, conductor, head cut and bruised, account striking refrigerator car door while walking along train, at Sparta Junction, N. J.

October 9th—S. E. Williams, brakeman, two ribs and collar bone broken in falling from engine, account striking train too hard, at Sparta Junction, N. J.

November 2d—Mrs. William Harrington, trespasser, run down and fatally injured while crossing track in front of switch engine, at Franklin Junction, N. J.

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LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lehigh and New England Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,000,000 00
Bonded debt,	3,430,000 00
Floating debt,	470,000 00
Cost of road and equipments,	$4,578,497 67

Dividends paid during the year 1907, and how paid—None.

The road extends from Columbia, N. J., to Hainesburg Junction, N. J.; Swartswood Junction, N. J., to Liberty Corners, N. J., a distance of 23.90 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$1,900 65
Income from freight,	28,537 78
Income from other sources,	2.127 17
Total,	$32,565 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$21,385 83

P. O. address of the above company—108 South Fourth street, Philadelphia, Pa.

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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 1907 are correct and true to the best of his knowledge and belief.

ROLLIN H. WILBUR,
Vice-President and General Manager.

Sworn and subscribed before me this twenty-third day of March, A. D. 1908.

T. L. HODGE,
[L. S.] *Notary Public.*
Commission Expires January 21, 1911.

ACCIDENTS.

June 7th, 1907—George N. Armstrong, struck and killed by train No. 27, at 12.52 P. M., while walking on the track about 100 yards west of Peelettown Station. Man was deaf, and apparently did not hear the train, although the engineer blew his whistle and rang the bell. Engineer Geo. H. Beiss and Conductor Benj. H. Schaffer were in charge of the train, and are still in the employ of the company.

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LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lehigh Valley Railroad Company of New Jersey presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$20,433,000 00
Bonded debt,	16,475,000 00
Cost of road and equipments,	$27,715,605 07

The road extends from Jersey City and Perth Amboy 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.

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 ninth day of March, A. D. 1908.

T. T. HARBACH,

[L. S.] *Notary Public, New York County.*

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RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$833,480 65
Income from freight,	5,724,497 78
Income from other sources,	287,673 97
Total,	$6,845,652 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$5,436,724 28

Dividends paid during the year 1907, and how paid—None.

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

ACCIDENTS.

January 6th, 1907—Andrew Robertshaw, trainman, right wrist sprained while cutting air hose at Pattenburg, N. J. M. R. Mortimer, conductor; George Bender, engineman.

January 8th—Edw. L. Schnyder, trainman, left knee bruised while climbing down ladder of car at Jersey City, N. J. Wm. Kelly, conductor; Harry Cole, engineman.

January 11th—Dominick Costkey, laborer, left leg scratched while jumping from car at Newark, N. J. A. J. Sager, conductor; M. A. McGregor, engineman.

January 14th—Chas. Ruff, fireman, hips and shoulders bruised account falling from bridge at Oak Island, N. J., after alighting from caboose. Wm. Simmons, conductor; James Morrison, engineman.

January 18th—Antone Tenasse (Sedello), laborer, third finger of left hand bruised account rail falling on same at East Oaks Island, N. J.

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January 20th—Joseph T. Lamb, flagman, both legs injured account train parted and throwing him against end of caboose at South Plainfield. C. A. Thomas, conductor; Arthur Headley, engineman.

January 20th—John E. Kloyz, fireman, right hip burned account getting against steam pipe at Pattenburg. H. S. Pennell, conductor; John Dunbar, engineman.

January 21st—Michael Salonscheck, laborer, left eye and finger cut, account being struck by hammer at Townley.

January 26th—Garry G. Weaver, engineman, back sprained, while helping fireman at Bloomsbury. (Pusher engine, no conductor.) Harry G. Weaver, engineman.

January 27th—Morris J. Wertman, fireman, back and right leg sprained, account falling from engine at South Plainfield. M. T. Xander, conductor; John Heiser, engineman.

January 30th—Jos. Plata, trespasser, killed by being struck by train while walking on track at Alpha. J. Sweeney, conductor; M. McGinley, engineman.

February 11th—Wm. Fay, gang foreman, eye and nose cut while jumping off of car at Newark. A. J. Sager, conductor; J. A. McGregor, engineman.

February 3d—Robert Carey ,trainman, left foot lacerated, account drawhead falling on his foot at Jersey City. Acting conductor, Robert Carey; C. Anderson, engineman.

February 4th—Thomas Hart, trainman, collar bone broken, account falling from box car at Jersey City. Thomas Mellay, conductor; Harry Musgrove, engineman.

February 5th—Charles J. Jones, fireman, muscles of back contused, account falling into tank of engine while cleaning fire at Jersey City. J. E. Kane, conductor; H. Keiper, engineman.

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February 6th—Edwin Metzgar, brakeman, killed, account crown sheet blowing out and buried him in tank of engine at Neshanic. Wm. Morrison, conductor; S. Donnelly, engineman.

February 6th—Samuel Donnelly, engineman, right side and arm bruised, account crown sheet blowing out of engine at Neshanic. William Morrison, conductor; S. Donnelly, engineman.

February 6th—Soren Hanson, fireman, gash in head, account crown sheet blowing out of engine at Neshanic. William Morrison, conductor; S. Donnelly, engineman.

February 12th—The following persons were injured in derailment of train No. 9, Phillipsburg; H. Godley, engineman; R. Mack, conductor: H. C. Seaton, passenger, shock; W. C. Carl, passenger, right arm skinned; Magnus L. Lindguest, passenger, right arm bruised; Charles Cozzen, passenger, head cut; L. W. Gerard, passenger, right knee bruised; Dr. A. Canfield, passenger, shock; H. P. McGlendon, Pullman porter, hand hurt; W. A. Smith, Pullman conductor, back injured; Miss M. E. Coleman, passenger, knee and hands bruised; August Dehlin, passenger, left leg bruised; N. A. Wedeen, passenger, shoulder and side injured; J. McNally, passenger, two fingers right hand injured; J. M. Cook, passenger, right knee injured; William Easton, Pullman conductor, head, side and back injured; H. Wagner, passenger, right leg injured.

February 18th—John R. Shaffer, flagman, left hip bruised, account falling against door of caboose at South Plainfield. Stephen Hettig, conductor; George Fritzinger, engineman.

February 20th—Jacob Brownmiller, engineman, left hip wrenched, account falling from engine at Perth Amboy. John W. Stumps, conductor; J. Brownmiller, engineman.

February 20th—Joseph Hunsicker, laborer, deep cut over eye, account being thrown against railing of caboose at Jersey City. A. J. Saeger, conductor; John McGregor, engineman.

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February 22d—Charles Newman, brakeman, right ankle sprained, account falling from box car at Phillipsburg. J. Eversole, conductor; I. Pixley, engineman.

February 22d—Michael Fitzpatrick, trainman, testicles injured, account falling from car at Perth Amboy. M. A. Burns, conductor; Geo. Trout, engineman.

February 27th—Albert Clayton, conductor, left thumb crushed, account having it caught between point of switch and blocking at Jersey City. Albert Clayton, conductor; William Rader, engineman.

March 1st, 1907—Nicholas Pules, laborer, large toe right foot bruised, account piece of ice falling on it at Phillipsburg.

March 4th—Max Sachse, trainman, left knee bruised while getting off car at Jersey City. A. B. Struthers, conductor; R. McAllister, engineman.

March 7th—Harry Wyker, fireman, finger lacerated account door slamming shut on it at Flemmington. J. Commiskey, conductor; William McCormick, engineman.

March 11th—George Schoot, fireman, left eye cut, account falling from engine at Pattenburg. M. Heiser, engineman; J. A. Dotter, conductor.

March 13th—John Roackchick, track laborer, left leg crushed and large cut back of head, supposed to have been struck by train.

March 14th—Abraham Herman, passenger, little finger of right hand pinched, account of door of car closing on it at South Plainfield. A. B. Brodhead, conductor; R. Schmidt, engineman.

March 14th—Henry J. Treund, flagman, right foot sprained, account rails that were loaded on car shifting and catching his foot at Goodmans. A. Sager, conductor; John McGregor, engineman.

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March 14th—Harry Berger, engineman, toe sprained, account stepping on a stone while getting off engine at Lansdown. A. R. Warner, conductor; Harry Berger, engineman.

March 21st—Harry S. Wick, freight handler, right thumb dislocated, account falling between cars at Phillipsburg.

March 21st—Isaac L. Shaw, trainman, testicles injured account falling over switch stand at Oak Island.

March 23d—Philip Mesko, track laborer, legs bruised, account rail falling on them at E. Oak Island.

March 27th—John Hughes, fireman, left arm crushed, account falling from engine at Jutland. Edward Carpenter, conductor; Frank Carlin, engineman.

March 27th—M. O. Everitt, trainman, hip, knee and ankle bruised while jumping off car at Perth Amboy Junction. R. C. Daniels, conductor; H. Loper, engineman.

April 3d—Bernard Morgan, trainman, finger lacerated, account caught between knucklers of cars at Aldene. William Roberts, conductor; H. Rickwood, engineman.

April 4th—Jos. Liss, laborer, right hand bruised, account having same caught between drawheads of cars at South Plainfield. James Burke, conductor; F. Boyer, engineman.

April 6th—Thomas D. Jones, engineman, right ear cut, account loose board of box car striking engine cab at Bound Brook. O. E. Weidman, conductor; Thomas Jones, engineman.

April 7th—John Boney, hostler, right ankle sprained while getting off engine at Perth Amboy.

April 12th—James Nelson, trainman, left thumb bruised, account catching between drawhead and frog at Jersey City. A. Myers, conductor; J. Small, engineman.

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April 12th—John Roustan, two fingers smashed, account having them caught between cars at Lansdown. T. P. Gaynow, conductor; J. G. Herb, engineman.

April 13th—John D. Flannery, trainman, killed; fell from car under train at Newark. J. B. Callan, conductor; Harry Heil, engineman.

April 15th—William Beltz, fireman, back bruised, account falling from car at South Plainfield. C. F. Freeman, conductor; Henry Fritch, engineer.

April 16th—Fred. Hooker, conductor, right foot bruised, account same slipping down between drawbar and tank of engine at Perth Amboy. Fred Hooker, conductor; William K. Petty, engineman.

April 17th—Albert Merick, fireman, head cut, account striking his head against chute at South Plainfield. Geo. F. Evans, conductor; Oliver Shaffer, engineman.

April 19th—Henry A. Dotterer, brakeman, left ankle strained, account falling from engine tank at South Plainfield. Thomas Deibert, conductor; Frank Folk, engineman.

April 22d—A. B. Struthers, conductor, contusion of left knee cap while jumping from car at Jersey City. A. B. Struthers, conductor; T. Sullivan, engineman.

April 22d—Harry Warren, fireman, left forearm fractured, account falling on side of car at West Oak Island. B. C. Bennett, conductor; Joseph Hopmann, engineman.

April 22d—George Baker, non-employe, body bruised, account being struck by No. 9 while driving over crossing at South Plainfield. R. Mack, conductor; H. Godley, engineman.

April 22d—Julius Swellcom, badly bruised, account being struck by No. 9 while driving over crossing at South Plainfield. R. Mack, conductor; H. Godley, engineman.

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April 22d—Bert Hibbard, trainman, dislocated bone at right elbow, ccount falling through bridge while stepping from car at West Oak Island. Geo. Hendrickson, conductor; William Johnson, engineer.

April 22d—Wm. C. Brown, trainman, left hand crushed by having same caught between coupler guard and deadwood at Claremont. W. G. Brown, conductor; George Cassidy, engineman.

April 23d—Michael Keshock, laborer, toes bruised, account catching foot under rail at West Portal,

April 23d—Thomas Morrall, engineman, shin bone, right foot bruised, account wrench slipping while tightening wedge, and bruising foot at Jersey City. Nathan Kolp, conductor; Thomas Morrell, engineman.

April 27th—Charles Onley, brakeman, several ribs fractured, account falling on sheet iron plates at Phillipsburg.

April 26th—Frank Mulligan, trainman, scalp wound on top of head, account falling from box car at Jersey City. A. Clayton, conductor; Wm. Rader, engineman.

April 29th—Christ P. Skow, trainman, right leg bruised, account falling from box car into coal car at Perth Amboy. Frank Tooker, conductor; F. Gano, engineman.

April 30th—George W. Stover, fireman, nose broken, account hammer rebounding and hitting him while knocking out wedge at Newark. Charles Presler, conductor; J. W. Osman, engineman.

April 30th—John Johnson, trainman, blood vessel punctured, account striking foot against switch stand at Jersey City. Thos. Cassidy, conductor; Howard Fritchman, engineman.

May 3d, 1907—John J. Morrisey, trainman, left ankle sprained, account turning on his ankle at Jersey City. Wm. Konnelley, conductor; John Paul, engineman.

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May 7th—Eugene Mullin, trainman, left foot sprained, account turning on his ankle, at Jersey City. E. Mullin, conductor; W. Goodfellow, engineman.

May 9th—Burt Bennett, trainman, finger lacerated, account having same caught between lever and switch stand at Greenville. B. C. Bennett, conductor; J. Hoffman, engineman.

May 15th—John Herb, brakeman, internal injuries, account slipping while getting off of car at Three Bridges. W. Hoppock, conductor; D. Smull, engineman.

May 16th—Daniel Nolan, car inspector, killed, account having no blue flag out, cars under which he was working moved over him at Newark. Elmer Hill, conductor; Jacob Osmun, engineman.

May 16th—Percy Tappan, hostler, concussion of brain, account being caught between teleghaph pole and engine at Jersey City.

May 30th—John Brinsko, trainman, right side and leg bruised, account being struck by locomotive at Perth Amboy. John Hoy, conductor; Harry Coyle, engineman.

May 25th—Wm. P. Krum, flagman, left ankle strained, account having same caught under switch road at Jersey City. Harry S. Walck, conductor; John Keiser, engineman.

June 2d—James Thorpe, engineman, left ankle sprained, account same slipping under quadrant while throwing reverse lever at Phillipsburg. (Shifting engine.) James Thorpe, engineman.

June 6th—Harry B. Lightcap, fireman, left hand bruised, account wrench slipping off shaker and catching his hand, at West Portal. (Pusher engine.) Wm. Schmidt, engineman.

June 7th—Wm. Moyles, trainman, finger lacerated, account catching same between end door and car at South Plainfield. Steve Whoski, conductor; John Dingler, engineman.

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June 8th—George Green, fireman, right wrist sprained while firing engine at Pattenburg. Wm. Yenser, conductor; Benj. Bartlett, engineman.

June 10th—Martin Romatzick, trainman, left knee sprained while coupling cars at South Plainfield. James Burke, conductor; F. Boyer, engineman.

June 14th—Michael Fitzpatrick, trainman, right leg bruised account lumber shifting and catching his leg between same and car at Perth Amboy. J. P. Desmond, conductor; R. Rickwood, engineman.

June 17th—Morris Wertman, fireman, finger bruised, account striking hand against coal board of tank at Cranford. George Hendrickson, conductor; William Jones, engineman.

June 24th—Domino Futino, laborer, nose cut, account spike flying up and hitting him at West Portal.

June 24th—Michael Wentz, laborer, left hand lacerated, while removing a frog at Jersey City.

June 25th—Robert T. Bank, flagman, left knee sprained account falling while running after train at Pattenburg. Charles Freeman, conductor; Henry Fritch, engineman.

June 26th—Charles Moore, brakeman, right ankle sprained while jumping from train at South Plainfield. T. C. Dinan, conductor; Wm. Roberts, engineman.

June 26th—Jesse W. Landon, trainman, right heel sprained, account jumping from train at Bloomsbury. W. Hopcock, conductor; J. White, engineman.

June 26th—George Madsen, fireman, back and hip sprained while firing engine at Jersey City. J. W. Stumps, conductor; J. Brownmiller, engineer.

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June 29th—Albert Clayton, conductor, right ankle sprained (died July 4th), account falling from car at Jersey City. Albert Clayton, conductor; Wm. Rader, engineman.

July 6th—John Kuhn, while stealing a ride and in attempting to take a dog from one of his companions, fell under train of transfer engine 3054 in East Oak Island Yard, Jersey City, N. J., and was instantly killed. Jas. E. Dailey, conductor; John Kahler, engineman.

July 7th—John Palmer, trespasser, while playing about cars of train of extra 312, Jersey City, fell under when train started and had his left leg and right foot crushed. Died in hospital. Louis Schwab, conductor; Michael O'Hare, engineman.

July 10th—William T. Fell, while trespassing on tracks near Phillipsburg, N. J., was struck and instantly killed by train 29. J. A. Sweeney, conductor; Michael McGuiley, engineman.

July 13th—William T. Mack, fireman, while changing markers on rear of tender engine 3058 at Landsdown, N. J., fell under and was instantly killed. S. L. Smith, engineman. (Pusher engine.)

August 4th—Therese Bischaff, passenger, while attempting to board excursion at Bellewood, N. J., while in motion, was thrown down and had her skull fractured. Erwin Eastman, conductor; Thomas Brewer, engineman.

August 9th—James E. Sherman, rural mail driver, while driving over tracks at South Somerville, N. J., was struck and instantly killed by train No. 24. H. W. Heiser, conductor; Michael McGuiley, engineman.

August 12th—An unknown man was struck and instantly killed by train No. 20, just east of Townley, N. J. F. H. Bates, conductor; David Phippips, engineman.

August 21st—Patrick Sweeney, car repairer, while jacking up car to get truck under, jack slipped, catching him between car and Float ridge at Jersey City, instantly killing him.

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August 29th—An unknown man while attempting to get off train of extra west engine 1388 at Parkview, N. J., fell under and had one arm cut off and his head badly cut. H. F. German, conductor; H. Reinheimer, engineman.

August 31st—While train No. 4 was approaching Newark, N. J., John Doyle, a passenger, jumped off and had the side of his head and face bruised. H. J. Estelle, conductor; C. Ferguson, engineman.

September 4th, 1907—An unknown boy was struck and instantly killed by Yard engine 3054, at Parkview, N. J. Jas. E. Dailey, conductor; John Kohler, engineman.

September 7th—Engines 1659 and 1109 collided at South Plainfield, N. J., causing damage to the amount of $1,650.00. No one injured. Daniel Smith, conductor; Oscar Bachman, engineman, engine 1659. Stephen Cahasky, conductor; Harry Mundy, engineman, engine 1109.

September 17th—John Oklosncsat, laborer, was instantly killed, account falling from stocking ground trestle in to coal bin at Perth Amboy.

September 17—Train No. 6 had engine, and four cars derailed at West end of Musconetcong tunnel caused by broken rail, causing damage to the amount of $4,900.00. Four passengers slightly injured. Baggagemaster Wm. Wriant and fireman Leater Hustead also slightly injured. J. A. Trimmer, conductor; H. Godley, engineman.

September 21st—Phillip J. Grome, conductor, had his right leg and side crushed, accounnt falling from train in West Oak Island Yard, Jersey City, N. J. Phillip J. Grome, conductor; J. McGregor, engineman.

October 2d—Extra East engine 1638 had six cars derailed at Flemington Junction, N. J. No doubt caused by broken truck or broken beam dropping on track. Damage $2,688.00. No one injured. A. O. Everett, conductor; Fred Kural, engineman.

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October 6th—Extra West engine 1841 collided with train of Extra West 1377 at Bound Brook, causing damage to the extent of $800. J. A. Dotter, conductor; R. Boyer, engineman, extra 1377; F. Wagner, conductor; J. Schaffer, engineman, extra 1841.

October 29th—Timothy Eagan, towerman, while getting off engine 1079 while same was in motion in Jersey City yard, had both feet crushed and head cut. M. Morgan, conductor; Edward Smith, engineman.

October 30th—Joseph Keuzma, laborer, while attempting to couple cars in Perth Amboy yard, cars moved, bruising his back and hips and breaking his left arm below elbow. ——, conductor; ——, engineeman.

November 16th—Train No. 28 struck three section laborers in Musconetcong Tunnel, killing Angelo Mile; Joseph Tasaria, both legs cut off, and Joe Presto, head injured. J. F. DeHart, conductor; George W. Tillman, engineman.

November 26th—Engine 1458, while backing through yard at South Plainfield, N. J., collided with cars on No. 5 track, causing damage to the amount of $840. No one injured. Joseph Van Tyckle, conductor; A. Schaffer, engineman.

December 1st—Martin Crane, messenger, was instantly killed while attempting to board yard engine 3252 at Jersey City. Thomas Mertz, conductor; Charles Eltringham, engineman.

December 6th—Italian section laborer No. 48 was struck and killed by train No. 8 at Picton, N. J. C. Harner, conductor; J. Long, engineman.

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LODI BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1907:

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

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of 1¾ miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of the operation and expenses have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad company, and the further information required by law is furnished by that company.

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

F. D. UNDERWOOD.

Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

A. L. TRAVIS,

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

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LONG DOCK COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Long Dock Company, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,177,272 87

The road extends from a point 210 feet north of center of Seventeenth street, in Jersey City, to intersection with the Paterson and Hudson River Railroad, a distance of 2.561 miles.

It is leased to the Erie Railroad Company at an annual rental of $480,000 and taxes, including also all other property of the Long Dock Company. The particulars of the operating and expenditures have been kept as a part of the general accounts of the company, and cannot be more specifically set forth.

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

P. O. address of this company—Erie Railroad Company, No. 11 Broadway, New York City.

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LUCASTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Lucaston Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$16,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$16,000 00
Dividends paid during the year 1907, 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 1907.

Income from passengers (horse car),	$638 31
Income from freight,	1,055 62
Income from other sources (sale of piece of land, $245.00) (carrying mail, $125.34),	370 34
Total,	$2,064 27
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,064 27

REMARKS.

This road is operated solely in the interests of John Lucas & Co.

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

State of New Jersey, Camden county, *ss.*—H. Spencer 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 1907 are correct and true, to the best of his knowledge and belief.

H. SPENCER LUCAS.

Sworn and subscribed before me this 9th day of January, A. D. 1908.

[L. S.]

JAMES H. CAIN,
Notary Public.

ACCIDENTS.

None.

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MACOPIN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Macopin Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$60,000 00
Bonded debt,	44,000 00
Cost of road and equipments,	$104,000 00

The road extends from Macopin Lake, Passaic county, to Macopin Junction, a distance of 1.50 miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

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 fourteenth day of March, A. D. 1908.

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

[L. S.]

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MANAHAWKIN AND LONG BEACH TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manahawkin and Long Beach Transportation Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$8,900 00
Bonded debt—None.	
Floating debt—None.	
Cost of equipments,	$8,900 00

Dividends paid during the year 1907, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$4,682 37
Income from freight,	2,969 01
Income from other sources,	1,425 84
Total,	$9,077 22
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$8,950 49

REMARKS.

Road owned by Pennsylvania Railroad Company, under name of Barnegat Railroad Company. We have no data of cost.

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P. O. address of the above company—No. 1414 South Penn Square, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—W. H. Sayen, being duly sworn, on his oath says, that he is President of the Manahawkin and Long Beach Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

W. H. SAYEN.

Sworn and subscribed before me this twenty-eighth day of January, A. D. 1908.

E. D. PATTERSON,
[L. S.] *Notary Public.*
Commission Expires January 15th, 1909.

ACCIDENTS.

None.

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MANUFACTURERS' EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers' Extension Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None.

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

ACCIDENTS.

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

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MIDDLE BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Brook Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None.

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

ACCIDENTS.

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

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MIDDLE VALLEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Valley Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None.

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

ACCIDENTS.

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

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MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$95,750 00
Bonded debt—None.	
Floating debt,	$198,889 63
Cost of road and equipments,	$113,404 42

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.61 miles.

It is operated by the Pennsylvania Railroad Company, under 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 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.

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Sworn and subscribed before me this first day of February, A. D. 1908.

A. J. COUNTY,
Notary Public.

[L. S.]

Commission Expires January 21st, 1909.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$4,917 42
Income from freight,	3,058 70
Income from other sources,	985 10
Total,	$8,961 22

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$20,257 64

Dividends paid during the year 1907, and how paid—None.

*Includes $549.64 taxes and other obligatory charges.

P. O. address of this company—No. 22 Federal street, Camden, N. J.

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MORRIS AND ESSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$15,000,000 00
Bonded debt,	32,077,000 00
Floating debt,	433,644 55
Cost of road and equipments,	$46,369,457 29

The road extends from Hoboken to Phillipsburg, with Boonton branch additional, a distance of 118.90 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds.

It is 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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Sworn and subscribed before me this twenty-sixth day of March, A. D. 1908.

JOSEPH FIELL,
Notary Public, New York County.

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$3,628,613 92
Income from freight,	5,173,869 74
Income from other sources,	1,485,646 81
Total,	$10,288,130 47

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $7,376,965 55

Dividends paid during the year 1907, and how paid—$1,050,000.00 paid in cash directly to stockholders by Lessee.

P. O. address of this company—No. 90 West street, New York City.

ACCIDENTS.

January 1st, 1907—Sekiquch, K., trespasser, struck by train while walking track, fatally injured, Mt. Arlington.

January 1st—Canister, F., crossing track, walked in front of train, struck, sustaining scalp wounds, and contusions, Morristown, non-employe.

January 1st—Sposto, Frank, laborer, trucking freight, same slipped and caught foot, fracturing bone of foot, Port Morris.

January 5th—Merriam, F., passenger, attempting to board moving train, fatally injured, Newark.

January 6th—Clarke, Rose, passenger, alighting from car, stool tipped, knee injured, Chatham.

January 10th—Stiles, Charles, trespasser, body found lying alongside steps at roundhouse, Phillipsburg.

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January 10th—Millicci, Thomas, passenger, alighted from moving train and fell, injuring back of head, Orange.

January 13th—Turner, E. J., yardmaster, struck while crossing track, sustained lacerations and contusions body, Secaucus.

January 14th—Kehoe, J. J., laborer, crossing track fell, fracturing bone in hand, Hoboken.

January 17th—Hansen, Mrs. H., passenger, slipped and fell on station platform, bruising side, Boonton.

January 18th—Donough, Martin, sectionman, cleaning snow from track, struck and fatally injured, Hoboken.

January 19th—Salavin, Frank, sectionman, cleaning snow from ditch, struck and fatally injured, Dover.

January 21st—Riley, M., fireman, getting off tank, stepped in turn-table pit, wrist sprained, Port Morris.

January 24th—Shipton, George, engineman, fell from tank of engine, fracturing wrist, Port Murray.

January 27th—Coffield, Mike, non-employe, extra engine ran in on tunnel siding, due to open switch, and collided with cars standing in siding, fatally injured, Hoboken.

January 27th—Madden, William, non-employe, arm bruised in above accident.

January 28th—Ball, Louise, passenger, fell in aisle of coach, bruising arm and face, due to application of air, Newark.

January 28th—Doolittle, Harry F., brakeman, on top of box car, struck overhead bridge, nose and chin cut, Paterson.

January 30th—Muir, Peter, lineman, spurs slipped while climbing telegraph pole, fell, dislocating elbow, Secaucus.

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February 1st—Durr, L. A., fireman, had head too far out of cab, caught head between cab and signal post, contusion of head, Hoboken.

February 9th—Nicolls, George, non-employe, loading machinery into car fell, pulling piece of structural iron over on him, fatally injured, Passaic.

February 9th—Bobona, Dom, trespasser, stepped in front of train, struck and fatally injured, Port Morris.

February 9th—Baird, Samuel, trespasser, walking track, struck, skull fractured, bruised, Phillipsburg.

February 9th—Wilson, A., engineman, fell from engine, injuring back, South Orange.

February 12th—Transue, B. A., engineman, getting off engine stepped into turn-table pit, head and shoulder cut, Port Morris.

February 14th—Kaerney, William, fireman, fell from engine into turn-table pit, back injured, Port Morris.

February 15th—Unknown man, trespasser, standing on track, struck, fatally injured, Paterson.

February 19th—Zabriskie, J., non-employe, struck while driving over crossing in front of engine, arm fractured, Passaic.

February 19th—Gavanni, M., trackman, stepped out of way of engine in front of another engine, struck, scalp wound, Port Morris.

February 20th—Bagane, Frank, car inspector, inspecting cars, stepped on nail, injuring foot, Hoboken.

February 21st—Post, John H., brakeman, application of air caused brake to revolve, catching arm, dislocating wrist, Wharton.

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February 21st—Roeaa, George, passenger, alighting from train, slipped off step, striking jaw, Kingsland.

February 22d—Makin, John, trainman, while unloading freight, lathe machine fell on foot, fracturing toes, South Orange.

February 23d—Cross, William, passenger, fell on grating over grain hole between tracks, fracturing arm, Orange.

February 25th—Cutsler, J. D., car cleaner, cut hand with hose while cleaning car, Hoboken.

February 25th—Dolph, H. S., fireman, getting off engine, slipped off running board and fell, bruising shoulder and back, Secaucus.

February 26th—Turrell, Frank, laborer, struck and fatally injured, Bergen Junction.

February 27th—Glenn, Chris, fireman, flue burst, hands and neck burned by steam, Harrison.

March 1st—Royce, J. M., brakeman, side rod on engine broke, striking steam pipe, scalding him on face and hands; Port Morris.

March 2d—Donze, Edward, messenger, struck and fatally injured, Hoboken yard.

March 2d—Glancy, John, trespasser, body found lying on west-bound track, Port Murray.

March 2d—Diel, A. R., trespasser, walking track, struck, fatally injured, Convent.

March 5th—Madden, John, fireman, attempting to board moving train, fell under wheels, fatal, Newark.

March 5th—Timber, Nick, laborer, finger crushed while loading rails, Hoboken.

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March 11th—Joyce, Edward, trespasser, struck and fatally injured, Washington.

March 14th—Willever, Charles, trucker, fell between car and transfer platform unloading freight; left side bruised, Phillipsburg.

March 15th—Emerson, Walter, getting off train while stealing a ride, fell under wheels and had left leg crushed, Hoboken.

March 19th—Groholiske Peter, switchman, standing on step of engine and when engineman took slack, was squeezed between car and tank, bruised, Hoboken.

March 19th—Walsh, Thomas, fireman, shaking fire, bar fell, bruising foot, Port Morris.

March 20th—Reed, George, fireman, caught hand in gauge cock and glove filled with hot water, scalding wrist and hand, Washington.

March 21st—Slater, Martin, brakeman, fell from car, fracturing arm, New Village.

March 22d—McGill, Charles, brakeman, caught between side of hopper car and post, sustained fracture of rib, contusions, Hoboken.

March 23d—Michael, Jim, trackman, unloading ties, toes bruised, Hoboken.

March 25th—Cummings, John, switchtender, plank fell from tank, striking him on back, Hoboken.

March 27th—Adams, O. W., engineman, stepping from car to running-board, foot slipped, bruising bone of leg, Port Morris.

April 4th—Kopert, A., car rider, injured by piece of timber slipping, fracturing arm, Pier 5, Hoboken.

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April 6th—Unknown man, trespasser, stepped in front of train, struck, fatally injured, Hoboken.

April 8th—Canley, T. J., brakeman, fell while running back with flag, spraining ankle.

April 13th—Sobul, Adam, laborer, unloading ties, hand lacerated, Hoboken.

April 13th—DeGroth, Neil, trespasser, stealing ride, fell from car, ankle sprained, Paterson.

April 13th—Ritchie, Thomas, fireman, walked into turn-table pit, spraining thumb, South Orange.

April 17th—Shindle, William, drillman, unloading rails from car, rail struck angle iron, causing it to fly up, fracturing collar-bone, Secaucus.

April 18th—Wood, Margaret, trespasser, child, playing on track, struck, fatally injured, Harrison.

April 20th—Hartman, Floyd, trespasser, stealing ride on car, struck overhead bridge, fatally injured, Hackettstown.

April 22d—Abbati, Frank, sectionman, unloading rails, one rolled on foot, crushing toes, Morristown.

April 22d—Verde, Peter, sectionman, handling rails, leg bruised, Netcong.

April 23d—Ross, William, trespasser, boy, attempting to get on caboose, fell, crushing foot, Passaic.

April 25th—Janos, M., trespasser, stepped in front of engine while on track, struck, bruised, Hackettstown.

April 28th—Osborne, F., flagman, fell from tank while pulling water spout around, East Dover.

May 1st—Mahoney, John, helper, struck while crossing track, fatally injured, Lincoln Park.

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May 3d—Davidson, A., trespasser, struck by train, fatally injured, between Wharton and Chester Junction.

May 3d—Bruno, George, fire builder, building fire, mashed finger, Hoboken.

May 5th—Biesecker, H. M., fireman, shovel caught, straining muscles of shoulder and back, Denville.

May 9th—Crane, Peter, trainman, getting waste from box, lid fell on thumb, bruising same, Washington.

May 10th—Brush, Mrs. J., passenger, fell in aisle of car when train started, sustaining bruise of ankle and thigh, Orange.

May 11th—Perrt, Joe, sectionman, unloading rails, toe bruised, Hoboken.

May 11th—Caulier, Paul, trackman, unloading rails, foot lacerated, Morristown.

May 12th—Yuvalevick, M., trackman, unloading rails, hand bruised, Kingsland.

May 13th—Duckworth, J., brakeman, fell between cars while crossing same, rib fractured, hip bruised, Washington.

May 15th—Ryno, H. F., brakeman, fell from car, sustaining fatal injuries, Hoboken.

May 16th—Quirk, Catherine, passenger, alighting from train, foot slipped, spraining ankle.

May 17th—McCabe, P., trespasser, struck crossing tracks in yard, fatally injured, Hoboken.

May 20th—Demambo, ——, walking track, struck and fatally injured, Lyndhurst.

May 23d—Earl, H., fireman, cleaning fire, rod slipped, fracturing bone of finger, South Orange.

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May 24th—Drennan, John, drillmaster, cars filled with dressed hogs turned over, due to forward trucks becoming derailed, fracture of arm, ankle sprained, Hoboken.

May 30th—Kant, Eugene, brakeman, fell while attempting to get on engine, fatally injured, Hoboken.

May 30th—Stanick, Joseph, truck repairer, jacking up coupler, spring fell and caught finger, lacerating and bruising same, Secaucus.

June 5th—Harris, J., trespasser, slipped on track, engine ran over fingers (3), Paterson.

June 7th—Kelly, J., passenger, attempting to alight from moving train, fell, lacerations, bruises, Secaucus.

June 8th—Marshall A., struck while walking tracks, left arm cut off, Kingsland.

June 9th—Powers, Thomas, body found on tracks, Orange.

June 10th—Tebo, J., brakeman, struck, fatally injured, Denville.

June 10th—Angelo, T., trackman, carrying tie, dropped same on foot, crushing foot, Hoboken.

June 11th—Kossorra, John, trackman, caught hand while loading rails, three fingers mashed, Hoboken.

June 12th—Grace, Henry, brakeman, fell from cars, fatally injured, Secaucus.

June 13th—McWilliams, Joseph, brakeman, getting off car, slipped and fell, wheels passing over leg, crushing same, Washington.

June 13th—Grenvis, John, non-employe, passing between two cars, was caught and squeezed through stomach, Athenia.

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June 15th—Rodermond, J. E., fireman, cleaning firebox door, caught finger, mashing same, Hoboken.

June 18th—Schoonover, Charles, brakeman, going up ladder to let off brake, arm came in contact with runway at slaughter-house, fracturing arm, Harrison.

June 19th—Sabatini, P., trespasser, jumped from moving train, fell, wheels crushing ankle, Dover.

June 20th—McCracken, R., car cleaner, contusion of hip, yard collision, Hoboken.

June 20th—Fricke, George, car cleaner, contusion thigh, abrasions, same accident as McCracken.

June 20th—Ferrie, Martin, car cleaner, arm sprained, same accident as McCracken.

June 21st—Gillen Thomas, trespasser, fell from train while stealing ride, left arm crushed, Denville.

June 22d—Place, James, attempting to board moving train, trespasser, fell and had leg crushed, Hoboken.

June 26th—McWilliams, J. A., trespasser, struck while walking track, fatally injured, Port Morris.

June 26th—Bird, Burtis, brakeman, crossing track, caught foot, and had same amputated, Port Morris.

June 26th—Burns, M., passenger, had foot run over by ice truck, fracturing bone in toe, East Orange.

June 25th—Fisher, James, brakeman, getting off car, was caught and squeezed between cars, contusion of pelvis, Secaucus.

June 26th—Johnson, J. L., flagman, fell from car while setting brake, bruising leg, Phillipsburg.

June 27th—Kane, James, brakeman, fell from car, sustaining scalp wound, Towaco.

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June 27th—Miller, C. H., passenger, standing on edge of station platform, struck, face bruised, Denville.

June 29th—Ford, E., body found on tracks, Towaco.

June 29th—Damania, John, trackman, throwing rail, same struck claw bar, which swung around, fracturing jaw, Hoboken.

July 1st—Lawless, H., brakeman, fell from car while setting brake, injuring foot, Washington.

July 2d—Frotheringham, William, engineman, ran off derail, Secaucus, leg crushed.

July 2d—Kaucheck, J. F., brakeman, lacerations and bruises, same accident as Frotheringham.

July 2d—Rubin, J., non-employe, unloading freight, had foot caught between wagon and car door, bruising foot, Newark.

July 3d—Rothwell, Arthur, laborer, caught finger while loading freight, lacerating finger, Paterson.

July 4th—Struble R., passenger, alighted from moving train, fell, cutting head, Morris Plains.

July 7th—Wilson, Thomas, drillmaster, fell from car while setting brake, bruising legs and hips, Secaucus.

July 8th—Scrimshaw, Mary, passenger, fell alighting, spraining ankle, Newark.

July 9th—Rosi, Samuel, car sealer, crossing track, caught between two cars, fatally injured, Hoboken.

July 11th—McCue, John, conductor, jumped off train in front of engine going in opposite direction, fatally injured, Mt. Arlington.

July 15th—Moran, William, trespasser, body found lying between tracks, Delawanna.

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July 15th—Parliment, Lester, freight handler, loading freight in car, same fell on foot, bruising foot, Port Morris.

July 17th—Searles, Fred, foreman pile driver, jack slipped, allowing timber to fall, thumb fractured, Washington.

July 19th—Lemon, William, sectionman, struck, fracturing shoulder blade, Hackettstown.

July 19th—Ross, Tony, laborer, unloading freight, fell, bruising leg, spraining ankle, Port Morris.

July 20th—Hicks, R. L., ran under gates and jumped on moving train, fell under wheels, fatally injured, Newark.

July 21st—Dunachuck, Joe, stealing ride, jumped off moving train, bruising face and head, Towaco.

July 22d—Norman, Martin, sectionman, carrying tie let same fall on foot, bruising toe, Port Morris.

July 23d—Raffo, B., sectionhand, fell from hand-car, which struck him, contusion of back, Dover.

July 27th—Pappas, Jim, sectionhand, getting on moving hand-car slipped, and wheel of same ran over foot, bruising instep, Milburn.

July 28th—Allen, Alfred, fireman, fell from engine, bruising back, Secaucus.

July 28th—Byrnes, David, brakeman, ball of switch fell on foot, injuring tie, Hoboken.

July 29th—Lynch, Howard, trespasser, fell from train and instantly killed, Denville.

July 31st—Pecotic, James, car cleaner, struck by train, fatally injured, Hoboken.

August 2d—Komanski, Steve, fire cleaner, shaking grates, hand slipped, fell from engine, striking head, Hoboken.

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August 2d—Bracken, H., stevedore, outside crossbar which holds freight car door shut fell on head, Hoboken.

August 5th—Passenger, slipped while alighting, back injured, Orange.

August 5th—Carlo, John, laborer, trucking freight into car, fell between cars, injured internally, Hoboken.

August 5th—Bressoir, J., stealing ride on train, struck by overhead bridge, head cut, Little Falls.

August 5th—Debble, William, trainman, climbing up cars, fell on bumpers, bruising back, Washington.

August 6th—Kitchan, W. M., carpenter, putting in false work at arch, corner of adze struck side of tie, glanced off and cut toe, Washington.

August 6th—Passenger opened door and did not catch same, it blew shut, bruising fingers, Morris Plains.

August 6th—Bryan, P. M., brakeman, fell from car while attempting to jump from one car to another, abrasions and bruises, Hoboken.

August 7th—Cragg, Eugene, trespasser, struck, drunken man lying between tracks, leg run over, Brick Church.

August 9th—Passenger, boarding train, fell off stool, left knee skinned, Newark.

August 11th—Davis, William, fireman, fell from tender while engine was taking water, wrist sprained, Hackettstown.

August 13th—Unknown man found dead between tracks, Paterson.

August 13th—Fowler, M., engineman, collision at Bergen Tunnel, Hoboken, injured.

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August 13th—Trespasser, body found between east and west-bound tracks, Paterson.

August 13th—Koecher, William, drillman, allowed car to strike another car, knocked against brakestaff, fracturing knee-cap, Phillipsburg.

August 15th—Winters, John, conductor, struck by train while walking track, Washington.

August 18th—Trespasser, child, struck by train, fatal, Kingsland.

August 22d—Passenger, fell against coach door, bruised, Paterson.

August 27th—Lyons, Jerome, drillmaster, struck by tank of engine, bruised, Hoboken.

August 30th—Cioglo, Rap., trackman, struck by train, arm fractured, scalp cut, Secaucus.

September 5th—Duggan, S. A., drillman, fell from car, due to application of air brakes, slight bruises, Secaucus.

September 6th—McCarthy, J. J., brakeman, fell from step of engine and sustained bruises of arm and hand, Hoboken.

September 7th—Beers, W., fireman, gas ignited and blew fire-box doors open, Towaco, face and hair burned.

September 8th—Passenger had foot run over by baggage truck, bruising foot, Hoboken.

September 8th—Passenger fell to station platform while alighting, cutting head over eye, Hoboken.

September 9th—Passenger, attempting to raise window, put hand through glass, lacerating hand, Hoboken.

September 11th—McLain, James, drillman, squeezed between running-boards on box cars and sustained bruises, Little Falls.

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September 11th—Oelkers, John, drillman, fell getting down side ladder, lacerations, internal injuries, Hoboken.

September 11th—Passenger alighting, tripped and fell, striking face and bruising head, Newark.

September 12th—Passenger had hand caught in fence when gate was closed, fingers bruised, Hoboken.

September 13th—Trespasser struck and killed while walking track, West Paterson.

September 13th—Demarest, John, flagman, got off box car to open knuckle, slipped and wheel passed over foot, mashing foot, Paterson.

September 14th—Perrier, Jos. E., switchman, fell from car, bruising hip, cutting head, Harrison.

September 14th—Five passengers slightly injured in collision at N. Y., S. & W. crossing, Hoboken.

September 14th—Passenger caught foot under rail while crossing track, fell, injuring side, Morristown.

September 15th—Passenger stepped off moving train, slipped on platform, claimed no injuries, Short Hills.

September 16th—Passenger on steps at rear of car lost balance when train stopped, and fell, cutting face, East Orange.

September 24th—Passenger running to catch train, heel of shoe caught in stair step, fell, spraining ankle, Summit.

September 26th—Lypen, August, car inspector, stumbled on tracks and fell, cutting face and nose, Hoboken.

September 27th—McDougal, George, roundhouse foreman, explosion of gasoline tank, fatally injured, Secaucus.

September 28th—Passenger after alighting from train fell on station platform, injuring wrist, Madison.

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October 1st—Romello, F., section foreman, struck and fatally injured, Harrison.

October 1st—Abrahams, ——, walking track, struck, head cut, arm bruised, Orange.

October 3d—Passenger fell between rear car and platform of station, injuries unknown, Chatham.

October 3d—Bergman, David, section foreman, piece of pipe burst from engine of train and struck him on leg, Harrison.

October 5th—Leggard, Frank, warehouseman, handling freight, dropped bundle of iron pipe on foot, crushing toe, Paterson.

October 6th—Spangenberg, R. L., fireman, side of firebox blew out, Denville, face burned.

October 8th—Passenger, head cut, tree blew over, breaking window in train, East Summit.

October 8th—Rothenburg, L., shopman, struck by engine, slightly injured, Kingsland.

October 9th—Clarke, James, conductor, struck and fatally injured, Paterson.

October 9th—Lamarche, Frank, flagman, caught finger in firebox door, Morristown.

October 11th—Feeney, Thomas, baggage porter, struck crossing track in front of train, back injured, Hoboken.

October 11th—Davis, E. J., trainman, climbing from tank to cab of engine, fell, cutting nose, bruising leg, Port Morris.

October 14th—Garrett, J. J., club car porter, boarding train injured instep, Summit.

October 14th—Passenger attempting to board moving train, slipped and foot went under wheels, cutting off foot, Milburn.

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October 16th—Passenger, car door slammed shut on finger, bruising same, Brick Church.

October 16th—Rutan, H. E., fireman, fell while pulling lever and sprained ankle, Port Morris.

October 19th—Beckmeyer, Fred, fireman, shoveling coal off top of tank, slipped on coal board, spraining ankle, Passaic.

October 21st—Dibble, W. S., brakeman, fell from car due to jarring of train and had leg run over, Phillipsburg.

October 23d—Hallahan, Wm., switchtender, struck by engine while crossing track, scalp wound, back injured, Hoboken.

October 23d—Trapp, H., fireman, wiping side of cab and struck steel gondola, cutting ear, bruising hips, Secaucus.

October 24th—Shattuck, H. W., switchman, getting on car missed footing, wheel passed over foot, crushing bone of foot, Secaucus.

October 24th—Passenger running to catch train, fell into excavation at street crossing, Morristown.

October 28th—Vanderveer, James, brakeman, attempting to board car, caught and rolled between cars, bruised about hips and shoulders, Newark.

October 29th—Occupants (2) of automobile which ran into gate at Mt. View crossing, slightly injured.

October 31st—Trespasser, unknown, attempted to board train, slipped and fell under wheels, leg crushed, Secaucus.

November 3d—Trespasser, crossing track, struck, injuries not serious, went around crossing gates, Netcong.

November 3d—Passenger attempting to board moving train, slipped and fell between cars, leg bruised, Morristown.

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November 3d—Minnard, Clarence, trainman, door shut on fingers, bruising same, Hoboken.

November 5th—Trespasser, body found between tracks, Lyndhurst.

November 7th—Passenger fell on crosswalk, bruising leg, Milburn.

November 8th—Martin, F. J., drillman, fell from car, dislocating knee, Hoboken.

November 9th—Corey, Fred, fireman, collision of engines, burned by escaping steam, near Secaucus.

November 9th—Trespasser, struck while walking track, side bruised, Wharton.

November 9th—Two trespassers, walking track, one fatally injured, one slightly injured, Dover.

November 10th—Farrell, M. J., freight trainman, standing on top of box car was struck by trolley wire, head cut, Orange.

November 13th—Davis, Frank, trainman, got down from engine in front of another engine, struck, head cut, arm fractured, Wharton.

November 14th—Bisbing, W. H., conductor, slipped on ice crossing tracks, dislocated wrist, Port Morris.

November 15th—Podeski, Michael, laborer, struck, fatally injured, Hoboken.

November 17th—Apgar, Orville, brakeman, boarding train, made misstep and fell between platform and coach, wrist sprained, Broadway.

November 20th—O'Hara, P. J., fireman, fell into ash pit and fractured two ribs, Secaucus.

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November 21st—Passenger jumped from train, bruising leg and arm, Hoboken.

November 23d—Pedrick, W. H., trainman, standing on step of car, struck bridge, cutting head, Maplewood.

November 25th—Tomballi, Michael, gate tender, struck by train, scalp wounds, contusions, Secaucus.

November 26th—Yenon, Jos., laborer, loading rails, had hand caught between rail and top of car, mashing fingers, Washington.

November 27th—Passenger attempted to board moving train and fell on platform, injuring face and head, Morristown.

December 5th—Passenger slipped and fell from car, cause unknown, injuries unknown, East Orange.

December 9th—Aloca Thomas, laborer, fell from car while wheeling barrel of concrete, leg fractured, Hoboken.

December 23d—Idome, L., section hand, struck by train, fatally injured, Mt. Arlington.

December 24th—Catania, Patrick, fireman, cleaning fire, shaker bar slipped and bruised hand and body, Hoboken.

December 25th—Ross, Peter, freight handler, loading case of machinery, same slipped, fracturing instep, Port Morris.

December 28th—Allen, A., fireman, walked between two cars which caught him, injuring hip, Hoboken.

December 31st—Passenger alighting from train slipped and sprained ankle, Newark.

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MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1907:

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 city of Paterson, a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company as Lessee of the Morris and Essex Railroad Company, under an agreement to pay four per cent. on its stock. Report of operations is included in report of the Morris and Essex Railroad 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 Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this twenty-sixth day of March, A. D. 1908.

[L. S.]

JOSEPH FIELL,
Notary Public,
New York County.

RECEIPTS AND EXPENSES FOR 1907.

Included in report of Morris and Essex Railroad Company.

Dividends paid during the year 1907, and how paid—$8,840.00 paid directly to stockholders by the Delaware, Lackawanna and Western Railroad Company, as Lessee of the Morris and Essex Railroad Company.

P. O. address of this company—No. 90 West street, New York City.

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MORRISTOWN AND ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Morristown and Erie Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	15,041 49
Cost of road and equipments,	$710,834 36

Dividends paid during the year 1907, and how paid—None.

The road extends from Morristown, N. J., to Essex Fells, N. J., a distance of 10.68 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$5,626 51
Income from freight,	68,980 86
Income from other sources,	1,438 86
Total,	$76,046 23
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	41,088 31

REMARKS.

The cost of road and equipments as stated above, represents the amount of stock and bonds paid by this company; $100,000 in

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bonds and $300,000 in stock paid to the Whippany River Railroad Company, to secure road from Whippany to Morristown, its equipment, franchise 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 road and appurtenances, right of way, real estate, station property and miscellaneous equipments between Essex Fells and Whippany, and $35,834.36 for betterments made by this company to January 1st, 1908.

P. O. address of the above company—Whippany, Morris county, N. J.

State of New Jersey, Morris county, *ss.*—Richard W. McEwan, being duly sworn, on his oath says, that he is President of the Morristown and Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this first day of April, A. D. 1908.

ISAAC W. CARPENTER,
Commissioner of Deeds for
State of New Jersey.

ACCIDENTS.

July 7th, 1907—Thomas Keyes, 35 years, freight brakeman, old employe, mashed first joint second finger, right hand, while coupling cars; pulled chain to release pin, instead of using the release rod. Carelessness.

October 14th, 2.30 P. M.—Freight train going west, head-on, at about 5 miles an hour, struck a milk wagon belonging to "Hand." No driver in wagon, horses having started during his absence. No one injured.

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MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$95,650 00
Bonded debt,	75,000 00
Floating debt—None.	
Cost of road and equipments,	$170,650 00

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5.94 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company. The present annual rental is six per cent. on $45,050 of the capital stock, all taxes and $200 for maintenance of the 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.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn on his oath says, that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and

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

SAMUEL REA.

Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,
[L. S.] *Notary Public.*
My Commission Expires January 21st, 1909.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$2,960 22
Income from freight,	9,832 41
Income from other sources,	670 96
Total,	$13,463 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$24,939 70
Dividends paid during the year 1907, and how paid—Two of three per cent. each on $45,050.00 stock, paid in cash.	

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

* Includes $4,240.97 rental paid for use of road and taxes.

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MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Mount Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$160,000 00
Floating debt (current accounts payable and pay rolls only),	2,770 18
Cost of road and equipments,	162,770 18

Dividends paid during the year 1907, and how paid—November 11, 1907, 6 per cent. paid in cash.

The road extends from Wharton, N. J., to Mount Hope, N. J., a distance of 4.28 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from freight,	$24,317 48
Income from other sources,	331 22
Total,	$24,648 70
Expenditures during the year for workilng road, including repairs, maintenance of way, motive power and contingencies,	$13,729 70

REMARKS.

Expenditures subject to a change of $93.75 when a ruling of the Inter-State Commerce Commission is received.

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P. O. address of the above company—Catasauqua, Pa.

State of Pennsylvania, Lehigh county, *ss.*—Leonard Peckitt, being duly sworn, on his oath says, that he is Vice-President of the Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

LEONARD PECKITT.

Sworn and subscribed before me this twenty-first day of March, A. D. 1908.

A. N. ULRICH,
[L. S.] *Justice of the Peace.*
My Commission Expires May 4th, 1908.

ACCIDENTS.

None.

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NAVESINK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Navesink Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None.

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

ACCIDENTS.

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

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NEWARK BAY RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Newark Bay Railway Company presents the following report for the year ending December 31st, 1907:

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 Frederick street, Newark, N. J., a distance of 4.91 miles.

REMARKS.

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 ninth day of March, A. D. 1908.

F. T. HARBACH,
Notary Public, New York County.

[L. S.]

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RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, 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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NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$103,850 00
Floating debt,	459,164 59
Cost of road and equipments,	$563,014 59

The road extends from Roseville Junction to Montclair, a distance of 4.24 miles.

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

It is operated by the Delaware, Lackawanna and Western Railroad Company, 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.

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Sworn and subscribed before me this twenty-sixth day of March, A. D. 1908.

JOSEPH FIELL,
Notary Public, New York County.

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1907, and how paid—$6,231.00 paid to stockholders by the Delaware, Lackawanna and Western Railroad Company, as Lessee of the Morris and Essex Railroad Company.

P. O. address of this company—No. 90 West street, New York City.

ACCIDENTS.

January 11th, 1907—Frank Gustafson, trespasser, struck while walking track, fatally injured; Bloomfield.

January 21st—William Shaw, fireman, turning engine, caught foot under pilot, sprained foot; Montclair.

January 21st—J. L. Burch, drillman, fell under cars, two fingers amputated; Ampere.

May 8th—Passenger, fell while hurrying to catch train; Glen Ridge.

June 29th—Passenger, sprained ankle and wrist in derailment of train; Bloomfield.

June 29th—Passenger, sustained contusions and bruises, derailment; Bloomfield.

June 29th—Passenger, sustained sprain of shoulder, derailment; Bloomfield.

June 29th—Passenger, sustained bruises of shoulder and sprain of back, derailment; Bloomfield.

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June 29th—Passenger, sustained bruises of shoulder and side, derailment; Bloomfield.

June 29th—Passenger, had right foot wrenched, derailment; Bloomfield.

July 18th—George Leigle, fireman, opening fire box door, caught by back draft, arm burned; Bloomfield.

August 7th—Trespasser, lying alongside track asleep, arm injured, struck, Bloomfield.

September 7th—Trespasser, body found lying between tracks in yard; Montclair.

October 21st—H. J. Ball, trainman, cutting cars caught left arm fracturing wrist; Bloomfield.

October 21st—Passenger, jumped off moving train, bruised knees and hands; Montclair.

November 4th—Passenger, jumped off moving train and fell, bruising hip; Ampere.

November 13th—Passenger, found between eastward and westward tracks, probably jumped from train, struck, fatally injured; Bloomfield.

December 13th—Passenger jumped off moving train, bruising leg and knee; Ampere.

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NEWARK AND HUDSON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company as lessee of the Newark and Hudson Railroad Company, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$250,000 00
Bonded debt,	250,000 00
Floating debt—None.	
Cost of road and equipments,	$355,056 18

The road extends from Bergen Junction to Newark, N. J., a distance of 5.62 miles.

It is leased to the Erie Railroad Company at an annual rental of $33,000 and taxes.

The particulars of the operation and expenditures have been kept as a part of the general accounts of the 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 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 fourteenth day of March, A. D. 1908.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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NEW JERSEY JUNCTION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New Jersey Junction Railroad Company, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,602,138 51

The road extends from Weehawken to Jersey City, a distance of 4.43 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, Chapter CLXII, approved April 12th, 1886.

It is equipped 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 sworrn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN.

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Sworn and subscribed before me this third day of March, A. D. 1908.

D. H. HOUSE,
Notary Public in and for New York County, N. Y.
[L. S.] *Certificate filed in Westchester County.*

RECEIPTS AND EXPENSES FOR 1907.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, County of New York, *ss.*—Richard A. White, Auditor of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn, says:

That the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring on the New Jersey Junction Railroad during the year ended December 31st, 1907, is correct and true to the best of his knowledge and belief.

RICHARD A. WHITE,
Auditor.

Sworn and subscribed before me this third day of March, 1908.

D. H. HOUSE,
Notary Public in and for New York County, N. Y.
[L. S.] *Certificate filed in Westchester County.*

ACCIDENTS.

January 14th, 1907—Peter A. Maley, brakeman, at Jersey City, N. J., engine No. 312. Right knee and back bruised. Train in parting and coming together again, due to defective knuckle, causing him to be thrown from car to ground.

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March 17th—Charles Macey, non-employe, at Jersey City, N. J., engine No. 312. Left foot crushed. While crossing between two cars, at crossing, his foot was caught between deadwood and drawhead of car when engine coupled to train.

May 6th—Ed. J. Stanton, brakeman, at Hoboken, N. J., engine No. 312. Left arm bruised. Brake stick which he was using to set break, flying and striking his arm.

May 6th—Ed. J. Stanton, brakeman, at Hoboken, N. J., engine No. 367. Right collar bone fractured, leg badly bruised. Deck grab iron pulling loose, allowing him to fall to the ground.

May 18th—Louis Schwab, brakeman, at Jersey City, N. J., engine No. 1702. Bruised about head and body. While coupling air-hose between two cars standing on trestle, slipped and fell off trestle.

July 7th—John Palmer, trespasser, at Jersey City, N. J., engine No. 312. Killed. Attempted to board moving train and fell, the wheels passing over him.

August 6th—Joseph Beldon, trespasser, at Jersey City, N. J., engine No. 367. Left leg crushed below knee, skull fractured. Attempted to board moving train and fell, wheels passing over his leg.

October 22d—Unknown, trespasser, at Jersey City, N. J., engine No. 312. Left foot crushed. Attempting to board moving train and fell, the wheels passing over his foot.

November 2d—John W. Brunning, brakeman, at Jersey City, N. J., Wk. Ex. 1833. Face cut and bruised. While coupling air-hose, hose flew up, striking him in face.

December 13th—Robert J. Treandly, brakeman, at Jersey City, N. J., engine No. 341. Bruised about body. While boarding box car, was caught between side of car and bridge.

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NEW JERSEY JUNCTION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company, lessee in behalf of the New York and Fort Lee Railroad Company, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,000,000 00
Cost of road and equipments, as shown by report of January 23d, 1871,	14,506 21

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 24-100 mile, is leased to the New Jersey Junction Railroad Company at an annual rental of taxes, assessments and expenses of organization not to exceed $1000 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

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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 third day of March, A. D. 1908.

[L. S.] D. L. HOUSE,

Notary Public in and for New York County, N. Y.

Certificate filed in Westchester County.

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NEW JERSEY AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New Jersey and New York Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,032,500 00
Floating debt,	95,293 24
Cost of road and equipments,	$3,356,393 24

Dividends paid during the year 1907, and how paid—None.

The road extends from New Jersey and New York Junction to New City, N. Y., a distance of 34.504 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$386,299 23
Income from freight,	140,808 29
Income from other sources,	25,028 57
Total,	$552,136 09
Expenditures during the year for workilng road, including repairs, maintenance of way, motive power and contingencies,	$495,608 91

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the

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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 1907 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

[L. S.]

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

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NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey and Pennsylvania Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock (all issued),	$300,000 00
Bonded debt,	200,000 00
Floating debt,	100,000 00

Dividends paid during the year 1907, and how paid—None.

The road extends from Watnong Station to White House Station, a distance of 26 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$5,454 73
Income from freight,	26,456 99
Income from other sources,	1,604 23
Total,	$33,515 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$35,220 50

REMARKS.

I am unable to state, of my own knowledge, the capitalization, bonded debt, floating debt, and cost of road and equipment.

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P. O. address of the above company—Morristown, New Jersey.

State of New Jersey, Morris county *ss.*—Frederic V. Pitney, being duly sworn, on his oath says, that he is Receiver of the New Jersey and Pennsylvania Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

FREDERIC V. PITNEY.

Sworn and subscribed before me this tenth day of January, A. D. 1908.

FREDERICK B. COBBETT,
Commissioner of Deeds, Morristown,
Morris County, New Jersey.

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NEW JERSEY SHORE LINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in, ... $31,000 00

The road as projected is to extend from Weehawken to Harrington, N. J., a distance of 15.5 miles.

RECEIPTS AND EXPENSES FOR 1907.

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

REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Shore Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,

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Sworn and subscribed before me this third day of March, A. D. 1908.

[L. S.] D. H. HOUSE,

Notary Public in and for New York County, N. Y.

Certificate Filed in Westchester Co.

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NEW JERSEY SHORT LINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Receiver of the New Jersey Short Line Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$803,000 00
Bonded debt,	803,000 00
Floating debt,	8,900 00

Cost of road and equipments—Uncompleted.

Dividends paid during the year 1907, and how paid—None.

REMARKS.

Road not completed and not in operation.

State of New Jersey, Mercer County, *ss.*—David F. Carver, being duly sworn, on his oath says, that he is Receiver of the New Jersey Short Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

DAVID F. CARVER.

Sworn and subscribed before me this 27th day of May, A. D. 1908.

EDWIN C. LONG,
M. C. C. of N. J.

ACCIDENTS.

None.

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NEW JERSEY SOUTHERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in—preferred, $1,590,600; common, $1,000,000,	$2,590,600 00

Dividends paid during the year 1907, 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 1907.

Income from passengers,	$469,867 42
Income from freight,	444,102 79
Income from other sources,	380,671 41
Total,	$1,294,641 62

Expenditures during the year for workilng road, including repairs, maintenance of way, motive power and contingencies,	$1,169,796 13

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 Com-

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pany, Freehold and Atlantic Highlands Railroad Company, Navesink Railroad Company, Toms River Railroad, Toms River and Barnegat Railroad Company, Vineland Railroad Company, West End Railroad Company, and also the steamboat route between New York and Atlantic Highlands.

P. O. address of the above company—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 1907 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this twenty-eighth day of February, A. D. 1908.

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

ACCIDENTS.

Coupling or Uncoupling—Employes.

May 7th, 1907—M. Coniff, brakeman, injured at Marlboro. Engineer, T. F. Brown; conductor, James Phillips.

September 11th—Frank Shepherd, brakeman, injured at Red Bank. Engineer, J. Conine; conductor, E. R. Edick.

Derailments—Employes.

April 24th, 1907—Vincenzo Sasso, laborer; Antonio Gibel, laborer; Antonio Fudge, laborer; Eugene Miller, brakeman, and W. S. Hartman, brakeman, all injured at Hopping Junction. Engineer, John Cousins; conductor, James Craig.

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

April 12th, 1907—John Santangelo, killed at Beach street, Red Bank. Engineer, W. H. Savidge; conductor, L. G. Perrine.

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

January 16th, 1907—Albert Woolley, conductor, injured at Main avenue, near Vineland, N. J. Engineer, J. Warwick; conductor, A. Woolley.

August 5th—L. N. Compton, brakeman, injured in East Long Branch yard. Engineer, D. Mahoney; conductor, J. H. Kilcommons.

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

March 30th, 1907—Laura S. Patterson, injured at Red Bank. Engineer, Ellis Davis; conductor, Allen Ridgeway.

July 24th—Walter Schmidt, injured at Water Witch. Engineer, J. B. Hurley; conductor, T. R. Bennett.

Struck by Overhead and Other Obstructions—Employes.

September 20th, 1907—Samuel Lenher, brakeman, killed at Oceanport. Engineer, J. Crowley; conductor, W. D. Batson.

November 13th—Louis Becker, brakeman, injured at South Amboy. Engineer, J. Crowley; conductor, W. D. Batson.

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

February 6th, 1907—Bertha Goothiel, killed, and S. H. Sherman, injured, at Long Branch, N. J. Engineer, H. Lovell; conductor, L. Homler.

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April 25th—Annie Cavanaugh, trespasser, killed, and John Cavanaugh, trespasser, injured, at North Asbury Park. Engineer, H. Lovell; conductor, G. M. Harper.

July 7th—Christopher Norandt, trespasser, killed, and Rheinhardt P. Bender, trespasser, injured, at Broad street crossing, Keyport. Engineer, W. H. Howland; conductor, G. H. Allen.

July 8th—Louis Trink, killed at Sea Bright. Engineer, T. Manion; conductor, F. R. Bills.

July 16th—Mrs. H. M. Black, trespasser, injured at Colts Neck crossing, Freehold. Engineer, Samuel Warwick; conductor, Jas. Phillips.

August 25th—Albert Wardell, injured at Springwood crossing, Asbury Park. Engineer, H. Lovell; conductor, O. McVeigh.

September 27th—Raymond Larson, seriously injured, and Alonzo Haley, slightly injured, near Farmingdale. Engineer, Thos. Manion; conductor, A. B. Phillips.

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

August 27th, 1907—Salvator Marano, switchman, killed at Point Pleasant. Engineer, J. Crowley; conductor, J. C. Anderson.

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

June 11th, 1907—Nicholas Kirk, trespasser, killed at Oceanport. Engineer, John Thompson; conductor, J. V. Johnson.

July 15th—James Brannigan, injured at Highlands. Engineer, W. F. Hartman; conductor, James Phillips.

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July 30th—Thomas P. Foley, trespasser, injured at Keyport. Engineer, D. Mahoney; conductor, J. H. Kilcommons.

August 5th—Emil Abig, trespasser, killed at Shrewsbury draw. Engineer, Randolph Thompson; conductor, T. R. Bennett.

September 3d—Frank Mazza, trespasser, killed at Red Bank, N. J. Engineer, F. Riddle; conductor, F. Shinafield.

September 19th—Geo. Williams (colored), trespasser, injured at Long Branch. Engineer, F. Riddle; conductor, F. Shinafield.

September 20th—Unknown man, killed at Matawan, N. J. Engineer, W. Creveling; conductor, C. Warman.

October 3d—Two unknown men, killed east of Cliffwood. Engineer, W. Creveling; conductor, C. Warman.

October 4th—John W. Thomas (colored), killed at Beach street, Red Bank. Engineer, P. Doyle; conductor, M. A. Knapp.

On or About Trains, Locomotives or Cars—Employes.

May 6th, 1907—P. H. Perrine, brakeman, injured at Lorillards. Engineer, J. W. Thompson; conductor, C. H. Skillman.

October 8th—Albert Woolley, conductor, injured at Lakehurst. Engineer, E. Connor; conductor, Albert Woolley.

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

May 12th, 1907—Howard Tilton, trespasser, killed at Branchport. Crew unknown.

November 3d—Calvin Bryant (colored), killed at Red Bank. Crew unknown.

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NEW JERSEY TERMINAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Terminal Railroad Company presents the following report for the year ending December 31st, 1907:

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, 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.

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Sworn and subscribed before me this twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None

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

ACCIDENTS.

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

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NEW YORK BAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New York Bay Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,000,000 00
Bonded debt,	4,793,779 61
Floating debt,	4,045,867 92
Cost of road and equipments,	$9,838,645 53

The road extends from

	Miles.
4,037 east of Waverly Station to 5,580 feet east of back wall of bridge over Morris Canal,	6.67
253 feet east of Peddie Street sewer bridge, Newark, to 45 feet west of west abutment of bridge over Main Line at Meadows,	4.35
936 feet east of the easterly abutment of Manufacturer's Branch Bridge, C. R. R. of N. J., to Lister's Agricultural Chemical Works,	0.54
1,398 feet east of the easterly abutment of Manufacturer's Branch Bridge, C. R. R. of N. J., to terminus,	0.13
4,805 west of South Street Station to south side of Eighteenth avenue, Newark,	1.87
Total,	13.56

There is no lease. During the year 1907 the Pennsylvania Railroad Company paid a rental of $207,782.21 and the taxes for the use of the road.

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

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

SAMUEL REA.

Sworn and subscribed before me this third day of February, A. D. 1908.

[L. S.] A. J. COUNTY.

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—One of 4 per cent., paid in cash.

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

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NEW YORK AND GREENWOOD LAKE RAILWAY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of this State, the Erie Railroad Company, as lessee of the New York and Greenwood Lake Railway Company, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$100,000 00
Bonded debt,	1,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,600,000 00

The road extends from Meadow Junction to Sterling Forest, a distance of 51.66 miles.

It is leased to the Erie Railroad Company at an annual rental of $75,000 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth. Includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung 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 the President of the Erie Railroad Company, a lessee of the New York and Greenwood Lake Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

A. L. TRAVIS,

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

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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NEW YORK AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,891,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of 38.04 miles.

It is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company, under agreement.

State of New York, 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 twenty-seventh day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

The receipts and expenses are included in the accounts of the operating companies.

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

ACCIDENTS.

February 6th, 1907—Bertha Gootheil, Stewart Sherman, George L. Morris, residence Long Branch, N. J., while driving across tracks at Chelsea avenue, Long Branch, were struck by C. R. R. freight train No. 348 (Eng. 180). Miss Gootheil fatally, Mr. Sherman seriously and Mr. Morris slightly injured. L. Homler, conductor; H. H. Lovell, engineman.

February 19th—Genia Nappi, an Italian laborer on section, while working on trestle bridge at Matawan, fell into ravine and was instantly killed.

March 14th—Henry H. Morton, residence Manasquan, N. J., trespassing, walking on track between Spring Lake and Sea Girt stations was struck and fatally injured by P. R. R. passenger train No. 297. F. H. Dey, conductor; C. H. Smith, engineman.

April 25th—Annie Cavanagh, residence Asbury Park, N. J., trespassing, while crossing tracks with other children at North Asbury Park station was struck and killed by C. R. R. freight train No. 344. Geo. M. Harper, conductor; H. H. Lovell, engineman.

May 12th—Michael Adamcy, residence Perth Amboy, N. J., boarded C. R. R. extra freight train (Eng. No. 183) at Perth Amboy, as a trespasser, jumped from train at South Amboy and was seriously injured. Wm. Nolan, conductor; J. Devine, engineman.

May 17th—Eva Belfor, residence Belmar, N. J., while attempting to cross tracks at Seventeenth avenue, Belmar, was struck and seriously injured by P. R. R. passenger train No. 221. Horace G. Allen, conductor; Albert Rodgers, engineman.

June 26th—John Kane, residence Point Pleasant, N. J., a section laborer, while walking on track, going to his work, was

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struck by P. R. R. extra passenger train (Eng. 2222) and seriously injured. E. F. McMahon, conductor; J. C. Lee, engineman.

June 27th—Gaetano Nuzato, an Italian, employed as laborer on N. Y. & L. B. R. R. worktrain, fell between cars at South Amboy, and was killed. Geo. B. Levalley, conductor; Timothy Daly, engineman.

July 31st—Ralph A. Dey, residence South Amboy, N. J., employed as Supervisor of Signals on N. Y. &. L. B. R. R., while on motor car near Hazlet station was struck and instantly killed by P. R. R. extra passenger train, engine No. 324. John G. Clark, conductor; Geo. Wilkinson, engineman.

August 7th—Jennie McDonough, Loretts Grace, Johanna Murphy and Thomas Edwards, Allenhurst, N. J., while crossing tracks at Corlies avenue, Allenhurst, were struck and killed by P. R. R. extra pasenger train, engine No. 1040. H. E. Laird, conductor; Wm. Bowe, engineman.

August 25th—Albert Wardell, residence Hamilton, N. J., while attempting to cross tracks at Springwood avenue, Asbury Park, was struck and slightly injured by C. R. R. freight train No. 341. Owen McVeigh, conductor; Harry H. Lovell, engineman.

August 27th—Salvatore Mirano, residence Point Pleasant, employed as switchman at north-end of Point Pleasant Yard, stepped in front of C. R. R. freight train No. 345, and was instantly killed. John C. Anderson, conductor; Jerry Crowley, engineman.

September 12th—T. R. Sackrider, residence Jersey City, N. J. a brakeman employed on P. R. R. freight train No. 502, while climbing up side of car when crossing Manasquan bridge, struck brace of Howe Truss of Draw, and was slightly injured. Charles P. More, conductor; E. H. Williams, engineman.

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September 3d—Frank Mazza, residence Red Bank, N. J., trespassing, while sitting on track south of Red Bank signal tower was struck by C. R. R. passenger train No. 351 and instantly killed. Fred W. Shinifield, conductor; Frank Riddle, engineman.

September 11th—Frank Shepherd, residence Long Branch, N. J., a brakeman employed on C. R. R. extra freight train (Eng. No. 612), while coupling air-hose in Red Bank Yard was severely injured by unexpected movement of train. E. R. Edick, conductor; John Cunneen, engineman.

September 19th—George Williams, residence Long Branch, N. J., while attempting to board P. R. R. passenger train No. 291 after it had started from Long Branch station, when crossing north-bound track, was struck and seriously injured by C. R. R. passenger train No. 302 (Eng. No. 605). Fred W. Shinifield, conductor; Frank Riddle, engineman.

September 20th—A. A. Jones, residence Keyport, N. J., trespassing, while sitting on north end of Matawan trestle bridge was struck and instantly killed by C. R. R. passenger train No. 335 (Eng. No. 532). C. Warman, conductor; Wm. Crevelling, engineman.

September 20th—Samuel Lenher, residence Elizabeth, N. J., a brakeman employed on C. R. R. freight train No. 342, while riding on side of car, struck girder of Oceanport draw-bridge and was instantly killed. Wm. D. Batson, conductor; J. Crawley, engineman.

October 3d—Two unknown men, trespassing, while walking on track north of Cliffwood station, were struck and instantly killed by C. R. R. passenger train No. 335, engine No. 532. W. Warman, conductor; Wm. Crevelling, engineman.

November 3d—Calvin Bryant, residence Red Bank, N. J., trespassing, while walking on track south of Beech Street Crossing, Red Bank, was struck and instantly killed by C. R. R. passenger train No. 369. Wm. E. Hayes, conductor; Wm. Ferguson, engineman.

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November 9th—C. F. Curtis, residence Bradley Beach, N. J., employed as engineman of shifting engine on N. Y. & L. B. R. R., while running pay-car, ran into open switch at south end of Ocean Grove freight yard and was severely injured, by colliding with engine No. 1153 of P. R. R. freight train No. 438. M. Applegate, conductor; J. Doorey, engineman.

December 13th—Louis Breker, residence Jersey City, N. J., a brakeman employed on C. R. R. freight train No. 345, while shifting at South Amboy and standing on side of car, struck post of overhead bridge and was seriously injured. Wm. D. Batson, conductor; J. Crowley, engineman.

December 16th—Body of unknown man, found along west side of south-bound track north of Springwood avenue, Asbury Park, by crew of C. R. R. passenger train No. 301, evidently struck by a north-bound train.

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NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New York Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,499,000 00
Floating debt,	658,356 11
Cost of road and equipments,	$39,157,356 11

The road extends from Jersey City, N. J. to Gravel Place, Pa., a distance of 101 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$549,095 06
Income from freight,	1,965,688 13
Income from other sources,	92,878 56
Total,	$2,607,661 75
Expenditures during the year for workilng road, including repairs, maintenance of way, motive power and contingencies,	$1,974,682 29

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New York, Susquehanna and Western Railroad Company, and

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cidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

A. J. TRAVIS,

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

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NORTHERN RAILROAD OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Northern Railroad Company of New Jersey, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,000,000 00
Bonded debt,	654,000 00
Cost of road and equipments,	$1,654,000 00

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company at an annual rental of $86,170.00 and taxes.

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

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

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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OGDEN MINE RAILROA DCOMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1907

Capital stock paid in.	$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$450,000 00

The road extends from Nolan's Point, 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 $23,000.00.

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

State of Pennsylvania, Philadelphia county, *ss.*—John L. Wilson, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. L. WILSON.

Sworn and subscribed before me this third day of January, A. D. 1908.

[L. S.]

W. T. STEEL,
Notary Public,
Commission expires January 21st, 1911,

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PASSAIC AND DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$111,050 00
Floating debt,	32,296 46
Cost of road and equipments.	$143,346 46

The road extends from Summit Junction to Bernardsville, a distance of 14.11 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock, and report of operations is included in report of Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—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.

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Sworn and subscribed before me this twenty-sixth day of March, A. D. 1908.

[L. S.]

JOSEPH FIELL,
Notary Public,
New York County.

RECEIPTS AND EXPENSES FOR 1907.

Included in report of Morris and Essex Railroad Company.

Dividends paid during the year 1907, and how paid—$5,552.50.
paid directly to stockholders by Lessee.

P. O. address of this company—No. 90 West street, New York City..

ACCIDENTS.

February 18th, 1907—Frank Reynoe, laborer, pulling spikes, claw bar sliped, mashing hand, at Murray Hill.

June 9th—E. Apgar, trespasser, lying on track, struck and fatally injured; east of Bernardsville.

July 12th—Passenger ill on train, put head out of window and struck switch stand, cutting head; Basking Ridge.

July 18th—Andrew Ammerman, trainman, caught between bumpers, internal injuries; Stirling.

August 9th—Passenger had arm injured by window falling; Stirling.

September 14th—Michael Denning, fireman, slipped off tank of engine while taking water; Millington.

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THE PASSAIC AND DELAWARE AND EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in, ... $100,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $100,000 00

The road extends from Bernardsville to Gladstone, a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Passaic and Delaware Railroad Company under an agreement to pay four per cent. on its stock.

Report of operations is included in report of the Morris and Essex Railroad 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

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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 twenty-sixth day of March, A. D. 1908.

[L. S.] JOSEPH FIELL,
Notary Public New York County.

RECEIPTS AND EXPENSES FOR 1907.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1907, and how paid—$4,000.00 paid in cash directly to stockholders by Delaware, Lackawanna and Western Railroad Company, as Lessee of the Passaic and Delaware Railroad Company.

P. O. address of this company—No. 90 West street, New York City.

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PASSAIC AND NEW YORK RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Passaic and New York Railroad presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$70.000 00
Bonded debt,	70,000 00
Cost of road and equipments,	$140,000 00

The road extends from Passaic Junction to Passaic, Passaic county, N. J., a distance of 3 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $4,200 and taxes.

The particulars of the operations and expenditures have been kept as part of the general accounts of that company, and cannot be more particularly specified.

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 fourteenth day of March, A. D. 1908.

A. L. TRAVIS,

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

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PASSAIC RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic River Extension Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in, ...	$7,700 00
Cost of organization and right of way, ...	$7,700 00

Dividends paid during the year 1907, 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 1907 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

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Sworn and subscribed before me this twenty-eighth day of February, A. D. 1908.

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

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PATERSON AND HUDSON RIVER RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad, presents the following report for the year ending December 31st, 1907:

The road extends from Paterson, N. J., to a point in Hudson county, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400.00 and taxes.

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

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessee of the 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 fourteenth day of March, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in.	$630,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$630,000 00

The road extends from the City of Paterson to Marion, in the county of Hudson, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of fifty-three thousand four hundred dollars ($53,400), including land in Jersey City.

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 Jersey, Passaic County, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

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Sworn and subscribed before me this seventh day of January, A. D. 1908.

WILLIAM NELSON,
Master in Chancery, New Jersey.

RECEIPTS AND EXPENSES FOR 1907.

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

Dividends paid during the year 1907, and how paid—8 per cent. paid in cash, $50,400.00.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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PATERSON, NEWARK AND NEW YORK RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company as lessee of the Paterson, Newark and New York Railroad, presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$250.000 00
Bonded debt,	$500,000 00
Floating debt—None.	
Cost of road and equipments.	$545,433 29

The road extends from Paterson, N. J., to Newark, N. J., a distance of 11.326 miles.

It is leased to the Erie Railroad Company at an annual rental of $35,000.00 and taxes.

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

P. O. address of this Company—Erie Railroad Company, 11 Broadway, New York City.

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PATERSON AND RAMAPO RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Paterson and Ramapo Railroad, presents the following report for the year ending December 31st, 1907:

The road extends from Paterson, N. J., to the State line between Bergen county and the State of New York, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500.00 and taxes.

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

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is Presidennt of the Erie Railroad Company, as lessee of the Paterson and Ramapo 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 fourteenth day of March, A. D. 1908.

[L. S.]

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

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RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

P. O. address of this company—Erie Railroad Company, 11 Broadway, New York City.

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PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in, ...	$298,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments, including cost of Union Railroad,	$350.000 00

The road extends from Paterson northerly to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of twenty-six thousand five hundred dollars ($26,500).

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

State of New Jersey, 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 seventh day of January, A. D. 1908.

[L. S.]

WILLIAM NELSON,
Master in Chancery, New Jersey.

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RECEIPTS AND EXPENSES FOR 1907.

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

Dividends paid during the year 1907, and how paid—12 per cent. dividend paid in cash,..... $35,760 00

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
Floating debt—None.	
Cost of road and equipments,	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79.

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

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

SAM'L REA.

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Sworn and subscribed before me this third day of February, A. D. 1908.

[L. S.] A. J. COUNTY,
Notary Public.
Commission expires January 21st, 1908.

RECEIPTS AND EXPENSES FOR 1907.

Dividends paid during the year 1907, and how paid—None.

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

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PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$228,400 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	356,970 79

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.40 miles.

It is operated by the Pennsylvania Railroad Company by authority of resolutions adopted by each company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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

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

SAMUEL REA.

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Sworn and subscribed before me this first day of February, A. D. 1908.

A. J. COUNTY,
Notary Public.

[L. S.]

Commission Expires January 21st, 1909.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$119,111 26
Income from freight,	126,457 47
Income from other sources,	23,699 75
Total,	$269,268 48
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$180,566 45

Dividends paid during the year 1907, and how paid—December 12 10 per cent. in cash; December 12, extra, 10 per cent. in cash.

P. O. address of this company—22 Federal street, Camden, N. J.

*Includes $10,270.86, taxes and other obligatory charges.

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PHLADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Philadelphia and Beach Haven Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	229,195 90
Cost of road and equipments,	$200,000 00

The road extends from Manahawkin, N. J., to Beach Haven, N. J., a distance of 12.12 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net earnings.

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

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

SAMUEL REA.

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Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,
Notary Public.
Commission Expires January 21st, 1909.

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$6,492 90
Income from freight,	2,331 12
Income from other sources,	1,642 78
Total,	$10,466 80

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$31,620 73

Dividends paid during the year 1907, and how paid—None.

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

*Includes $947.72 taxes and other obligatory charges.

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PHILADELPHIA AND BRIGANTINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Philadelphia and Brigantine Railroad Company, presents the following report for the year ending December 31st, 1907:

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

The road extends from Pomona to Brigantine (Atlantic Co.), a distance of 14 miles.

RECEIPTS AND EXPENSES FOR 1907.

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

REMARKS.

In May, 1904, the entire property and franchise was sold to the undersigned under foreclosure, and since then the property has been held for sale and has not been operated, but all the taxes have been paid as assessed and due.

The property is now held by the undersigned as agent and owner under foreclosure sale under the first mortgage bonds.

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P. O. address of the above company—John O. Heald, 141 Broadway, N. Y. (office), 182 Park avenue, Orange, N. J. (residence).

State of New York, New York City and county, *ss.*—John O. Heald, being duly sworn, on his oath says, that he is agent and owner 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 1907 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this 19th day of March, A. D. 1908.

E. S. Ross,
Notary Public Rockland County.
Certificate filed in New York County.

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PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	482,324 63
Cost of road and equipments.	$1,547,520 63

The road extends from Birmingham, N. J., to Bay Head, N. J., 45.72 miles; Brown's Mills Junction to Brown's Mills, 1.83 miles; Island Heights Junction to Islands Heights, 1.20 miles; a distance of 48.75 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net earnings.

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

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

SAMUEL REA.

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Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,
Notary Public,
Commission Expires January 21, 1909.

[L. S.]

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$102,488 07
Income from freight,	44,109 76
Income from other sources,	11,251 14
Total,	$157,848 97
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.	*$249,214 20

Dividends paid during the year 1907, and how paid—None.

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

*Includes $47,272.25 interest on bonded debt, taxes, and other obligatory charges.

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POHATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pohatcong Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in, ... $10,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, up to November 30th. 1907,..... $2,355 66

Dividends paid during the year 1907, and how paid—None.

The road extends from Delaware, Lackawanna and Western Railroad about one-half mile west of Oxford to limestone quarry on Raub property near Oxford, a distance of 1½ miles.

RECEIPTS AND EXPENSES FOR 1907.

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

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

REMARKS.

The figures given above represent cost to November 30th, 1907, the costs for the month of December, 1907, not being available as yet and will not be until the latter part of January, 1908.

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Railroad under construction; not yet in operation.
P. O. address of the above company—Orange, New Jersey.

State of New Jersey, Warren county, *ss.*—W. S. Mallory, being duly sworn, on his oath says, that he is Vice-President of the Pohatcong Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

W. S. MALLORY.

Sworn and subscribed before me this fourth day of January, A. D. 1908.

EDGAR S. OPDYKE,
Notary Public.

[L. S.]

ACCIDENTS.

None.

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PORT READING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Port Reading Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments,	$3,794,666 67

Dividends paid during the year 1907, and how paid—None.

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 21.21 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers—None.	
Income from freight,	$715,480 53
Income from other sources,	381.773 92
Total,	$1,097,254 45
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$723,952 87

P. O. address of the above company—Kaighn's Point Ferry House, Camden, N. J., and 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 Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER.

Sworn and subscribed before me this tenth day of February, A. D. 1908.

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

ACCIDENTS.

January 14th, 1907—Frederick S. Kirkman, employe, non-fatally injured, struck by shovel, Port Reading N. J. J. Stedman, conductor; W. F. Girton, engineer.

January 15th—Paul Hauser, employe, non-fatally injured, struck by car, Port Reading, N. J. James Toner, conductor; Parker Brown, engineer.

February 7th—Chas. Longstree, employe, non-fatally injured, stepped into hole, Port Reading, N. J. Charles Longstreet, conductor; M. Greasheimer, engineer.

February 10th—Alfred Watson, employe, non-fatally injured, foot caught between engines, Port Reading, N. J. Geo. Byleckie, conductor; Theo. J. Snyder, engineer.

March 3d—Dennis O. Reilly, employe, non-fatally injured, cleaning fire, Port Reading, N. J. Thos. Gallagher, conductor; M. Greasheimer, engineer.

March 7th—George White, employe, non-fatally injured, uncoupling cars, Port Reading, N. J. James Toner, conductor; Parker Brown, engineer.

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April 2d—Andrew Paskewicz, employe, non-fatally injured, fell from car, Port Reading, N. J. Wm. Heller, conductor; Edward Leimpeter, engineer.

April 13th—Harry Buck, employe, non-fatally injured, cleaning fires, Port Reading, N. J. G. Cartwright, conductor; C. Watson, engineer.

April 27th—William Eagle, employe, non-fatally injured, jumping off car, Port Reading, N. J. Wm. Heller, conductor; Wilbur Turner, engineer.

April 30th—Stephen Fekete, employe, non-fatally injured, poling cars, Port Reading, N. J. John Closkey, conductor; Wm. Toll, engineer.

May 21st—Nicholas Cerbus, employe, non-fatally injured, fell from car, Port Reading, N. J. Robert Irvine, conductor. Alfred Bitting, engineer.

May 27th—Guisseppe Ciociola, employe, non-fatally injured, caught between cars, Port Reading, N. J. ——, conductor; ——, engineer.

June 4th—Samuel Rose, employe, non-fatally injured, jumping on car, Port Reading, N. J. Paul Musko, conductor; Daniel Hurley, engineer.

June 8th—Bertel Anderson, employe, non-fatally injured, hand caught between cars, Port Reading, N. J. B. Anderson, conductor; A. J. Stout, engineer.

June 21st—Lucian Ciedrella, employe, non-fatally injured, uncoupling cars, Port Reading, N. J. ——,conductor; ——, engineer.

July 11th—William Fearen, employe, non-fatally injured, jumping off engine, Port Reading, N. J. J. Prossen, conductor; William Goldsmith, engineer.

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July 30th—Thomas B. Super, employe, non-fatally injured, slipped in tank, Durham, N. J. Bartholomew O'Brien, conductor; Charles Weaver, engineer.

August 17th—William L. Fearen, employe, non-fatally injured, struck by coal, Durham, N. J. John Hoffer, conductor; Frank Berg, engineer.

August 19th—Pierson M. Whitall, employe, non-fatally injured, struck by coal chute, Port Reading, N. J. Charles Peterson, conductor; P. M. Whitall, engineer.

August 21st—John Kaiser, employe, non-fatally injured, getting off engine, Port Reading, N. J. Robert Mulvaney, conductor; A. Bitting, engineer.

September 4th—Paul Baginsky, employe, fatally injured, Cutting cars, Port Reading, N. J. A. A. Gould, conductor; David Rosenbaum, engineer.

September 14th—Joe Hoptoe, non-employe, non-fatally injured, struck on head by clinker, Port Reading, N. J. ——, conductor; ——, engineer.

September 17th—Francesco Minucci, employe, non-fatally injured, getting off engine, Port Reading, N. J. A. A. Gould, conductor; John Leimpeter, engineer.

September 21st—George Speak, employe, non-fatally injured, struck arm against pipe in cab, Port Reading, N. J. George Geis, conductor; George Speak, engineer.

October 7th—Patrick Kilrane, employe, non-fatally injured, struck by engine, Port Reading, N. J. Robert Mulvaney, conductor; William Coughlin, engineer.

November 20th—Patrick McIntosh, employe, non-fatally injured, coupling air hose, Port Reading, N. J. James Touer, conductor; Theodore Snyder, enginer.

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October 19th—Martin Smith, employe, non-fatally injured, stepped on nail penetrating foot, Port Reading, N. J. John Closkey, conductor; Daniel Hurley, engineer.

November 30th—Anthony Kowalsky, employe, non-fatally injured, struck by coal chute, Port Reading, N. J. Edward Everson, conductor; Edward Leimpeter, engineer.

December 11th—Andrew T. Vroom, employe, non-fatally injured, cleaning fire, Port Reading, N. J. A. A. Gould, conductor; Edward Leimpeter, engineer.

December 19th—Thomas P. Harkins, employe, non-fatally injured, struck hand against tank door, Port Reading, N. J. C. Pearse, conductor; Wiliam Van Dwyne, engineer.

December 20th—Lawrence M. Smith, employe, non-fatally injured, slipped while applying brake, Dunigan's Siding, N. J. Arthur Moll, conductor; Martin Burkhart, engineer.

December 23—Walter Smith, employe, non-fatally injured, sudden stop, east of Port Reading Junction, N. J., Edward Everson, conductor; William Cooper, engineer.

December 26th—Dennis O'Rielly, employe, non-fatally injured, sideswipe, Port Reading, N. J. James Touer, conductor; Parker Brown, engineer.

December 26th—Michael Shaughnessy, employe, non-fatally injured, collision—thrown against fire box, Port Reading, N. J. N. Cerbus, conductor; S. R. Allen, engineer.

December 28th—Michele Garofolo, employe, fatally injured, caught between cars, Port Reading, N. J. ——, conductor; ——, engineer.

December 31st—Michael Shaughnessy, employe, non-fatally injured, collision while making flying switch, Port Reading, N. J. Nich. Cerbus, conductor; M. Gregerson, engineer.

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RAHWAY VALLEY RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Rahway Valley Railroad presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$13,200 00
Bonded debt,	400,000 00
Floating debt.	26,947 36
Cost of road and equipments,	$359,467 09

The road extends from Aldene to Summit, a distance of ten miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$4,600 18
Income from freight,	18,211 54
Income from other sources,	976 16
Total.	$23,787 88
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$37,270 76

State of New York, New York county, *ss.*—Wm. W. Cole, being duly sworn, on his oath says, that he is President of the Rahway Valley Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

WM. W. COLE.

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Sworn and subscribed before me this first day of February, A. D. 1908.

WALTER I. SCOTT,
A Commissioner of Deeds for the State of New Jersey in New York.

ACCIDENTS.

None.

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RARITAN NORTH SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan North Shore Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None.

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

ACCIDENTS.

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

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RARITAN RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Raritan River Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$400.000 00
Bonded debt,	400,000 00
Floating debt—None.	
Cost of road and equipments,	$912,883 27

Dividends paid during the year 1907, and how paid—Two dividends of three (3) per cent. each, in all six (6) per cent. on par value of capital stock, paid in cash.

The road extends from South Amboy to New Brunswick, a distance of 12.63 miles. Branches, 9.02 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$5,282 59
Income from freight,	175,922 43
Income from other sources,	11,752 95
Total,	$192.957 97
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$130,852 03

P. O. address of the above company—1521 Exchange Place, Jersey City, N. J.

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State of New Jersey, Hudson county, *ss.*—Wm. G. Bumstead, being duly sworn, on his oath says, that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 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. 1908.

F. L. HOUGHTALING,
Notary Public of N. J.

ACCIDENTS.

June 24th, 1907—Michael Strellis and Dominick Bofla, track laborers, while unloading ties from car at Bergen Hill, were slightly injured. Conductor, C. H. Stockton; engineer, P. Connors.

June 24th—Afanacya Bukstizki, an employe of the Great Eastern Clay Company, while attempting to cross track in front of moving cars at Milton siding, had leg cut off below the knee. Conductor, W. Mullin; engineer, Thos. Sharkey.

July 19th—Dennis O'Brien, while stealing a ride on freight train, fell off at Bergen Hill, breaking two ribs and dislocating collar-bone. Conductor, W. Mullin; engineer, Thos. Sharkey.

December 6th—Henry Heizenroder, a trespasser, was hit by locomotive near New Brunswick and slightly injured. Conductor, Jas. French; engineer, John Sullivan.

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RARITAN TERMINAL AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Raritan Terminal and Transportation Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in, ... $40,000 00
Bonded debt—None.
Floating debt—None.

Dividends paid during the year 1907, 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 1907.

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

State of New York, New York county, *ss.*—D. M. Rosenthal, being duly sworn, on his oath says, that he is Secretary 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 1907 are correct and true, to the best of his knowledge and belief.

D. M. ROSENTHAL.

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Sworn and subscribed before me this fourteenth day of March, A. D. 1908.

[L. S.]

MORRIS MYERS,
Notary Public New York County.

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ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Rockaway River and Montville Railroad Company presents the following report for the year ending December 31st, 1907:

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 the Morris and Essex Railroad Company, "Boonton Branch," a distance of 1.792 miles.

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

State of New Jersey, Hudson county, *ss.*—Joseph D. Bedle, being duly sworn, on his oath says, that he is President of the Rockaway River and Montville Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOSEPH D. BEDLE.

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Sworn and subscribed before me this twenty-third day of January, A. D. 1908.

FRANK E. WILLIAMSON,
Notary Public of New Jersey.

RECEIPTS AND EXPENSES FOR 1907.

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

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

P. O. address of this company—No. 90 West street, New York City, N. Y.

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ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1907.

Capital stock paid in.	$45,600 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$45,654 14

The road extends from Kingston, N. J., to Rocky Hill, N. J., a distance of 2.87 miles.

It is leased to the United New Jersey Railroad and Canal Company. Lease assigned to the Pennsylvania Railroad Company.

The present annual rental is six per cent. on $18,700 of the capital stock, taxes and one hundred dollars for maintaining the organization.

It is equipped and operated by the Pennsylvani 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

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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 third day of February, A. D. 1908.

A. J. COUNTY,
Notary Public.

[L. S.]

Commission Expires January 21st, 1909.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$2,181 47
Income from freight,	19,752 47
Income from other sources,	1,081 66
Total,	$23,015 60
Expenditures during the year for working road, including repairs. maintenance of way, motive power and contingencies,	*$20,550 04

Dividends paid during the year 1907, 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.

*Includes $1,750.77 rental paid for use of road and taxes.

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SOUND SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sound Shore Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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

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Dividends paid during the year 1907, 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, if any.

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SUSSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in.	$1,638,600 00
Cost of road and equipments,	$1,930,528 45

Dividends paid during the year 1907, 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 1907.

Income from passengers.	$57,943 01
Income from freight,	88,872 71
Income from other sources.	33,275 56
Total,	$180,091 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$143,151 05

P. O. address of the above company—No. 90 West street, New York City.

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

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the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

B. D. CALDWELL,
President.

Sworn and subscribed before me this twenty-sixth day of March, A. D. 1908.

[L. S.]

JOSEPH FIELL,
Notary Public, New York County.

ACCIDENTS.

January 3d, 1907—B. Horvath, trespasser, struck while on track, arm fractured; bruises; Franklin Furnace.

December 4th—Edward Lockburner, laborer; hand car following train struck same, fracturing leg; Franklin.

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TOMS RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in, ... $240,000 00

The road extends from Lakehurst to Toms River, a distance of 7.57 miles.

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

State of New York, 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 twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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 1907, 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.

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TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Barnegat Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, and how paid—None.

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

ACCIDENTS.

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

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TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Trenton, Lawrenceville and Princeton Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$200,000 00
Bonded debt,	100,000 00
Floating debt,	248,774 43
Cost of road and equipments.	$548,774 43

Dividends paid during the year 1907, and how paid—None.

The road extends from Trenton, N. J., to Stony Brook, N. J., a distance of 9.59 miles.

Trenton, Lawrenceville and Princeton Extension Railroad from Stony Brook to Princeton, 1.44 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$41,769 10
Income from freight,	7,259 93
Total,	$49,029 03
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$32,588 67

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REMARKS.

This report includes the Trenton, Lawrenceville and Princeton Extension Railroad Company, whose capital stock is $50,000, with no other debts.

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 that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this nineteenth day of March, A. D. 1908.

WILLIAM S. MILLS,
[L. S.] *Notary Public, N. J.*

ACCIDENTS.

None.

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TRENTON AND NEW BRUNSWICK RAILROAD

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the receiver of the Trenton and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in.	$1,000,000 00
Bonded debt,	1,000,000 00
Floating debt, including accrued interest on bonds,	107,966 02
Cost of road and equipments.	$1,859.054 41

Dividends paid during the year 1907, and how paid—None.

The road extends from Milltown to Trenton, a distance of 23 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$47,221 73
Income from other sources.	537 74
Total,	$47,759 47
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$46,726 21

State of New Jersey, Mercer county, *ss.*—David F. Carver, being duly sworn, on his oath says, that he is Receiver of Trenton and New Brunswick Railroad Company, and that the foregoing statement and the annexed statement of accidents on

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the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

DAVID F. CARVER.

Sworn and subscribed before me this twenty-seventh day of May, A. D. 1908.

EDWIN C. LONG,
M. C. C. of N. J.

ACCIDENTS.

February 27th, 1907—John Green, trespasser on right of way, killed.

May 10th—Lucy Pisauro, fell from car.

July 19th—Lawrence Ketterer, wagon struck by car, thrown off.

August 1st—Henry Patrick, driving on track, car struck wagon.

August 4th—Henry Cavanaugh, wagon struck at road crossing.

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TRENTON TERMINAL RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Trenton Terminal Railway Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$15,000 00
Bonded debt,	15,000 00
Cost of road and equipments,	$30,000 00

Dividends paid during the year 1907, and how paid—None.

The road extends from Alden avenue and Liberty street to Trenton and New Brunswick Railroad, a distance of 7/8ths of a mile.

REMARKS.

This road is leased to the Camden and Trenton Railroad Company. The receips and expenses of operation and maintenance is by the above-named company.

P. O. address of the above company—M. B. Perkins, Beverly, N. J.

State of New Jersey, Burlington county, *ss.*—Mitchell B. Perkins, being duly affirmed, on his solemn affirmation, says that he is Treasurer of the Trenton Terminal Railway Company, and that the foregoing statement and the annexed statement of acci-

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dents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

MITCHELL B. PERKINS.

Affirmend and subscribed before me this twentieth day of March, A. D. 1908.

FRANK JONES,
Justice of the Peace.

[L. S.]

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TUCKERTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$552,241 54
Bonded debt,	99,882 50
Floating debt,	1,488 02
Cost of road and equipments,	$653,612 06

Dividends paid during the year 1907, and how paid—None.

The road extends from Whitings, N. J., to Tuckerton, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$31,048 00
Income from freight,	27,704 24
Income from other sources,	4,120 13
Total,	$62,872 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$69,475 12

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

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of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST.

Sworn and subscribed before me this thirteenth day of January, A. D. 1908.

JOHN STOCKBURGER,

[L. S.] *Notary Public.*

Commission Expires January 21st, 1911.

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UNION TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Union Tansportation Company presents the following report for the year ending December 31st, 1907.

The road extends from Pemberton to Hightstown, a distance of 24.38 miles.

It is leased to the Union Transportation Company at an annual rental of thirieen hundred and eighty-eight dollars and seventy-nine cents ($1,388.79).

State of New Jersey, Ocean county, ss.—F. S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. G. GASKILL.

Sworn and subscribed before me this sixth day of February, A. D. 1908.

H. I. JAMISON,
Commissioner of Deeds.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$31,300 14
Income from freight.	21,007 54
Income from other sources,	2,901 05
Total,	$55,208 73
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$49,825 68
Dividends paid during the year 1907, and how paid,	$1,012 50

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UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	$21,240,400 00
Bonded debt,	20,000,000 00
Cost of road and equipments,	$59,355,881 12

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 477.40 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 ten per centum per annum on the capital stock and the interest on its bonds.

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

State of New Jersey, Hudson county, *ss.*—Thomas Oakes, being duly sworn, on his oath says, that he is Vice-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.
Vice-President.

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Sworn and subscribed before me this fifth day of February, A. D. 1908.

FRANK E. WILLIAMSON,
[L. S.] *Notary Public of New Jersey.*

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$12,319,820 48
Income from freight,	20,771,223 36
Income from other sources,	3,014,532 81
Total,	$36,105,576 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$28,644,920 13
	$7,460,656 52
Dividends paid during the year 1907, and how paid—Ten per centum on capital stock paid quarterly by The Pennsylvania Railroad Company, Lessee,	$2,124,040 00

P. O. address of this company—P. O. Box 236, Trenton, N. J.

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured while Walking or Standing on the Tracks.

February 7th—Thos. Sullivan, killed at Perth Amboy Junction, Rahway, N. J. Thos. Morse, conductor; J. H. Vorhees, engineman.

February 10th—J. Greenhall, injured at Harsimus Cove, Jersey City, N. J. F. C. Hartman; conductor; F. H. Woods, engineman.

February 23d—Jos. McCully, injured at Trenton, N. J. H. E. Christian, conductor; C. F. Henderson, engineman.

March 14th—Walter Kears, killed at Monmouth Junction, N. J. R. W. Rulon, conductor; T. J. Egan, engineman.

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March 20th—Unknown man, killed at Trenton, N. J. W. R. Adams, conductor; W. Hand, engineman.

March 20th—Jos. Lachinski, injured at Harsimus Cove, Jersey City, N. J. J. Lythgoe, conductor; L. Rue, engineman.

April 26th—Nick Raback, injured at Meadows, N. J. S. Bernard, conductor; C. E. Cook, engineman.

May 13th—Unknown man, killed at Colonia, N. J. W. H. Burroughs, conductor; L. Myers, engineman.

June 25th—James Aiken, injured at Newark, N. J. C. A. Ford, conductor; W. Hutchinson, engineman.

June 26th—W. Smith, injured at Elizabeth, N. J. E. L. Titus, conductor; T. C. Smith, engineman.

July 13th—H. Holden, killed at Millstone Junction, N. J. T. A. Brooks, conductor; W. Lyons, engineman.

August 13th—Geo. Berepair, killed at Metuchen, N. J., J. Sheehan, conductor; F. A. Henneman, engineman.

September 2d—M. O'Brien, injured at Plainsboro, N. J. G. H. Williams, conductor; Wm. Conk, engineman.

September 26th—A. Nemajiwesky, injured at Jersey City, N. J. C. L. Latta, conductor; E. P. Nixon,engineman, N. Y. S. & W. R. R.

November 29th—James McGinnis, killed at Princeton Junction, N. J. H. S. Graham, conductor; H. Beam, engineman.

December 31st—Unknown man, killed at Deans, N. J. Geo. E. Stults, conductor; B. M. Lupton, engineman.

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Persons Killed or Injured in Attempting to get On or Off Moving Trains.

March 22d—John Doud, injured at Milham Junction, N. J. H. Cannon, conductor; O. Hardy, engineman.

April 20th—Eugene Lepine, injured at Menlo Park, N. J. W. C. Reed, conductor; J. P. Kirlin, engineman.

May 29th—F. Stepinsky, injured at Trenton, N. J. E. Kemble, conductor; A. F. Spicer, engineman.

June 1st—John Smith, injured at Newark N. J. W. L. Vandewater, conductor; O. Hardy, engineman.

June 22d—James McCormick, injured at Franklin Park, N. J. G. W. Phillips, conductor; J. K. Neice, engineman.

June 29th—Mrs. M. Fian, injured at Newark, N. J. A. F. Waters, conductor; P. Schaller, engineman.

August 8th—A Thondro, injured at Harsimus Cove, Jersey City, N. J. M. Spille, conductor; E. W. Gwinnell, engineman.

August 1st—Edward Gardner, injured at Trenton, N. J. J. Richardson, conductor; F. E. Dalyrimple, engineman.

August 23d—Miss M. Gaffney, (colored) injured at Newark, N. J. W. H. Buroughs, conductor; G. Van Arsdale, engineman.

August 23d—Mrs. C. McIntyre, (colored) injured at Newark, N. J. E. L. Titus, conductor; Wm. Conk, engineman.

August 28th—J. Gale, (colored) injured at Rahway, N. J. C. A. Garrett, conductor; C. Ferguson, engineman.

September 2d—Peter J. Connell, killed at Waverly, N. J. A. Schurle, conductor; J. Coaley, engineman.

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September 14th—James Lynch, injured at Metuchen, N. J. J. M. Curran, conductor; I. Van Pelt, engineman.

September 29th—Walter Whitlock, injured at Trenton, N. J. J. D. Dwyer, conductor; J. F. Moran, engineman.

October 8th—Lizzie McCarthy, injured at Trenton, N. J. A. C. Van Nostrand, conductor; F. Barber, engineman.

October 21st—Edward G. Smith, injured at Rahway, N. J. W. G. Osborn, conductor; A. E. Harris, engineman.

December 5th—John Skepec, injured at Waverly, N. J. P. Corey, conductor; R. F. Jones, engineman.

Persons Found Killed or Injured Lying Alongside of Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump Off or On Moving Trains. Circumstances, What Trains, What Conductors or Enginmen Unknown.

March 30th—Unknown man, killed at Milham Junction, N. J.

April 2d—Unknown man, (colored) killed at Metuchen, N. J.

April 12th—Wm. Shuttleworth, injured at Newark, N. J.

April 21st—Unknown man, killed at Linden, N. J.

April 25th—Frank Cigiweski, injured at Stelton, N. J.

July 6th—G. B. Anderson, (colored) killed at Jersey city, N. J.

July 9th—Thomas McNenney—Injured at Jersey City, N. J.

July 13th—Grover Buckley, injured at Trenton, N. J.

July 26th—Geo. McCauley, injured at Marion, N. J.

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July 29th—Unknown man, killed at Jersey City, N. J.

August 11th—Tony Yanago, killed at Lawrence, N. J.

August 12th—Jacob Gunes, killed at Trenton, N. J.

September 12th—Jacob Stieger, killed at Newark, N. J.

September 27th—Voldrick Bolechby, killed at Elizabeth, N. J

October 6th—J. T. Stahly, injured at Trenton, N. J.

October 6th—Unknown man, killed at Iselin, N. J.

October 9th—Patrick McGinley, injured at Lawrence, N. J.

December 20th—Jos. Miller, killed at Elizabeth, N. J.

December 20th—Mr. Miller, injured at Elizabeth, N. J.

December 26th—Unknown man, killed at Metuchen, N. J.

Persons Killed or Injured by Moving Trains while Crossing the Tracks.

January 10th—Mary Sullivan, killed at Jersey City, N. J. ——conductor; Ed. Killey, engineman.

February 4th—Charles Johnson, killed; Robert Woods, injured, at Elizabeth, N. J. J. Cafferty, conductor; W. J. Burton, engineman.

February 10th—William W. West—killed at Rahway, N. J. G. J. Tyrol, conductor; M. G. Clendenny, engineman.

March 19th—S. Wood, killed at Menlo Park, N. J. R. E. Buggy, conductor; Lee, engineman.

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March 27th—George Franks, killed at Rahway, N. J. C. B. Rettew, conductor; F. Note, engineman.

May 15th—M. Lilbersher, injured at Rahway, N. J. L. M. Hampton, conductor; J. R. Todd, engineman.

June 24th—Chas. Klotz, injured at Newark, N. J. J. A. Foster, conductor; C. W. Wenke, engineman.

July 10th—J. Tierney, killed at Monmouth Junction, N. J. G. J. Tyrol, conductor; R. Goulding, engineman.

July 25th—Steve Howath and an unknown man, killed at Spa Springs, N. J. D. B. Ties, conductor; A. Bennett, engineman.

September 29th—W. McFarland, (colored), J. Bowie and J. Brown, injured at Iselin, N. J. H. Booz, conductor; G. W. Franklin, engineman.

September 30th—Jacob Kammerer, injured at Kingston, N. J. A. L. Smith, conductor; G. F. Henderson, engineman.

October 29th—Edw. Kelleher, injured at Greenville, N. J. J. Moncton, conductor; J. E. Doyle, engineman.

December 15th—Unknown man, killed at New Brunswick, N. J. R. E. Buggy, conductor; G. Conrey, engineman.

Persons Other than Employes Killed or Injured in Other Ways Than as Above Mentioned.

January 3d—Max Cohen, struck by glass from broken car window at Newark, N. J. W. H. Meshrow, conductor; A. Hill, engineman.

January 24th—Samuel Jaffe, struck by glass from broken car window at Meadows, N. J. G. H. Phillips, conductor; W. Laird, engineman.

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March 10th—Unknown woman, fell while alighting from train at Elizabeth, N. J. C. Campbell, conductor; G. Seward, engineman.

April 28th—J. M. Carvallo, struck by glass from broken car window at Jersey City, N. Y. S. & W. R. R. W. C. Knowles, conductor; J. Cannon, engineman.

April 29th—Mrs. P. Reita, struck by glass from broken car window at Jersey City. J. H. Kearney, conductor; E. Reynolds, engineman.

May 11th—Mrs. D. Basquill, fell while alighting from train at Newark, N. J. J. H. Knowles, conductor; H. C. Moore, engineman.

May 23d—John H. Seiner, struck by glass from broken car window at Jersey City. E. U. Garretson, conductor; G. E. Kelley, engineman.

May 25th—Wm. Yeckuer, struck by glass from broken car window at Lawrence, N. J. S. C. Doland, conductor; C. H. Bloomer, engineman.

June 24th—M. Yakwhyskie, struck by glass from broken car window at New Brunswick, N. J. J. Dougherty, conductor; J. H. Emmons, engineman.

July 1st—G. Gitzenger, struck by glass from broken car window at Rahway, N. J. W. H. Burroughs, conductor; W. C. Jennings, engineman.

July 2d—M. Fagan, contusion of jaw and ear caused by being struck by a stone thrown through car window of train while enroute on Meadows, N. J. H. W. Sullivan, conductor; A. E. Harris, engineman.

July 8th—H. Merrick, struck and cut on the right arm by ballast thrown up by train No. 136, while enroute at Stelton, N. J. J. H. Mooney, conductor; W. Peabody, engineman.

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July 16th—S. Berkowitz, struck in the eye by cinder thrown through the car window of train No. 102, while enroute at Plainsboro, N. J. C. A. Garrett, conductor; H. Metz, engineman.

August 3d—N. Wilson, fingers injured by car window falling on hand at Woodbridge, N. J. D. B. Tice, conductor; A. Bennett, engineman.

August 7th—Mrs. Rosenfield, fell while alighting from train at Jersey city, N. J., bruising left arm. A. White, conductor; G. Quigley, engineman.

August 7th—Dr. Dobson, while under the influence of liquor, walked off train No. 489 at Woodbridge, N. J., injuring his right hand. D. R. Blizzard, conductor; T. H. Joiner, engineman.

August 18th—Mrs. N. Maloney, hand injured by car window falling in train No. 446 at Newark, N. J. L. W. Wickward, conductor; A. Hill, engineman.

August 19th—W. L. Shaw, hand injured by being caught in car door on train No. 466 at Elizabeth, N. J. A. F. Waters, conductor; T. Mount, engineman.

August 22d—Mrs. A. P. Wise, fell injuring her shoulder while alighting from train No. 222 at Elizabeth, N. J. L. S. Paxson, conductor; W. M. Rue, engineman.

August 26th—Elizabeth McMahon, fell while alighting from train No. 470, at Elizabeth, N. J., bruising left arm. J. B. Eshelman, conductor; P. Schaller, engineman.

September 17th—W. McG. Gammell, finger injured by door of toilet closing on hand in train No. 69, at New Brunswick, N. J. H. F. Lander, conductor; F. Barber, engineman.

October 19th—C. Ridlinghouse, nose cut by falling on car step while boarding train No. 365, at Jersey City, N. J. W. H. Meshrow, conductor; L. C. Mahoney, engineman

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November 9th—S. Andrews, face cut by broken car window in train No. 335, at Marion, N. J. A. V. Bergen, conductor; I. Van Pelt, engineman.

November 27th—Vincent Johnson, fell while alighting from train No 305, at Waverly, N. J., cutting and bruising his face. W. A. Boulton, conductor; I. Van Pelt, engineman.

December 7th—Chas. F. Martin, fell while alighting from train No. 113, at Rahway, N. J., cutting his eye. B. W. Rulon, conductor; S. Simpson, engineman.

December 24th—Miss J. A. Sherman, fell while alighting from train No 118, at Newark, N. J., spraining right ankle. F. Farber, conductor; E. W. Killey, engineman.

December 28th—Mrs. J. Jamison, fell while boarding train No. 489, at Jersey City, N. J., bruising her hip. D. R. Blizzard, conductor, T. H. Joiner, engineman.

Employes Killed or Injured While Coupling or Handling Cars at Stations

January 13th—O. L. Dibble, injured at Harsimus Cove, Jersey City, N. J. J. F. Madden, conductor; C. B. Buzzee, engineman.

January 14th—John Mullin, injured at Harsimus Cove, Jersey City, N. J. Thos. Dempsey, conductor; T. F. Mallady, engineman.

January 15th—E. P. Arnold, injured at Meadows, N. J. ——— conductor; G. Kegel, engineman.

January 16th—Jos. Geraghty, injured at Greenville, N. J. Jos. Geraghty, conductor; A. Hamil, engineman.

January 18th—C. E. Davis, injured at Trenton, N. J. E. M. Cain, conductor; H. W. Dillon, engineman.

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January 22d—J. J. Bracken, injured at Meadows, N. J. H. A. Dugan, conductor; J. H. Marshall, engineman.

January 24th—J. H. Waters, injured at Metuchen, N. J. Thos Delterne, conductor; J. H. Waters, engineman.

January 25th—P. C. O'Connor, injured at Meadows, N. J. E. F. Smith, conductor; P. C. O'Connor, engineman.

February 1st—Chas. H. Jelly, injured at Greenville, N. J. F. P. Mulhern, conductor; C. E. Bennett, engineman.

February 3d—Robt. J. Quinn, injured at Waldo Avenue Yard, Jersey City, N. J. B. Ellison, conductor; J. Groom, engineman.

February 5th—Milton T. Shopp, killed at Waverly, N. J. G. F. Ebner, conductor; G. Huber, engineman.

February 8th—John Ferris, Jr., killed at Trenton, N. J. P. F. Dawson, conductor; Wm. Massey, engineman.

February 9th—S. W. Carter, injured at Harsimus Cove, Jersey City, N. J. C. E. Cyster, conductor; W. C. Provost, engineman.

February 13th—E. L. Burne, injured at Waverly, N. J. J. L. Howlett, conductor; W. A. Patton, engineman.

February 14th—L. W. Poland, injured at Newark, N. J. Geo. Gellock, conductor; W. F. Scott, engineman.

February 15th—J. F. Brennan, No. 2, injured at Jersey City, N. J. H. F. Lowenburg, conductor; J. F. Carroll, engineman.

February 16th—H. Hodgekinson, injured at Meadows, N. J. A. Mitchell, conductor; W. F. Austin, engineman.

February 17th—J. Richardson, T. H. Lawler, injured at Monmouth Junction, N. J. P. F. Corey, conductor; C. H. Van Nostrand, engineman.

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February 18th—F. D. Leland, injured at Barracks Yard, Trenton, N. J. E. E. Harrison, conductor; A. P. Swem, engineman.

February 18th—Walter Corley, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; G. Stiles, engineman.

February 25th—F. N. Edmonds, injured at Harsimus Cove, Jersey City, N. J. C. E. Cyster, conductor; W. C. Provost, engineman.

February 25th—L. S. Berrien, J. H. Laird, injured at Harsimus Cove, Jersey City, N. J. S. A. Stokes, conductor, F. L. Miller, engineman.

February 24th—A. J. Keeler, injured at Newark, N. J. W. B. Fenton, conductor; J. T. Lowenberg, engineman.

March 8th—Arthur Bickerton, injured at Newark, N. J. J. F. Osmond, conductor; E. Astfalk, engineman.

March 11th—J. W. Fisher, Jr., W. H. Fritche, C. M. Smith, killed at Metuchen, N. J. M. E. Ayres, conductor; J. W. Fisher, Jr., engineman.

March 14th—Paul E. Schweder, killed at Trenton, N. J. T. A. Brooks, conductor; W. W. Lynn, engineman.

March 21st—John O'Connor, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; S. T. Parker, engineman.

March 22d—M. J. McCloskey, injured at Greenville, N. J. F. P. Boyle, conductor; H. M. Albrecht, engineman.

March 23d—Samuel Perri, killed at Waldo Avenue Yard, Jersey City, N. J. C. H. Bowman, conductor; H. F. Mathews, engineman.

March 28th—T. A. Delaney, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; J. J. Toomey, engineman.

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March 31st—Wm. T. Thompson, injured at Waverly, N. J. E. J. Armstrong, conductor; W. F. Scott, engineman.

April 9th—Arthur J, Torry, killed at Trenton, N. J. I. B. Bodine, conductor; H. Martin, engineman.

April 13th—M. A. Walsh, killed at Marion, N. J. C. Womelsdorf, conductor; M. J. Rood, engineman.

April 13th—Robt. J. Thompson, injured at Harsimus Cove, Jersey City, N. J. J. H. Ochsie, conductor; P. P. Cahill, engineman.

April 19th—Peter J. Gaffeney, injured at Waldo Ave. Yard, Jersey City, N. J. M. Mulquinn, conductor; W. B. Green, engineman.

April 19th—John Abbott, killed at Monmouth Junction, N. J. J. Snedeker, conductor; J. Doory, engineman.

April 24th—Geo. H. Every, injured at Harsimus Cove, Jersey City, N. J. C. F. Wyckoff, conductor; M. McNearney, engineman.

April 24th—Chas. R. Miles, injured at Waverly, N. J. L. H. Hamilton, conductor; Geo. Sibright, engineman.

April 25th—T. J. Bunnell, injured at Meadows, N. J. P. J. Barrett, conductor; W. Rue, engineman.

April 27th—G. C. Ackerman, killed at Perth Amboy, N. J. R. L. Bright, conductor; F. Burness, engineman.

April 29th—G. H. Ochsie, injured at Harsimus Cove, Jersey City, N. J. F. C. Hartman, conductor; F. W. Wood, engineman.

May 4th—Thos. J. Welch, injured at Trenton, N. J. A. L. Smith, conductor; W. T. Knowles, engineman.

May 9th—Charles Metz, injured at Jersey City, N. J. J. W. Bostwick, conductor; C. Metz, engineman.

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May 14th—C. E. Bryant, injured at Waverly, N. J. J. J. Creagan, conductor; H. Hoesley, engineman.

May 15th—J. Williams, injured at Harsimus Cove, Jersey City, N. J. J. Leonard, conductor; J. T. Mason, engineman.

May 21st—H. G. Dick—injured at Monmouth Junction, N. J. F. Heydern, conductor; G. Stoner, engineman.

June 1st—Wm. J. Jones, injured at Lawrence, N. J. E. F. Dalrymple, conductor; J. T. Kelty, engineman.

June 3d—A. W. Oppel, injured at Elizabeth, N. J. J. H. Arnold, conductor; J. Stebler, engineman.

June 5th—F. M. Disbrow, injured at Princeton Junction, N. J. W. H. Hess, conductor; J. B. Kerwin, engineman.

June 7th—G. F. Kemp, injured at Harsimus Cove, Jersey City, N. J. D. P. McDermott, conductor; J. J. Toomey, engineman.

June 10th—J. B. Tully, injured at Greenville, N. J. H. R. Wilkins, conductor; H. Meeker, engineman.

June 14th—Chas. E. Swift, injured at Waverly, N. J. T. M. Hoffman, conductor; W. G. Bartlett, engineman.

June 16th—Michael King, injured at Meadows, N. J. M. King, conductor; C. A. Dewey, engineman.

June 22d—J. J. Brady, injured at Harsimus Cove, Jersey City, N. J. J. Van Rosencrance, conductor; C. E. Gaffney, engineman.

June 28th—H. R. Meeker, E. Seamon, injured at Greenville, N. J. ——, conductor; H. R. Meeker, engineman.

July 3d—H. T. Lowenberg, injured at Marion, N. J. H. T. Lowenberg, conductor; G. M. Clarke, engineman.

July 4th—C. J. Brevigel, injured at Greenville, N. J. E. J. Kelly, conductor; J. F. Lowenberg, engineman.

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July 8th—Edward Nolan, injured at Elizabeth, N. J. M. J. Lapp, conductor; A. C. Terhune, engineman.

July 11th—N. P. Robelard, injured at Monmouth Junction, N. J. A. P. Leland, conductor; C. Mount, engineman.

July 13th—E. R. Carlson, injured at Trenton, N. J. W. R. Trimmer, conductor; C. Bunting, engineman.

July 18th—J. W. Rauscher, injured at Harsimus Cove, Jersey City, N. J. R. E. Somers conductor; E. D. Huber, engineman.

July 29th—J. Y. Rudy, injured at Trenton, N. J. A. R. Michaels, conductor; W. E. Carr, engineman.

July 31st—C. W. Allaster, injured at Harsimus Cove, Jersey City, N. J. T. Dempsey, conductor; J. P. Mason, engineman.

August 17th—N. R. Crowell, injured at Jersey City, N. J. H. T. Lowenberg, conductor; G. M. Clarke, engineman.

August 18th—B. F. Hallock, injured at Waldo Ave Yard, Jersey City, N. J. J. Kenyon, conductor; J. Van Sant, engineman.

August 22d—James L. Hand, injured at Waverly, N. J. E. Cook, conductor; T. W. Ryan, engineman.

August 26th—H. N. Seyler, injured at Greenville, N. J. T. Coyne, conductor; E. McMahon, engineman.

September 20th—O. N. Limeback, injured at Newark, N. J. W. A. Brown, conductor; C. M. VanDusen, engineman.

September 29th—H. F. Mulleady, injured at Meadows, N. J. C. Phillips, conductor; J. R. Kirwin, engineman.

October 2d—D. A. Ferry, J. A. Lahey, S. F. Shannon, injured at Metuchen, N. J. E. Applegate, conductor; W. M. Roberts, engineman.

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October 4th—S. H. Hellings, killed at Metuchen, N. J. J. S. Rogers, conductor; H. M. Ayres, engineman.

October 7th—Wm. W. Rigg, injured at Newark, N. J. Geo. Gellock, conductor; W. Hutchinson, engineman.

October 10th—Geo. Slade, killed at Greenville, N. J. ——, conductor; ——, engineman.

October 12th—Frank Kouse, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; C. Stiles, engineman.

October 17th—Wm. J. Johnson, injured at Princeton Junction, N. J. G. J. Woodington, conductor; F. V. Cain, engineman.

October 20th—Wm. L. Boylan, injured at Harsimus Cove, Jersey City, N. J. G. A. McNally, conductor; E. P. Hutton, engineman.

October 22d—E. C. Reagan, injured at Waverly, N. J. C. W. Peel, conductor; F. Ethridge, engineman.

October 23d—James H. Lyons, injured at Waverly, N. J. L. D. Bunn, conductor; J. Van Nostrand, engineman.

October 24th—Patrick O'Donahue, injured at Waldo avenue yard, Jersey City, New Jersey. W. Welsh, conductor; G. D. McCullough, engineman.

October 28th—Edw. P. Arnold, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; C. Stiles, engineman.

November 1st—Wm. McKay, injured at Waverly, N. J. Thos. J. Wells, conductor; H. M. Albrecht, engineman.

November 4th—Chas. Rupp, injured at Waverly, N. J. J. Perry, conductor; Wm. Staley, engineman.

November 9th—David Cohen, injured at Newark, N. J. R. H. Mills, conductor; C. M. Van Dusen, engineman.

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November 12th—E. J. Deimer, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; J. J. Toomey, engineman.

November 18th—V. Burke, injured at Meadows, N. J. M. J. O'Rourke, conductor; W. W. Holland, engineman.

November 21st—Henry H. Dixon, killed at Monmouth Junction, N. J. T. Van Horn, conductor; M. J. Shelley, engineman.

November 25th—John H. Coyne, killed at Harsimus Cove, Jersey City, N. J. J. H. Coyne, conductor; C. F. Gaffney, engineman.

November 25th—John H. Hickey, killed at Waverly, N. J. A. C. Rothacker, conductor; E. A. Titman, engineman.

December 6th—Jos. F. Obert, injured at Trenton, N. J. H. Perry, conductor; Thos. Cope, engineman.

December 20th—Paul J. Lawton, killed at Trenton, N. J. W. H. Burroughs, conductor; P. J. Lawton, engineman.

December 22d—Wm. H. Outcault, injured at Trenton, N. J. T. Foster, conductor; R. T. Bruere, engineman.

December 26th—Geo. E. Tillson, injured at Greenville, N. J. Thos. Caden, conductor; W. Wilson, engineman.

December 30th—Geo. E. Voorhees, killed at Princeton Junction, N. J. A. P. Leland, conductor; W. P. Ammerman, engineman.

Employes Killed or Injured by Accident, as Stated.

January 22d—Chester R. Hayes, while trying to board train No. 331 while in motion at Waverly, N. J., slipped and fell, his feet going under the wheels, crushing them. J. R. Cornell, conductor; J. Monroe, engineman.

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February 5th—Giuseppe Giacondo, struck by an unknown train and killed while crossing the tracks at Trenton, N. J. ——, conductor; ——, engineman.

February 19th—Francis Reilly, Fatally injured by being caught between cars at Waverly, N. J., while crossing the tracks. E. J. Coffey, conductor; T. M. Terhune, engineman.

February 19th—Mrs. S. Judge, struck by train while crossing the tracks at Jersey City, N. J., injuring right side and hip. J. Fitzgerald, conductor; E. Rose, Sr., engineman.

February 20th—Antonio Marinelli, Right arm broken and foot bruised by being struck by train while carrying a load of spikes at Plainsboro, N. J. R. Buggy, conductor; E. C. Johnson, engineman.

March 3d—Phillip Chicon, fatally injured by being struck by car while crossing the tracks at Waldo avenue yard, Jersey City, N. J. M. Murphy, conductor; M. F. Mathews, engineman.

March 12th—K. Plusinsky, struck by train and injured while working on the tracks at Harrison, N. J. P. J. Barrett, conductor; T. Sheerin, engineman.

March 18th—Charles Mallone, while making repairs underneath a car at Waldo avenue yard, Jersey City, N. J., a car was drilled against the car, dragging and bruising him about the body. P. J. Gaffeny, conductor; W. B. Green, engineman.

March 22d—Joseph Chichi, struck and fatally injured by cars while crossing the tracks at Waldo avenue yard, Jersey City, N. J. Thos. Doyle, conductor; C. E. Petty, engineman.

March 25th—Joseph Kobori, struck and killed by train while working on the tracks at Elizabeth, N. J. H. H. Clayton, conductor; C. N. Devinney, engineman.

April 8th—C. H. stratford, fatal; W. Smygel, slight; Thos. Connors, killed. Struck by train No. 116 while working on the

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tracks at Jersey City, N. J. E. L. Titus, conductor; M. K. Packer, engineman.

April 12th—L. McCann, struck and killed by train while working on the tracks at New Brunswick, N. J. J. Cafferty, conductor; W. Burton, engineman.

May 15th—P. Moore, struck and killed by train No. 211 at New Brunswick avenue crossing, Rahway, N. J. L. M. Hampton, conductor; J. R. Todd, engineman.

July 1st—Nicholas McKune, while crossing the tracks at Elizabeth, N. J., he was struck and killed by an unknown train. ——, conductor; ——, engineman.

July 2d—Thomas Fullen, while walking on the tracks at Harsimus Cove, Jersey City, N. J., he was struck by engine No. 1019, bruising his head and hip. J. H. Wilkenson, conductor; E. Williams, engineman.

July 14th—Lewis Bero, while walking on the tracks at Rahway, N. J., was struck and killed by train No. 2d 54. W. C. Knowles, conductor; W. N. Doan, engineman.

July 18th—S. Lukeinski, while passing between car and butting block at Jersey City, N. J., was caught between the block and car and was killed. J. M. Lawler, conductor; M. T. Lee, engineman.

July 27th—Joseph Miller, struck and killed by train while working on the track at New Brunswick, N. J. H. B. Rue, conductor; W. Griscom, engineman.

August 1st—Thomas Ryan was found lying on the tracks with left arm cut off and leg broken, having been struck by an unknown train at Jersey City, N. J. ——, conductor; ——, engineman.

August 2d—Jos. Sacco, struck and injured about the head by light engine at Jersey City, N. J. ——, conductor; ——, engineman.

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August 8th—E. L. Slocum, while riding on the side of a car, at Harsimus Cove, Jersey City, N. J., was struck by the platform at Pier "K;" right leg bruised. W. McGovern, conductor; H. Fliegauf, engineman.

August 23d—F. DiTori, killed while crawling under cars at Meadows, N. J., while engine was drilling. J. Moyle, conductor; O. Hoffman, engineman.

September 16th—Janos Revesz—Struck and killed by train while walking on the track at Trenton, N. J. E. L. Titus, conductor; T. C. Smith, engineman.

September 24th—Gyorgiz Ak, struck by some unknown object projecting from a passing freight train at New Brunswick, N. J. Scalp wound and ankle broken. ——, conductor; ——, engineman.

October 5th—August Ervasti, struck and killed by train No. 114 while painting track fence at Rahway, N. J. H. W. Feaster, conductor; F. Blakesley, engineman.

October 14th—Thomas W. Pengergast, while walking on the tracks at Greenville, N. J., was struck by a car, sustaining a scalp wound. T. H. Carroll, conductor; W. Irving, engineman.

October 16th—Ralph Jones, while crossing the tracks at Harsimus Cove, Jersey City, N. J., was struck and killed by engine No. 484. G. Nelson, conductor; F. Merritt, engineman.

October 29th—Amos S. Hoffman, while crossing the tracks at Jersey City, N. J., was struck by a N. Y., S. and W. R. R. engine, fracturing both legs. F. J. Depue, conductor; S. Cox, engineman.

October 31st—Wm. F. Jones, while riding on the tank of engine, was struck by the track fence at Elizabeth, N. J., bruising his leg. R. L. Bright, conductor; F. A. Burness, engineman.

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November 8th—M. Peshatore, M. Copola and J. Careno, struck and killed by train while working on the track at Harsimus Cove, Jersey City, N. J. G. Crispin, conductor; H. C. Moore, engineman.

December 5th—Chas. E. Johnson, struck and killed while crossing the tracks in yard at Jersey City, N. J. P. P. McGovern, conductor; S. Schuyler, engineman.

December 28th—Alex. Malesa, head and elbow injured by being struck by light engine while working on the Viaduct at Jersey City, N. J. ——, conductor; ——, engineman.

December 31st—Thomas I. Golden, killed by explosion of cylinder head on engine at Rahway, N. J. B. B. Huddell, conductor; Thomas I. Golden, engineman.

All the above-named conductors and enginemen are still in the employ of the company except the following: J. H. Arnold, conductor, left service; G. A. Ford, conductor, left service; A. Mitchell, conductor, left service; P. J. Lawton, engineman, killed at Trenton, N. J.; T. I. Golden, engineman, killed at Rahway, N. J.

Persons Killed by Trains While Crossing Tracks.

January 1st—Jesse Hart, killed at West Palmyra. Train unknown.

April 30th—W. H. Dennis, killed near Freehold. W. E. Van Dusen, conductor; C. H. Smith, engineer.

June 7th—Mrs. Charles Henderson, killed at Dudley crossing, Camden. C. C. Wills, conductor; J. G. West, engineer.

August 7th—Thomas Edwards, Loretta Grace, Jennie McDonald, Hannah Murphy, Allenhurst. H. E. Laird, conductor; W. Boone, engineer.

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September 18th—Frank Trier, fatally injured near Windsor. T. S. Jones, conductor; F. V. Cain, engineer.

Persons Injured by Trains While Crossing Tracks.

February 20th—Fred. Weisert, head injured near Helmetta, N. J. E. L. Applegate, conductor; A. E. Savidge, engineer.

April 1st—Head and body injured at Jacksonville road crossing. J. K. McMillan, conductor; W. Perry, engineer.

June 7th—M. W. Brommer, Charles Henderson, Mrs. F. Blocksom, Mrs. Charles Henderson, severely injured at Dudley. C. C. Wills, conductor; J. G. West, engineer.

August 5th—Wm. Richardson, hand and hip injured at Fish House. A. Egemoire, conductor; G. E. Danford, engineer.

August 8th—M. Derfrenso, head injured at Delanco. G. W. Shinn, conductor; H. Hartman, engineer.

August 31st—John Bailey, wrist and side injured at Bordentown, N. J. A. F. Perrett, conductor; W. Lacy, engineer.

December 14th—Charles Cliver, head injured near Columbus. A. F. Perret, conductor; H. Crispin, engineer.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

January 31st—Josephine Schrubby, killed near Newtown Station. Train unknown.

February 23d—A. Tadmsick, killed near South Amboy. No conductor; Jos. Compton, engineer.

March 14th—Henry Morton, killed near Sea Girt. F. H. Dey, conductor; C. H. Smith, engineer.

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April 13th—Wm. J. Kelly, killed at Riverside. P. J. Barrett, conductor; T. Shearn, engineer.

March 19th—Unknown man killed near New Lisbon. Train unknown.

March 20th—James Connors, killed at New Lisbon. Train unknown.

April 26th—Charles Plumm, badly injured at Coopers Creek Bridge, Camden. W. B. Gaskill, conductor; M. Wilkinson, engineer.

August 8th—William Hall, killed near Deacon. F. A. Robertson, conductor; J. Watts, engineer.

August 13th—S. Varrica, killed at Camden. F. B. Mattson, conductor; F. S. Ireton, engineer.

August 28th—D. Dometiello, right heel crushed at Riverside. W. N. Tapper, conductor; W. Perry, engineer.

October 2d—Unknown man killed at Bordentown. Train unknown.

October 9th—Fred. Semonite, head injured at South Amboy. C. K. Freeman, conductor; H. Bloodgood, engineer.

November 18th—V. Abbatullo, head and legs injured at South Amboy. E. Bloodgood, conductor; T. Ervin, engineer.

Persons Killed or Injured Getting on or Off Moving Trains.

January 28th—Mrs. J. Stackhouse, leg injured getting off at Juliustown. C. C. Wills, conductor; F. G. Jones, engineer.

February 6th—Miss Catherine Regan, elbow injured getting off at Bordentown. W. W. Gaskill, conductor; J. Compton, engineer.

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February 23d—Mrs. John Hooner, foot sprained getting off at Mt. Holly. A. F. Perrett, conductor; H. H. Compton, engineer.

April 24th—Jos. Hemphill, slightly bruised getting on at Camden. S. G. Crockford, conductor; C. Cable, engineer.

May 18th—W. C. Bell, head and body injured getting off at Burlington. J. M. Gordon, conductor; H. Harker, engineer.

June 25th—Mrs. W. A. Green, back hurt getting off at Newtown. D. R. Blizzard, conductor; J. Kugler, engineer.

July 13th—Unknown body, eye injured by window glass, Stanwick. E. Schneider, conductor; Wm. Bowe, engineer.

August 4th—Mrs. F. Dolan, left arm bruised getting off at Riverton. T. A. Robertson, conductor; W. Lacy, engineer.

August 27th—Charles Moss, foot injured jumping on at Pavonia. C. M. Cake, conductor; H. Dewees, engineer.

December 15th—Geo. T. Fiske, fatally injured at Trenton. E. Schneider, conductor: R. Andrews, engineer.

Persons Killed or Slightly Injured by Other Causes.

January 7th—Frank Casper, left wrist dislocated by falling, crossing track at South Amboy.

January 11th—Miss Lizzie Atkinson, left ear cut by broken window glass, Florence. H. G. VanMarter, conductor; J. Compton, engineer.

February 9th—Mrs. C. Ryan, knees injured by fall at station, Riverside.

February 12th—J. W. Severns, both knees injured by fall at station, Florence.

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March 13th—J. McConlogue, A. J. Patterson, Wm. Hann, Herman Wallin, Chas. Baker, F. Reel, John Ayres, Harry B. Payne, Jas. F. Barr, Chas. H. Feldalin, Mrs. C. O. Ellis, J. M. Perkinpine, Mrs. J. M. Perkinpine, Leslie Allison, E. J. Loray, Howard Smith, Miss Holden Etris, Chas. E. Bowen, Miss D. Tildner, Isaac Greenwald, L. Cogswell, H. Henaman, F. L. Demorest, Mrs. F. L. Demorest, Nathan Furman, J. H. Craige, Mrs. C. McNeil, W. Horton, injured in collision at Pavonia. H. P. Lewis, conductor; B. F. Lucas, engineer; Chas. L. Lee, engineer (W. J. & S.).

March 19th—Mrs. E. Bransom, nose fractured by fall at Camden.

March 23d—David Bourquin, left ear cut by glass at West Palmyra. H. G. Van Marter, conductor; W. G. Riley, engineer.

April 5th—Geo. E. Johnson, slightly injured by collision at Riverside. Jos. A. Shinn, conductor; E. Wortley, engineer.

April 7th—M. Gossin, finger injured by car door at Riverside. W. R. Adams, conductor; C. Cain, engineer.

April 8th—Mrs. Ehert, ankle sprained by fall at station, Edgewater Park. E. Stout, conductor; J. V. Jones, engineer.

April 24th—Miss Mascher, leg bruised by fall at station at Pavonia.

May 2d—Rebecca M. Donavan, knee and back injured by fall at Palmyra.

June 14th—A Chaffey, foot sprained by fall at Riverside.

July 6th—Mrs. M. B. Johnson, arm injured by fall at Pemberton station.

August 3d—W. Sereff, leg injured by fall at station, Beverly.

August 26th—Wm. Nipper, head bruised by car window at Buckingham. J. Dowell, conductor; P. Stewart, engineer.

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September 3d—Mrs. J. H. Lippincott, shoulder bruised by baggage crate at Camden.

August 31st—Mrs. W. Brown, finger bruised by car window between Camden and Ocean Grove. F. H. Dey, conductor; J. Compton, engineer.

September 18th—Jas. Wilson, knee injured by fall at station, Beverly.

September 27th—Miss E. Cliver, nose injured by striking sea of coach, caused by lurch of train, Lumberton. T. A. Robertson, conductor; H. Swain, engineer.

September 30th—Miss A. R. Borden, left leg injured by fall getting off train at West Moorestown. E. A. Gross, conductor; J. Down, engineer.

October 2d—Mrs. H. Mathews, face injured by fall alighting from train at Farmingdale. C. A. Tilton, engineer; F. Morton, conductor.

October 5th—Wm. Fisher, left foot injured, struck by car near Riverton. A. L. Johnson, conductor; W. B. Jobes, engineer.

October 7th—Mrs. R. P. Thorn, wrist injured striking against end of car at Camden. W. W. Gaskill, conductor; T. Jobes, engineer.

October 8th—J. Law, head slightly injured by broken window at Columbus. T. J. Owens, conductor; George Wilkinson, engineer.

October 10th—J. H. Carpenter, head injured by fall alighting from train at Freehold. S. R. Way, conductor; Thos. Joiner, engineer.

October 20th—J. Mortimer, ear cut by broken car window at Stevens. J. V. Murray, conductor; W. B. Griscom, engineer.

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October 20th—Mrs. A. Reed, side slightly injured by fall alighting from train at Bordentown. H. E. Laird, conductor; J. Stanton, engineer.

October 25th—F. M. Lawrence, knee injured by fall at station, Delair.

December 6th—Mrs. H. Sharp, left ankle sprained by fall alighting from train at Camden. E. Deacon, conductor; R. S. Stewart, engineer.

December 9th—Mrs. Ritchie, ankle and side injured by fall at station, Edgewater Park.

December 11th—J. Lamson, head bruised by fall alighting from train at Bordentown.

December 18th—Mrs. H. H. P. VonSteinberg, hip injured by fall at station, Riverton.

December 20th—Harry Belford, head injured by fall at station, Burlington.

December 27th—Jas. J. Garbirono, Theo. Webster, C. P. Sontgen, killed in collision. Jos. Slator, I. D. Roberts, W. B. Abbey, E. A. Abbey, W. H. Robbins, A. H. Mulford, H. D. Snider, W. C. Dix, H. J. Cooper, Paul Smith, L. T. Congdon, B. P. Cobb, J. C. Huellings, J. R. Ulmer, W. C. Wells, Mrs. W. Lippincott, Amos C. Stratton, Chas. Sontgen, E. H. Wenzelberger, Hannah L. Beckett, Robert Clark, J. K. Mendenhall, C. H. Brown, Wm. Mason, W. B. Stewart, S. L. Tage, F. H. Smith, more or less injured in collision. R. H. Robbins, conductor; J. F. Pierce, engineer; Jos. Rogers, conductor, John Shreeve, engineer.

Employes Killed or Injured Coupling or Uncoupling Cars.

January 1st—L. A. Waite, freight yard brakeman, finger of left hand bruised at Kinkora. D. Carson, conductor; R. H. Andrews, engineman.

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January 14th—Jos. H. Doyle, freight brakeman, left hand injured at Bordentown. J. V. Hamilton, conductor; A. Fenimore, engineer.

January 26th—W. H. Holland, freight yard conductor, left hand injured at Camden. W. H. Holland, conductor; W. Van Nest, engineer.

January 31st—H. B. Corson, yard brakeman, left hand crushed at Camden. H. B. Corson, conductor; T. Bunting, engineer.

March 12th—R. J. Ford, freight brakeman, left hand mashed at West Moorestown. D. Elms, conductor; J. Pierce, engineer.

April 9th—F. Stoddard, freight brakeman, right hand injured at Hightstown. M. Sears, conductor; E. Emmons, engineman.

April 17th—J. Hill, freight brakeman, left hand injured at Hainesport. E. A. Jemison, conductor; E. T. Trout, engineman.

April 25th—Harry Rice, freight brakeman, right hand injured at Hightstown. C. W. Maulsbury, conductor; C. A. Dewey, engineer.

May 8th—Jas. A. Letts, freight yard conductor, finger fractured at South Amboy. J. A. Letts, conductor; J. Woodward, engineer.

May 13th—John Welsh, freight yard conductor, left hand injured at South Amboy. E. Mathis, conductor; J. Lyons, engineer.

August 6th—T. A. Ryan, freight brakeman, foot injured at Jamesburg. H. W. Smith, conductor; W. Joiner, engineer.

September 10th—W. H. Petry, freight brakeman, hand injured at Jamesburg. H. Z. Mount, conductor; C. C. Meredith, engineer.

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November 9th—J. Erhardt, freight brakeman, hand injured at Camden. H. Smith, conductor; F. H. Bender, engineer.

November 4th—Elmer Gulick, freight yard brakeman, foot injured at South Amboy. No crew.

November 22d—P. S. Burke, freight yard brakeman, hand injured at Pavonia. E. Newman, conductor; H. T. Ogden, engineer.

December 24th—E. Barrett, freight brakeman, left hand crushed at Bordentown. C. B. McCue, conductor; H. Cline, engineer.

Employes Killed or Injured by Other Causes.

January 22d—R. L. Barnes, freight flagman, hand injured getting on at Spotswood. R. L. Bright, conductor; J. J. Peterson, engineer.

January 25th—Fred. Hannum, freight brakeman, left hand injured throwing switch, Merchantville. H. M. Fitzinger, conductor; J. Stanton, engineer.

February 1st—J. H. Hulse, fireman, left ankle sprained by fall at Camden.

February 2d—Jesse Johnson, freight brakeman, back sprained by fall at South Amboy.

February 4th—Thos. Rooney, watchman, left hand injured throwing switch at Camden.

February 9th—Daniel Fries, freight brakeman, killed by falling under car at Camden. E. Severns, conductor; W. Riley, engineer.

February 11th—L. B. Maggioncalda, freight conductor, right wrist sprained throwing switch at Camden.

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February 11th—John Dooling, watchman, left leg injured by fall on ice at South Amboy.

February 12th—Wallace Bloodgood, switchman, right foot crushed by switch lever at South Amboy.

February 13th—C. E. Lutz, freight brakeman, testicles injured by falling at Merchantville. E. Severs, conductor; V. R. Walker, engineer.

February 13th—D. H. Bishop, laborer, leg injured handling freight at Camden.

February 14th—B. Longstreet, fireman, right shoulder injured, striking cars at South Amboy.

February 16th—T. W. Malloy, shopman, left hand injured handling tools at Pavonia.

February 22d—John F. O'Neill, yard brakeman, right ankle sprained by mis-step at Old Bridge.

February 22d—Fred. Bernard, carpenter, left foot injured handling lumber at South Amboy.

February 23d—F. H. Clements, crossing watchman, knee bruised by fall at Camden.

February 24th—J. J. Reynolds, freight yard brakeman, right hand bruised by lading shifting in car at Camden.

February 27th—Joel R. James, operator, killed, struck by train at East Burlington. J. L. Richart, conductor; W. Everham, engineer.

March 2d—M. J. Myles, yard brakeman, arm and back bruised by striking cars at South Amboy. E. Bloodgood, conductor; J. Lyons, engineer.

March 9th—Thos. McCaffrey, topman, left side and head injured by fall at South Amboy.

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Employes Killed or Injured by Other Causes.

January 4th—Charles N. Ivanosky, topman, left arm crushed by car at South Amboy. No crew.

January 7th—Domenica Perolli, laborer, knees bruised, caught in turntable, Camden.

January 12th—W. J. Strouse, freight brakeman, killed, caught between cars at Kinkora. Frank R. Young, conductor; W. W. Manners, engineer.

January 12th—J. T. Reed, freight conductor, back injured, struck by cars at Camden. T. Gleason, conductor; F. Bender, engineer.

Janury 16th—Richard Ridgway, retired employe, face and legs bruised, struck by engine at E. Burlington. W. J. Kee, conductor; W. W. Watts, engineer.

January 17th—John N. Endicott, shopman, foot injured handling material at Pavonia.

January 17th—Thomas Gilchrist, topman, hand injured, handling tools at South Amboy.

January 18th—Iganacy Grothowski, topman, right hand injured, handling tools at South Amboy.

January 18th—P. Soltasik, topman, head and wrist bruised by fall at South Amboy.

January 21st—Edward Morahan, foreman, left knee injured getting off car at South Amboy.

January 23d—John Shultz, foreman, head injured by falling at South Amboy.

January 23d—Adolph Lindman, topman, left leg wrenched by lump of coal at South Amboy.

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January 23d—Wm. Nebus, topman, leg bruised handling tools at South Amboy.

January 25th—John Decker, freight yard brakeman, right ankle sprained by fall at South Amboy.

January 25th—Martin Levans, topman, finger crushed handling tools at South Amboy.

January 29th—Wm. O'Toole, foreman, head injured handling machinery at South Amboy.

January 30th—Robert Mitchell, shopman, slightly injured about head and body, struck by engine at Camden. J. Clark, conductor; C. M. Cable, engineer.

February 1st—Edw. Newbury, laborer, killed, struck by train at Bordentown. J. A. Jemison, conductor; Ed. Trout, engineer.

February 1st—W. H. Ludlow, freight brakeman, killed, falling under train at Mt. Holly. J. N. Newell, conductor; E. Emmons, engineer.

March 7th—S. Pere, topman, finger injured handling tools at South Amboy.

March 13th—G. H. Jones, brakeman; B. F. Lucas, engineman, slightly injured in collision at Pavonia. H. P. Lewis, conductor; B. F. Lucas, engineer.

March 19th—J. P. Geherty, freight brakeman, head injured by fall at South Amboy.

March 20th—Wm. Schneese, freight brakeman, testicles injured by switch lever at Helmetta.

March 21st—J. C. Walker, freight brakeman, hand bruised turning switch at Hightstown.

March 30th—Thomas Gilchrist, topman, knee bruised getting on car at South Amboy.

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March 30th—J. G. Doxsey, laborer, body injured struck by train at Mt. Holly.

April 1st—Martin Giroczyk, Jr., laborer, hand injured by fall at Jamesburg.

April 10th—S. E. Pearson, shopman, right foot bruised, handling tools at Pavonia.

April 11th—James R. Taylor, switchman, right hand injured by fall at Camden.

April 12th—R. J. Ford, freight yard brakeman, severely injured, struck by train at Pavonia. A. Robinson, conductor; W. M. Riley, engineer.

April 13th—Josef Capik, laborer, face injured handling tools.

April 17th—J. P. Dill, freight yard brakeman, hip injured by fall at South Amboy.

April 19th—John Abbott, freight brakeman, killed by fall under car at Monmouth Junction. J. Snedaker, conductor; J. Doory, engineer.

April 20th—F. Warrington, flagman, hip and knee fractured by derailment; W. H. Strohecker, brakeman, slightly bruised. C. B. McCue, conductor; J. Colton, engineer.

April 23d—J. C. West, shopman, right ankle bruised handling machinery at Pavonia.

April 24th—J. E. Jemison, fireman, shoulder injured by fall at Camden.

April 29th—L. A. Lloyd, shopman, side bruised handling machinery at Riverside.

April 30th—H. Hope, airbrake inspector, hand injured by piston rod on engine

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May 1st—B. Perranin, laborer, foot injured handling material at Camden.

May 2d—Prunk Procz, topman, side bruiseed at South Amboy.

May 3d, James E. Smack, laborer, foot injured handling freight at Camden.

May 3d—W. R. Richart, freight conductor, back sprained by fall at Camden.

May 4th—Julyian Kimmiolek, topman, hand injured handling tools at South Amboy.

May 4th—Theo. Kern, laborer, foot injured handling machinery at Pavonia.

May 6th—Jas. J. Ryan, laborer, head cut handling freight at Camden.

May 13th—E. Dooling, freight yard conductor, side bruised by collision at South Amboy. E. Dooling, conductor; J. W. Martin, engineer.

Mary 15th—Charles Barnes, freight brakeman, ankle sprained handling freight at Whitings. T. H. Asay, conductor; U. S. Wells, engineer.

May 16th—W. J. Purcell, freight brakeman, head injured striking overhead bridge near Jamesburg. R. L. Bright, conductor; F. A. Burness, engineer.

May 21st—Jos. A. Shinn, freight conductor, ribs fractured by fall near Helmetta. J. A. Shinn, conductor; E. Wortley, engineer.

May 22d—Wm. Murphy, laborer, leg bruised handling freight at Camden.

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May 23d—Alfred White, roundhouseman, face and chest scalded by escaping steam, Camden.

May 24th—Jos. L. Smith, roundhouseman, face and arms burned at Camden.

May 24th—Walter Boone, shopman, eye injured handling tools at Pavonia.

May 30th—G. Scardoni, laborer, leg bruised by fall at Camden.

May 31st—M. Malsbery, laborer, face injured handling timber at Bordentown.

June 10th—J. V. Hamilton, freight conductor, hands and head injured by fall at Bordentown.

June 12th—J. B. Dean, freight brakeman, back sprained handling freight at Toms River.

June 12th—N. C. Applegate, laborer, head and body bruised by falling tie at Old Bridge.

June 14th—D. Carson, freight conductor, foot injured throwing switch at Jamesburg.

June 15th—C. L. Bowers, laborer, head and shoulder injured by fall at Yardville.

June 19th—C. A. Furth, freight brakeman, left foot bruised, struck by wheel at Bordentown. A. J. Steinmetz, conductor; A. Fenimore, engineer.

June 20th—E. Middleton, freight conductor, hip sprained by falling at Toms River. E. Middleton, conductor; C. E. Archer, engineer.

June 12th—C. McCoy, freight brakeman, right hand injured by car door at Riverside. C. R. Stewart, conductor; T. Eckman, engineer.

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June 21st—E. A. Wells, carpenter, leg injured by piling at Toms River.

June 27th—A. Zerun, topman, foot wrenched moving car, at South Amboy.

June 28th—J. Newman, flagman, back and head injured jumping on train at Runyon. H. Rue, conductor; F. S. Miller, engineer.

June 28th—J. Connors, trimmer, side bruised by fall at South Amboy.

July 5th—B. Brayczewski, laborer, killed on track at Helmetta. D. Carson, conductor; E. H. Clymer, engineer.

July 5th—H. C. Armstrong, baggage porter, head injured by falling baggage, Camden.

July 9th—J. H. Hartman, baggage master, side injured by collision, Camden. C. E. Goff, conductor; T. Bunting, engineer.

July 9th—W. Kniaz, topman, foot crushed, run over by car at South Amboy.

July 17th—Theo. Kern, laborer, hand injured getting off car at Pavonia.

July 17th—J. J. Naughton, car cleaner, right hand mashed handling machinery at Camden.

July 19th—W. Fatilak, topman, left wrist injured handling freight at South Amboy.

July 19th—A. T. Sewicz, topman, knee bruised by fall at South Amboy.

July 26th—S. Meredith, freight brakeman, right hand injured by lump of coal from tender of engine, Fish House.

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July 31st—R. A. Dey, foreman of signals, killed, struck at Hazlet. J. Clark, conductor; Geo. Wilkinson, engineer.

July 31st—W. A. Kern, freight brakeman, hand sprained by brake wheel at Toms River.

July 31st—Chas. Walz, laborer, knee fractured handling machinery at Pavonia.

August 1st—Chas. McCarthy, baggage porter, right side injured handling baggage at Camden.

August 1st—S. G. Endicott, foreman, body injured by baggage crate at Camden.

August 1st—J. T. Dill, freight yard conductor, ankle sprained stepping on piece of coal at South Amboy.

August 5th—F. H. Abbot, freight conductor, back sprained handling freight, Englishtown. F. H. Abbott, conductor; A. E. Savidge, engineer.

August 6th—J. J. Durkin, assistant yard master, right side of hip injured handling machinery at Camden.

August 10th—J. Albert Mount, freight brakeman, fatally injured, struck by train at Mt. Holly. R. H. Robbins, conductor; R. Emmons, engineeer.

August 10th—R. Lafferty, freight brakeman, left hand injured striking car at Pemberton.

August 12th—L. Stewart, fireman, hand injured by wheel of engine, Lewistown.

August 14th—W. H. Young, laborer, foot crushed, run over by car at Camden.

August 31st—Ed. Ryan, freight yard brakeman, ankle sprained by piece of timber at Pavonia.

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September 1st—C. L. Murphy, freight brakeman, back sprained handling freight at Masonville.

September 20th—R. M. Lamb, laborer, ankle sprained by ties at Iricks.

September 27th—H. M. Harrington, freight brakeman, head and ankle injured, lading shifting at Jamesburg.

September 27th—H. P. Wilson, engineer, chest injured striking against lever at Camden.

September 28th—Geo. H. Carr, freight yard brakeman, foot sprained striking tie at Pavonia.

October 2d—A. Malyszka, topman, shoulder injured by coal shute at South Amboy.

October 3d—J. Klap, freight car repairman, left hand injured repairing car at Camden.

October 3d—W. A. Haslett, laborer, knee fractured handling freight at Camden.

October 4th—M. Carrington, freight brakeman, knee sprained alighting from train at Hightstown.

October 5th—E. Burnett, freight brakeman, head injured striking overhead bridge at Cranbury. D. Carson, conductor; G. F. Tenel, engineer.

October 5th—D. R. Asay, laborer, shoulder bruised unloading ties at Florence.

October 5th—J. Connor, machinist, hand scalded by escaping steam at South Amboy.

October 6th—J. Stewart Kelso, car repairman, eyes injured by escaping gas from car at "CF."

October 6th—F. H. Powell, Jr., laborer, foot injured handling freight at Camden.

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October 7th—F. Kiviecinski, car repairman, head injured handling tools at South Amboy.

October 8th—Jas. J. Hackett, shopman, head cut by broken window of coach at Columbus. T. J. Owens, conductor; G. Wilkinson, engineer.

October 9th—Peter Hyers, retired employe, hip and head injured by fall from train at Old Bridge. A. Davison, conductor; J. Worts, engineer.

October 9th—D. Possomato, laborer, body bruised, struck by cars at Camden.

October 12th—Alex Doda, topman, knee injured by fall at South Amboy.

October 21st—M. G. Fennimore, engineer, head injured leaning out of cab window at Stevens. J. T. Reed, conductor; M. G. Fenimore, engineer.

November 6th—J. A. Applegate, freight brakeman, leg injured transferring freight at Freehold. H. Z. Mount, conductor; H. L. Jobes, engineer.

November 10th—B. Lippincott, freight yard brakeman, ankle bruised by lading shifting on car at Camden.

November 12th—G. W. French, carpenter, back wrenched handling timber at South Amboy.

November 15th—D. Diangolis, laborer, foot injured handling ties at Bordentown.

November 15th—A. Kemskie, trimmer, leg injured by fall at South Amboy.

November 22d—W. B. Rogers, freight brakeman, right hand injured by freight car door at Old Bridge. C. R. Stewart, conductor; T. Eckman, engineer.

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November 27th—L. L. Stratton, car inspector, hand injured by saw at South Amboy.

November 27th—Jas. Buckalew, Jr., trimmer, foot injured handling coal at South Amboy.

November 29th—Jas. T. Doyle, switchman, foot injured, struck by car at South Amboy. P. Salmon, conductor; S. Freeman, engineer.

November 29th—R. Gauntt, engineman, killed, struck by train at Camden. C. A. Nesbit, conductor; John Lacy, engineer.

December 2d—A. J. Fredericks, freight flagman, back injured by falling from car at Old Bridge. W. E. Kemble, conductor; S. J. Dodson, engineer.

December 4th—P. B. Wilson, freight brakeman, finger injured by shifting lading at Mt. Holly. Jos. Reed, conductor; G. F. Terrell, engineer.

December 5th—Jos. Nelson, freight yard brakeman, hand injured by striking car at Camden.

December 6th—Jan. Strachiel, topman, fracture of nose by coal chute at South Amboy.

December 9th—Jan Wnek, topman, head and elbow injured by coal chute at South Amboy.

December 18th—J. M. O'Brien, laborer, ankle sprained handling freight at South Amboy.

December 28th—William Bessey, freight yard conductor, head injured striking car at Camden. Wm. Bessey, conductor; F. Richman, engineer.

December 23d—Luigi Maura, laborer, foot bruised, struck by car at Camden.

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December 28th—J. K. Kleinfelder, freight car repairman, foot injured handling tools at Camden.

December 31st—K. Wojciochowski, topman, back and leg injured, struck by car at South Amboy.

All the above conductors and enginemen are still retained in the employ of the company with the exception of A. E. Savidge, engineman, who resigned, and J. K. MacMillan, conductor, who died from gun-shot wound.

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VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Vincentown Branch of the Burlington Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$25,000 00
Bonded debt.	15,000 00
Floating debt—None.	
Cost of road and equipments,	$40,000 00

The road extends from 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. Lease assigned to the Pennsylvania Railroad Company.

The present annual rental is six per cent. on $15,000 of the capital stock and taxes.

Bonded debt, $15,000, 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 by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—John P. Green, being duly sworn, on his oath says, that he is President of the Vincentown Branch of the Burlington County Railroad

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

JOHN P. GREEN.

Sworn and subscribed before me this third day of February, A. D. 1908.

A. J. COUNTY,
[L. S.] *Notary Public,*
Commission Expires January 21st, 1909.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$1,197 68
Income from freight,	2,919 41
Income from other sources,	1,052 39
Total,	$5,169 48
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$11,622 56

Dividends paid during the year 1907, and how paid—Two of three per cent. each on $15,000 stock, paid in cash.

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

*Includes $1,262.05 rental paid for use of road and taxes.

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VINELAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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.

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Dividends paid during the year 1907, 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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WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	2,820 38
Cost of road and equipments,	$3,196,820 38

The road extends from New Hampton Junction to Delaware river, a distance of 18.82 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds, report of operations is included in report of Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—B. D. Caldwell being duly sworn, on his oath says, that he is 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.

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Sworn and subscribed before me this twenty-sixth day of March, A. D. 1908.

JOSEPH FIELL,
[L. S.] *Notary Public New York County.*

RECEIPTS AND EXPENSES FOR 1907.

Included in report of Morris and Essex Railroad Company.
Dividends paid during the year 1907, and how paid—$126,000.00 paid in cash directly to stockholders by Lessee.

P. O. address of this company—No. 90 West street, New York City.

ACCIDENTS.

May 18th, 1907—James F. Scanlon, flagman, opening car door sustained bruise of leg due to door falling over, Delaware.

May 28th—B. G. Reese, trainman, switch lever fell on foot, bruising foot, Manunka Chunk.

June 12th—George Suerhart, trackman, fell from car and fractured leg, Oxford Furnace.

October 10th—Trespasser, body found lying alongside track, east of Delaware.

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WEST END RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

RECEIPTS AND EXPENSES FOR 1907.

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.

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Dividends paid during the year 1907, and how paid—None.

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

ACCIDENTS.

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

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WEST JERSEY AND SEASHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Seashore Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$9,679,450 00
Bonded debt,	6,927,800 00
Floating debt,	2,528,930 73
Cost of road and equipments,	$20,383,437 31

Dividends paid during the year 1907, and how paid—Two of 3 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 Electrical Terminal to Grant street station, Cape May, New Jersey,	81.62
Connection with Atlantic City R. R. at Mt. Pleasant, New Jersey. 455 feet north of station, to 4217 feet north of station,	0.71
Woodbury, 1759 feet south of station, to 140 feet south from south abutment of Bridge. No. 213.	21.71
Woodbury, 1759 feet south of station, to Salem, 38 feet north of 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

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	Miles.
Salem, 902 feet north of station, to 1580 feet south of Broadway,	1.27
Glassboro, 480 feet north of station, to Bridgeton, 35 feet north of Pearl and Lemon Streets Station,	20.83
Bridgeton, 323 feet north of centre 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, 782 feet south of station,	9.13
Wildwood Junction, 295 feet north of station, to Holly Beach, 5475 feet south of station,	8.36
Camden, Cooper's Point, to Atlantic City, 618 feet south of station,	58.78
Connection with Atlantic City R. R., at Winslow Junction, 173 feet south of station, to 3023 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, 1615 feet south of station,	11.90
Junction with W. J. & S. R. R., 410 feet north of Drawbridge Station, Atlantic City, to Junction with Atlantic Avenue Branch W. J. & S. R. R., 51 feet south of centre of Providence avenue,	1.23
Atlantic City, Absecon Inlet, to 195 feet north of centre of Albany avenue,	3.04
Junction, Atlantic Avenue Branch W. J. & S. R. R., 195 feet north of centre of Albany avenue, Atlantic City, to Longport, 1560 feet south of station,	5.49
Total,	336.81

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$3,420,817 35
Income from freight,	1,679,917 62
Income from other sources,	530,937 62
Total,	$5,631,672 59

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$4,971,884 42

*Includes $637,021.46 interest on bonded debt, taxes 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.*—John P. Green, being duly sworn, on his oath says, that he is First Vice-President of the West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

JOHN P. GREEN.

Sworn and subscribed before me this third day of February, A. D. 1908.

[L. s.] A. J. COUNTY,
Notary Public.
Commission expires January 21st, 1909.

ACCIDENTS.

January 11th, 1907—James McHugh, struck and killed while standing on track at Newton avenue, Camden.

January 7th—Randolph Bates, hand cut while cutting wood at Egg Harbor.

January 10th—W. I. Shoulders, brakeman, scalded by escaping steam while uncoupling cars at Atco.

January 11th—Vincenzo Gerace, injured while carrying tie at Grassy Sound.

January 15th—H. C. Oates, brakeman, thumb injured while cutting air hose at Waterford.

January 17th—E. M. Brown, hand injured by mail crane at Bennett.

January 21st—Harry Shanitsky, injured by being struck by freight train at Third and Main streets, Camden.

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January 23d—James McConaghy, trespasser, injured while attempting to board a moving freight train near Starr Station, Camden.

January 26th—Frank Williams, struck by an electric train while standing too close to track at Woodbury.

January 27th—John Zane and Wilhelmina Lacy, trespassers, killed while walking on track near Newton Creek Bridge, Gloucester.

January 16th—William H. Turner, injured while attempting to steal ride on moving freight train at Kaighn avenue, Camden.

January 30th—Nick Verecchi, injured while attempting to steal ride on moving freight train near Millville.

January 30th—Ianazio Caruso, injured by falling from work train while unloading ties at Pleasantville.

January 31st—Antony Calarase, laborer, injured by jumping from trestle work at Camden.

February 2d—Daniel F. Pierce, cut foot with axe while working on bridge at Mays Landing.

February 6th—John Gaitland, fell and slightly injured while crossing drawbridge at Atlantic City.

February 7th—Frank Marter, injured by being struck by electric train at Viola street, Camden.

February 13th—Edward Sergisson, struck by train and instantly killed at Westville.

February 16th—Hyman Stolnitz, struck and instantly killed by light engine at Woodbine.

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February 20th—F. Schneider, brakeman, injured by falling from train at Gloucester.

February 22d—John Channell, struck and instantly killed by electric train at Pleasantville.

February 26th—Carmino Rodio, thumb mashed while handling drain pipe at Winslow Junction.

February 26th—M. A. McGinley, burned by filing switch blades at South Camden Sub-Station.

February 26th—E. A. Hicks, brakeman, struck and killed by train at Hammonton.

February 9th—J. B. Manion, brakeman, injured by falling from train at Gloucester.

March 5th—E. McBride, injured while opening hopper at Westville.

March 5th—E. I. Ayars, flagman, fingers injured by catching them in car door at Penns Grove.

March 7th—Jacob C. Launders, struck and killed by train at De Costa.

March 6th—Michels Dimeo, hand crushed while unloading rail in Albany avenue Yard, Atlantic City.

March 17th—Frank K. Morphet, injured while jumping from train at Rega.

March 18th—J. S. Applebee, brakeman, injured while carrying barrels at Hammonton.

March 22d—R. A. Farris, brakeman, injured while unloading freight at Haddonfield.

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March 27th—Antonio Gardino, had fingers mashed while unloading rail at Atlantic City.

March 28th—Samuel Nichols, injured by being struck by electric train at Franklinville.

March 31st—Charles E. Ober, car inspector, injured by being struck by car at Atlantic City.

March 31st—William A. Conrad, lineman, injured by being thrown from small motor car at Woodbury.

April 5th—Frank E. Colbourne, climber, injured by falling from pole at Egg Harbor.

April 10th—Oscar Frantz, brakeman, injured by jumping from box car at Atlantic City.

April 17th—Frank P. Benton, car cleaner, injured by falling from baggage platform at Camden.

April 22d—James Wood, injured by being struck by electric train at Seventh and Line streets, Camden.

May 2d—Raymond A. Shockley, car inspector, injured by falling over rail at Camden.

May 2d—W. D. Peck, brakeman, injured while getting draw head loose at Cape May.

May 3d—Simon Clark, injured by being struck by passenger train at Elmer.

May 4th—William C. Boeze, struck by train and injured at Collingswood.

May 4th—James Carson, trespasser, struck and killed by train at Bridgeton.

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May 6th—J. F. Tonser, brakeman, injured by falling from car and striking third rail at Pleasantville.

May 12th—Andrew Kessler, struck and killed by electric train at North Woodbury.

May 15th—Mrs. M. E. Ogden, trespasser, injured by falling in ash pit at Bridgeton.

May 16th—L. C. Womer, conductor, injured by stepping from cabin car on ballast, at Camden Freight Yard.

May 18th—Nathan E. Sharp, struck and instantly killed by passenger train at White Horse Pike, Camden.

May 18th—Charles Rumpler, injured while attempting to board a moving freight train at Broadway, Camden.

May 28th—John J. Peyton, brakeman, injured by falling from car at McAllister's trestle, Atlantic City.

June 2d—Unknown man, found dead on track near Sewell.

June 3d—J. Eastlack, injured by being struck by electric train at Kaighn avenue, Camden.

June 5th—Unknown man, struck and killed by passenger train at Westville.

June 15th—Hugh Cozart, injured while unloading telegraph poles at Ocean City.

June 17th—Patrick Marcello, killed; Benedict Marcello, John D. Ashley, John D. Ashley, Jr., William Behn and Miles Gurk injured by being struck by freight train at White Horse Pike Crossing, Camden.

June 17th—Savaria Gulla, laborer, injured by rail falling upon him at Burleigh.

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June 19th—M. J. Ryan, repairman, burned by third rail at Atlantic City.

June 21st—Pasquale Lembo, laborer, injured while unloading rail at Winslow Junction.

June 24th—Gaber Szalkai, laborer, injured by tie falling on him at Repaupo.

June 24th—James Goldthorpe, killed by being struck by train at Pomona.

June 24th—Sarah Mittelsdorfer, injured by being struck by train at Pomona.

June 24th—John Callatz, injured by being struck by train at Starr Crossing.

June 29th—Aloysius Hutchison, killed; and Margaret Hutchison injured by being struck by electric train at McKee City.

July 1st—C. S. Moore, injured by being struck by electric train at Seventh and Roydon streets, Camden.

July 2d—John Blair, struck and killed by freight train at Walnut street, Camden.

July 4th—William Martin and Ella Tucker, injured by being struck by train at Sycamore street, Camden.

July 10th—Stephen Pepo, injured by being struck by passenger train at Newton avenue, Camden.

July 11th—Unknown man, struck and killed by passenger train at Fifth street, Camden.

July 12th—F. F. Meteer, struck and instantly killed by passenger train at Euclid avenue, Haddonfield.

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July 14th—John Conley, received fatal injuries by being run over by a passenger train at Georgia avenue, Atlantic City.

July 16th—S. E. Hamscher, brakeman, had his leg cut off by drill train at Glassboro.

July 17th—Isaac Fine, injured by being struck by passenger train at Woodbine.

July 17th—Charles Green, killed while sitting on platform close to track at Pitman.

July 20th—R. D. Clow, J. S. Lawson, James Garrett, Elizabeth Lauder, Bayard Buckley, J. A. Callahan, J. L. Kieffer, injured in collision of trains at Sea Isle Junction.

July 20th—Andrew Peterson, in jured by being struck by electric train at South Gloucester.

July 23d—Wesley Thompson, brakeman, injured while coupling cars at Cape May Court House.

August 6th—John McMaster, struck and instantly killed by passenger train at Haddonfield.

August 7th—Domenico Isabella, laborer, injured while unloading ties at Richland.

August 9th—Joseph Sutton, colored, killed by coming in contact with third rail at Atlantic City.

August 10th—J. B. Owens, brakeman, injured by being struck by platform of station while train was in motion at Millville.

August 13th—Salvatore Dorico, struck and instantly killed by freight train at Tenth and Bridge avenues, Camden.

August 14th—Ellis H. Matlock, struck and instantly killed by a passenger train at Ferry avenue, Camden.

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August 14th—Albert Sweeten, injured while boarding a moving passenger train at Sewell.

August 15th—G. S. Hoffman, brakeman, injured while unloading freight at Belleplain.

August 16th—James Trafford, injured by being struck by train at Ocean City.

August 24th—Robert S. Whitaker, pumpman, injured by debris when water tank collapsed at Sea Isle Junction.

August 24th—Harry Gurk and Edward Gurk, killed; and Minnie Gurk and Frances Gurk, injured by being struck by passenger train at Burleigh.

September 1st—David Muir, struck and injured by electric train at Vanhook street, Camden.

September 4th—George W. Baldwin, brakeman, injured by being struck by fence while trying to board train at Richland.

September 4th—Nunziato Delbello, injured while sawing a plank at Millville.

September 11th—J. W. Ruth, brakeman, injured by jumping from moving train at Harrisonville.

September 13th—Daniel McNichol, injured by being struck by engine while walking on track at Wright avenue, Camden.

September 13th—John Erie, foreman, injured by tie which was thrown from car at Perkintown.

September 8th—John Powell, struck and killed by passenger train at Glassboro.

September 15th—Joseph Fell, Jr., killed by coming in contact with third rail at Atlantic City.

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September 17th—Edward Evans, struck and injured by passenger train at Pitman.

September 17th—Howard Cornwell, injured while unloading freight at Sewell.

September 17th—Guisippe adulato, injured while loading ties on truck at Menantico.

September 17th—James H. Todd, brakeman, injured by being struck by tie at Ocean View.

September 22d—John McGrath, struck and instantly killed by electric train at Westville.

September 24th—Antonio Trevingno, injured by being struck by spike at South Camden.

September 26th—John J. Jones, brakeman, injured by jumping from car at Atco.

October 4th—August Talone, killed by coming in contact with third rail at Clayton.

October 5th—George H. Greening, injured in attempting to jump on locomotive at Glassboro.

October 8th—Charles Bissler, slightly injured by being struck by passenger train at Mechanic street, Camden.

October 11th—David Hughes, struck and injured by an electric train at Clayton.

October 12th—George W. Cook, struck and instantly killed by electric train at North Woodbury.

October 12th—George J. Byrnes, brakeman, injured while uncoupling cars at Absecon.

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October 19th, Frank B. Dare, brakeman, injured while coupling cars at Alloway Junction.

October 29th—John McCool, struck and instantly killed by electric train at South Gloucester.

October 29th—C. L. Kirby, injured by being struck by train at Fairview street, Camden.

November 1st—Rudolph Koitz, struck and injured by electric train at Buena.

November 2d—Sarah DeHart, injured in alighting from electric train at Glassboro.

November 5th—John W. Pratt, Jr., brakeman, injured while uncoupling cars at Paulsboro.

November 8th—Thomas J. Smallwood, injured while loading truck on car at Atlantic City.

November 15th—Charles B. Kindick, slightly scalded when boiler exploded at Westville Power House, Westville.

November 15th—Harry E. Wells, conductor, injured by having foot run over by car in Atlantic City.

November 22d—Frank T. Wallace, brakeman, injured while riding on freight train and striking station platform at Berlin.

November 23d—Josef Moorr, injured while renewing ties at Paulsboro.

November 25th—George S. Pine, brakeman, injured while coupling cars at Camden.

November 29th—Armenegildo Villano, injured by being run over by tool car at Clarksboro.

November 30th—Elizabeth Patton, injured in alighting from train at Berlin.

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November 27th—Peter Antonio, struck and instantly killed by train at South Gloucester.

November 29th—Nelson Shreve, struck and instantly killed while walking on track at Lucaston.

November 30th—John Simpkins, struck and instantly killed while walking on track at Repaupo.

December 6th—E. H. Hope, brakeman, injured by being backed into by train at Glassboro.

December 6th—H. E. Cartwright, conductor, and Walter E. Peck, brakeman, injured in collision at Sea Isle Junction.

December 13th—M. R. Cole, conductor, slightly injured in collision at Westville.

December 26th—A. M. Hampshire, brakeman, injured by being struck by car while making flying drill at Egg Harbor.

December 21st—William W. Steel, brakeman, injured while closing door of freight car at Minitola.

December 27th—C. C. Helmuth, yard brakeman, injured by falling in hole at Atlantic City.

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WEST SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, West Shore Railroad Company presents the following report for the year ending, December 31st, 1907:

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,000,000 00
Floating debt,	6,060,896 95
Cost of road and equipments,	$66,060,896 95

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 423.50 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent per annum upon outstanding bonds secured by a mortgage not to exceed fifty million dollars.

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

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN.

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Sworn and subscribed before me this third day of March, A. D. 1908.

D. H. HOUSE,

[L. S.] *Notary Public in and for New York County, N. Y.*
Certificate Filed in Westchester County.

RECEIPTS AND EXPENSES FOR 1907.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, New York county, *ss.*—Richard A. White, Auditor of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says:

That the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad during the year ended December 31st, 1907, is correct and true, to the best of his knowledge and belief.

RICHARD A. WHITE,
Auditor.

Sworn and subscribed before me this third day of March, A. D. 1908.

D. H. HOUSE,

[L. S.] *Notary Public in and for New York County, N. Y.*
Certificate Filed in Westchester County.

ACCIDENTS.

January 2d, 1907—David L. Buck, yard brakeman, Weehawken, N. J., Wk. Ex. 2175 Compound comminuted fracture of right hip. While riding three cars in on lead to south flat

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February 23d—Frank E. Sedgwick, freight brakeman, Weehawken, N. J., extra No. 1707. Scalp wound. While coupling engine to train his foot slipped, causing him to fall his head striking end of car.

February 23d—Mrs. G. W. Ashley, passenger, West Englewood, N. J., train No. 47. Scalp wound, back bruised. Premature starting of train while pasenger was alighting.

February 27th—Wm. Thompson, yard brakeman, Weehawken, N. J., yard engine No. 241. Right wrist sprained. While walking across tracks to make a coupling, he slipped and fell.

March 5th—Thos Bratton, yard brakeman, Weehawken, N. J., engine No. 1754. Second finger of right hand crushed. While making cut of car, finger was caught between cutting lever and end sill of car.

March 6th— Jacob H. Westervelt, freight brakeman, Dumont, N. J., extra 2076. Right foot bruised. While boarding caboose, his foot struck a tie, causing him to fall.

March 6th—John Chance, section hand, Teaneck, N. J., train No. 11. Cut and bruised about the body. Struck by engine while shovelling snow away from switch.

March 10th—Jas. Costello, yard brakeman, Weehawken, N. J., yard engine No. 172. Right knee cut and bruised. While leaning over to take hold of grab iron on end of box car, the toe of his shoe caught on a nail, causing him to fall over on tank of engine.

March 13th—Luke Stewart, yard brakeman, Weehawken, N. J., yard engine No. 113. Head cut, right side bruised. While walking over deck of box car, toe of shoe caught on nail, causing him to fall from car.

March 14th—John Jerbst, yard brakeman, Weehawken, N. J., yard engine No. 113. Knee sprained. While jumping from box car to car on track next adjacent, he slipped and fell.

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February 6th—Phillip Carri, laborer, Weehawken, N. J., Wk. Ex. 973. Right ankle cut and bruised. While train was passing through tunnel, piece of rock fell, striking his ankle.

April 11th—Peter Artich, pier laborer, Weehawken, N. J., yard engine No. 172. Killed. While walking across track, behind some cars, engine kicked some cars in on track, and he was struck by car and knocked down, the wheels passing over his left leg.

April 23d—Frank H. Kimball, fireman, Weehawken, N. J., yard engine No. 488. Right hip cut and bruised. Collision between engines Nos. 478 and 342.

April 23d—George Galvin, yard brakeman, Weehawken, N. J., yard engine No. 478. Right ankle sprained. Collision between engines Nos. 478 and 342.

April 23d—Alfred C. Lozier, yard brakeman, Weehawken, N. J., yard engine No. 479. Two fingers of left hand smashed. While making uncoupling by hand, his fingers were caught between deadwood of car and draw-head.

May 10th—Jessie Hermann, passenger, Little Ferry, N. J., train No. 7. Little finger of right hand smashed. Window falling, catching her finger.

May 17th—James Fagan, trespasser, Ridgefield Park, N. J., extra No. 1476. Killed. While walking on track, struck and run over by engine.

May 17th—Bert Danielson, yard brakeman, Weehawken, N. J., yard engine No. 117. Right hip cut and bruised. Struck by switch stand while boarding car.

May 20th—Jacob Steller, yard brakeman, Weehawken, N. J., yard engine No. 171. Killed. Piece of flange of wheel, of car which he was riding broke off, causing car to tip over, and he was caught under several heavy timbers.

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May 21st—Michael Sccgurz, laborer, Weehawken, N. J., Wk. Ex. 973. Face cut. While attempting to board moving train, he slipped and fell to the ground.

May 27th—Antonio Di Augustino, laborer, New Durham, N. J., coal cars. Right leg crushed so that amputation was necessary. While working under cars on coal pile, cars ran down incline, the wheels of cars passing over his leg.

June 1st—Antonio Lavoglio, trespasser, Weehawken, N. J., engine No. 341, yard engine. Right leg crushed so that amputation was necessary. While crossing track behind string of cars, cars evidently slacked back, knocking him down, the wheels passing over his leg.

June 2d—Louis Raeth, yard brakeman, Weehawken, N. J., yard engine No. 342. Back and side bruised. While ascending side ladder of car, missed his footing and fell.

June 2d—Frank Eickman, hostler, New Durham, N. J., engine No. 2102. Right arm broken. Arm caught between sand house and arm rest of cab while moving engine along coal trestle track.

June 4th—Thos. Diskin, yard brakeman, Weehawken, N. J., yard engine No. 113. Ankle sprained. While crossing tracks, slipped and fell.

June 7th—Chas. B. Walker, yard conductor, Weehawken, N. J., yard engine No. 171. Left leg badly bruised. While riding between two chained cars, slack ran in, catching his leg between the cars.

June 15th—Wm. H. Baker, ferry ticket collector, Weehawken, N. J., yard engine No. 479. Killed. While passing between two cars , engine backed some cars down on track, and he was caught between the cars.

June 27th—John Graham, machinist's apprentice, New Durham, N. J., engine No. 2107. Killed. Slipped and fell across

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rail while attempting to board pilot step of engine, the wheels passing over him.

June 30th—Judson Morey, fireman, Weehawken, N. J., Ex. 1589. Skull fractured. Had his head protruding from cab window watching for signals, while passing through Weehawken tunnel, and he was struck on head by a jagged piece of rock.

July 1st—Thomas Diskin, yard brakeman, Weehawken, N. J., yard engine No. 113. Squeezed across stomach. While coupling engine to coach drawheads passed each other and he was caught between tank and end sill of coach.

July 6th—William Powers, yard brakeman, Weehawken, N. J., yard engine No. 368. Right hip and thigh bruised. Drawheads of engine and coach passed each other while he was making a coupling and he was squeezed between tank and end sill of coach.

July 7th—Miss A. Peterson, passenger, Haworth, N. J., extra passenger engine No. 775. Second finger of right hand cut and bruised. Window fell on her hand.

July 10th—James B. Timmons, passenger, Ridgefield Park, train No. 15. Eye slightly cut. Stone coming through window and piece of glass striking him in eye.

July 13th—Jos. J. Coulton, Jr., yard brakeman, Weehawken, N. J., yard engine No. 465. Right ankle sprained. While alighting from a car he slipped and fell.

July 14th—J. Holsman, yard brakeman, Weehawken, N. J., yard engine No. 367. Left arm cut. While train was pulling through Weehawken tunnel, air-hose burst, throwing him off car.

July 17th—Herbert Butler, switch tender, Weehawken, N. J., Wk. Ex. No. 973. Left ankle sprained. Slipped while attempting to board pilot step of engine.

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July 21st—John T. Reese, passenger, Weehawken, 5th-72. Left leg bruised, head cut. Engineer applying air too quickly, causing train to come to a sudden stop, throwing passenger down.

July 21st—Louis Flori, passenger, Weehauken, N. J., 5th-72. Fingers of right hand cut and bruised. Engineer applying air too quickly, causing train to come to a sudden stop, and throwing passenger down.

July 25th—Mrs. W. E. Savage, passenger, Bergenfield, N. J., train No. 33. Right hand cut and bruised. While throwing piece of paper out of car window her hand struck mail bag.

July 25th—Miss Ella Veitch, passenger, Dumont, N. J., train No. 50. Scalp wound. Premature starting of train while passenger was alighting.

July 26th—John T. Lee, conductor, Weehawken, N. J., Wk. Ex. No. 973. Right side bruised. Engineer applying brakes in emergency, causing him to be thrown from car.

July 28th—Henry Meyers, passenger, West View, N. J., train No. 72. Scalp wound. Stone thrown through coach window, striking him on the head.

August 3d—Michael Burns, yard brakeman, Weehawken, N. J., yard engine No. 341. Left ankle sprained. While switching on base line, slack was taken in to make cut, causing him to be thrown from car to ground.

August 5th—George Adams, yard brakeman, Weehawken, N. J. engine No. 465. Left hand bruised and lacerated. While making cut of car, hand was caught between cutting lever and buffer of car.

August 8th—John Sheppard, yard brakeman, Weehauken, N. J., engine No. 364. Third finger of left hand crushed. While making an uncoupling, finger was caught between cutting lever and end sill of car.

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August 12th—Patrick Carney, non-employe, Weehawken, N. J., engine No. 113. Right leg and knee cut and bruised. While unloading heavy stone from box car, engine coupled to car quite hard, causing stone to fall on his leg.

August 18th—John L. Van Houten, yard brakeman, New Durham, N. J. train No. 4. Killed. Struck by train while crossing tracks.

August 19th—Eugene McMonegal, yard brakeman, Weehawken, N. J., yard engine No. 241. Back of head cut. Struck by overhead crane while standing on box car, pulling off Pier No. 11.

August 20th—Harry C. Eggleston, yard brakeman, Weehawken, N. J., yard engine No. 478. Right wrist sprained. Caught foot in stake pocket while alighting from car.

August 22d—Adam W. Kerr, passenger, Little Ferry, N. J., train No. 85. Scalp wound. Ventilator falling.

August 24th—Ebba Skold, non-employe, Dumont, N. J., O. & W. train No. 102. Killed. Struck by train while crossing tracks in front of station.

August 25th—Morris DeLelen, passenger, Weehawken, N. J., extra No. 3986. Thumb bruised. Coach window falling while passenger was raising it.

August 31st—Emma Biller, passenger, Ridgefield Park, N. J., train No. 5. Left side and back bruised. Premature starting of train while passenger was alighting.

August 31st—Lucy Biller, passenger, Ridgefield Park, N. J., train No. 5. Back bruised. Premature starting of train while passenger was alighting.

September 4th—H. C. Haverty, mail clerk, Teaneck, N. J., O. & W. train No. 109. Scalp wound. Falling from train.

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September 8th—Henry C. Larue, passenger, Bergenfield, N. J., train No. 47. Left arm and chest bruised. Piece of sand pipe breaking and falling from engine, striking him.

September 15th—Albert J. Dixon, fireman, Harrington Park, N. J., train No. 21. Left leg scalded. Squirt hose coming off pipe while he was wetting down deck of engine.

September 16th—George Gibson, yard brakeman, Granton, N. J., Engine No. 466. Right knee cap cut and bruised. Falling from pilot step of engine.

September 19th—Unknown trespasser, Bogota, N. J., Ex. No. 1476. Killed. Run over by train while walking on track.

September 20th—R. Simpkins, passenger, New Durham, N. J., train No. 69. Scalp wound. Ventilator falling.

September 23d—James A. Cahill, helper, New Durham, O. & W. train No. 101. Both hands and arms bruised. Jumped from train while in motion.

October 5th—Ed. V. Neylan, front brakeman, Dumont, N. J., Ex. No. 2089. Right foot scalded. Squirt hose came off while fireman was wetting down coal.

October 14th—Harry Schreiber, fireman, Weehawken, N. J., Ex. 2103. Skull fractured. Had his head protruding from cab window and was struck by jagged piece of rock while passing through Weehawken tunnel.

October 19th—Catherine Schmidt, passenger, Ridgefield Park, N. J., train No. 49. Ankle sprained. Premature starting of train while passenger was alighting.

October 24th—Benj. Welch, yard conductor, Weehawken, N. J., yard engine No. 364. Ribs and chest bruised. Falling from train.

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October 26th—Wm. R. Kilpatrick, Weehawken, N. J., engine No. 364. Right arm sprained; face cut. Falling from tank of engine.

November 7th—Frank Kinnel, yard brakeman, Weehawken, N. J., yard engine No. 341. Contusion of shoulder. Falling from car.

November 16th—Jos. H. Eckstein, non-employe, Harrington Park, N. J., Ex. No. 2101. Killed. Automobile in which he was riding being struck by engine at highway crossing.

November 16th—Carrie E. Steckler, non-employe, Harrington Park, N. J., Ex. 2101. Killed. Automobile in which she was riding being struck by engine at highway crossing.

November 16th—Hannah Eckstein, non-employe, Harrington Park, N. J., Ex. No. 2101. Scalp wound, contusions and laceration of abdomen. Automobile in which she was riding being struck by engine at Highway crossing.

November 16th—Alfred Stecker, non-employe, Harrington Park, N. J., Ex. 2101. Scalp wound, dislocation of shoulder and fracture of right arm. Automobile in which he was riding being struck by engine at highway crossing.

November 16th—D. S. Ruttenberg, non-employe, Harrington Park, N. J., Ex. No. 2101. Scalp wound. Automobile in which he was riding being struck by engine at highway crossing.

November 17th—Frank Welch, yard brakeman, Weehawken, N. J., Ex. No. 368. Back injured. Squeezed between two chained cars.

November 22d—Wm. J. Gibbon, freight brakeman, Weehawken, Ex. No. 2088. Lip cut, two teeth loosened and two broken off. Yard engine pushing string of cars into side of train, causing air-hose to part, throwing him down in caboose.

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November 23d—John F. McCurran, freight brakeman, West Englewood, N. J., Ex. 1754. Back wrenched. Falling from train.

November 25th—Unknown trespasser, Bergenfield, N. J., Wk. Ex. No. 1837. Head and face cut and bruised. Jumped from moving train.

December 13th—John Urschel, yard brakeman, Weehawken, N. J., yard engine No. 113. Ankle sprained. Stepped into hole after alighting from train.

December 17th—Jos. Ritzikes, trespasser, Little Ferry, N. J., Ex. 2089. Killed. Walking on track, struck by engine.

December 17th—E. H. Dannenberg, fireman, Weehawken, N. J., yard engine No. 479. Back injured. Track sinking, causing car to tip over, striking engine.

December 25th—A. J. Schafer, engineman, Weehawken, N. J., train No. 71. Scalp wound. Struck by piece of stone.

December 29th—J. J. Boucher, Jr., yard brakeman, Weehawken, N. J., yard engine No. 465. Face cut and bruised. Face coming in contact with brace rod of gondola car.

December 30th—Wm. H. Cobb, yard brakeman, Weehawken, N. J., yard engine No. 465. Right leg bruised. Falling from car.

December 31st—P. Leonard, yard brakeman, Weehawken, N. J., yard engine No. 478. Ankle sprained. Falling from train.

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WEST SIDE CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Side Connecting Railroad Company presents the following report for the year ending December 31st, 1907:

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 twenty-eighth day of February, A. D. 1908.

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

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RECEIPTS AND EXPENSES FOR 1907.

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 1907, 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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WHARTON AND NORTHERN 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, Wharton and Northern Railroad Company presents the following report for the year ending December 31st, 1907:

Capital stock paid in,	$500,000 00
Bonded debt,	350,000 00
Cost of road and equipments,	$850,000 00

The road extends from Morris County Junction to Green Pond Junction, a distance of 20.64 miles.

RECEIPTS AND EXPENSES FOR 1907.

Income from passengers,	$2,438 24
Income from freight,	47,940 01
Income from other sources,	612 70
Total,	$50,990 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$39,675 44

P. O. address of the above company—Wharton, New Jersey.

State of New Jersey, Morris county, *ss.*—Edward Kelly, being duly sworn, on his oath says, that he is General Superintendent of the Wharton & Northern Railroad, and that the foregoing

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statement and the annexed statement of accidents on the said road during the year 1907 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY,
Genl. Supt.

Sworn and subscribed before me this thirteenth day of March, A. D. 1908.

W. F. SMITH,
[L. S.] *Notary Public of New Jersey.*

ACCIDENTS.

None.

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Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1907.

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 1907.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad,	168.14	$3,625,000 00	$4,538,617 00		$8,669,297 48	$1,018,335 28	$699,104 99	$112,318 54	$1,829,758 81	$2,022,931 01	None,		
Atlantic City and Shore Railroad,	15.20	1,000,000 00	850,000 00		640,106 49	82,254 32		2,756 42	85,010 74	72,317 59	None,		
Baltimore and New York Railway,	5.30	350,000 00	350,000 00	$163,747 49	863,747 49		329,074 74		329,074 74	372,384 50	None,		
Barnegat Railroad,	7.73	50,000 00			50,000 00						None,		Manahawkin and Long Beach Trans. Co.
Bay Shore Connecting Railroad,	1.194	34,777 06		132 40	34,777 06						None,		Lehigh Valley R. R. Co. of N. J. and Central R. R. Co. of N. J.
Belvidere-Delaware Railroad,	81.07	1,253,000 00	2,749,000 00		4,134,836 86	338,229 97	1,379,591 32	98,388 33	1,816,209 62	1,581,788 58	One of 10 per cent., in cash,		Pennsylvania Railroad Company.
Bergen County Railroad,	9.821	200,000 00	200,000 00		613,216 78						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Bergen and Dundee Railroad,	2.105	40,000 00			40,000 00						None,	Operations and expenditures included in report of Erie R. R. Co.	Erie Railroad Company.
Brigantine Transportation Company,	****											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	32,162 75	763,993 75	165,954 88	122,257 58	53,999 65	342,212 11	406,983 86	Two of 3 per cent. each, in cash,		Pennsylvania Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	6.94	150,000 00	150,000 00		325,271 63	15,319 22	6,056 98		21,376 20	40,664 91	None,		
Carteret Extension Railroad,	1.82	23,600 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	
Carteret and Sewaren Railroad,	1.25	24,800 00									None,	Receipts and expenses included in report of Central R. R. Co.	Central Railroad Company of New Jersey.
Central Railroad Company of New Jersey,	156.59	27,436,800 00	54,260,000 00			3,446,835 00	9,047,282 60	3,203,427 60	15,697,545 20	9,713,809 53	Four of 2 per cent. each—in all, 8 per cent. on par value of stock, paid in cash,	Report includes receipts and expenditures of the Carteret and Sewaren R. R., Carteret Extension R. R., Dover and Rockaway R. R., Elizabeth Extension R. R., Hibernia Mine R. R., Lafayette R. R., Manufacturers' Extension R. R., Middle Brook R. R., Middle Valley R. R., New Jersey Terminal R. R., Ogden Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R.,	Central Railroad Company of New Jersey.
Chester Railroad,	10.04	98,500 00		127,654 78	228,188 91						None—*$2,034.13 in scrip stock,	*Receipts and expenses included in report of Morris and Essex R. R. Co.,	Operated by Delaware, Lackawanna and Western R. R., lessee of Morris and Essex 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,	30.81	1,800,000 00	1,800,000 00		3,545,601 33	610,524 00	1,435,714 29	109,196 34	2,155,434 63	1,397,122 61	Four quarterly, 2 per cent. each,		Philadelphia and Reading Railway Company.
Delaware River and Atlantic Railroad,	52.00	104,000 00									None,		
Delaware River Railroad and Bridge Company,	9.52	1,300,000 00	1,300,000 00		2,600,000 00	112,199 84	154,471 45	1,814 52	268,485 81	212,968 54	June 26, 1907, 3 per cent. in cash, $39,000; Dec. 26, 1907, 2 per cent. in cash, $26,000,		Pennsylvania Railroad Company.
Docks Connecting Railroad,	3.448	9,000 00			9,187 50							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Dover and Rockaway Railroad,	5.12	140,000 00	35,000 00								Six per cent., paid in cash,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
East Jersey Railroad and Terminal Company,	.78	77,800 00		29,483 33	80,881 62		44,762 09		44,762 09	48,280 03	None,		
East Trenton Railroad,	3.03	59,000 00			59,000 00						None,	Receipts and expenses included in report of the Delaware and Bound Brook R. R. Co.,	Philadelphia and Reading Railway Company.
Elizabeth Extension Railroad,	1.62	30,000 00									None,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	
Erie Railroad,	136.11	176,271,300 00	211,602,685 54	21,052,628 45	370,167,137 52	1,142,153 93	1,837,803 96	194,473 44	3,174,431 33	2,711,025 74	$957,848 on first preferred stock,	Report includes earnings and expenses of Long Dock Co., Paterson and Hudson River R. R., Paterson and Ramapo R. R., Bergen County R. R., Bergen and Dundee R. R., Docks Connecting R. R., Paterson, Newark and New York R. R., Newark and Hudson R. R., New York and Greenwood Lake Ry., Northern R. R. of New Jersey,	Central Railroad Company of New Jersey.
Ferro Monte Railroad,	2.52	30,000 00			50,309 27			901 14		256 38	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	295,600 00	498,600 00		794,200 00	145,088 03	91,628 56	21,518 30	258,234 89	241,083 39	One of 4 per cent., in cash,		Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.20	200,000 00			179,941 17	12,500 00	506 42	2,000 00	15,006 42	698 29	April 2, 1907, $6,000; Oct. 5, 1907, $6,000,		Central Railroad Company of New Jersey.
Hoboken Manufacturers' Railroad,	*	400,000 00	400,000 00	45,000 00	636 80		87,880 16	2,424 78	90,304 94	86,992 09	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	*	300,000 00	196,000 00		196,762 45			22,000 00	22,000 00		1½ per cent. and ¾ of 1 per cent., in cash,		Hoboken Manufacturers' R. R. Co.
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,	Operations included in report of Morris and Essex R. R. Co.,	
Hopatcong Shore Railroad,	*	4,200 00			1,900 00						None,	See remarks in report,	
Hudson and Manhattan Railroad,	1.20	38,003,562 00	33,235,000 00								None,	See remarks in report,	
Inter-City Link Railroad,	***	6,100 00			3,566 81						None,	Road in process of construction,	
Jersey City and Bayonne Railroad,	5.00	13,500 00		1,195 52	1,195 52							Road not constructed,	
Jersey City Belt Line Railway,	5.83	56,800 00		83 76	47,403 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.41	40,000 00		38,062 86	40,000 00	9,361 29	9,811 65	5,662 43	24,835 37	47,988 87	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	1,100,000 00	2,094,518 81	133,617 74	2,864,989 21	26,234 25	653,019 61	7,846 58	687,100 44	440,824 28	None,	See report,	
Lehigh and New England Railroad,	23.90	1,000,000 00	3,430,000 00	470,000 00	4,578,497 67	1,900 65	28,537 78	2,127 17	32,565 60	21,385 83	None,		
Lehigh Valley Railroad Company of New Jersey,	85.87	20,433,000 00	16,475,000 00		27,715,605 07	833,480 65	5,724,497 78	287,673 97	6,845,652 40	5,436,724 28	None,		
Lodi Branch Railroad,	1.75	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		1,177,272 87						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	638 31	1,055 62	370 34	2,064 27	2,064 27	None,		

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Freehold and Jamesburg Agricultural Railroad,	27.31	295,600 00	498,600 00		794,200 00	145,088 03	91,628 56	21,518 30	258,264 89	241,085 33	One of 4 per cent., in cash,		
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.20	200,000 00			179,941 17	12,500 00	506 42	2,000 00	15,006 42	698 29	April 2, 1907, $6,000; Oct. 5, 1907, $6,000,		Central Railroad Company of New Jersey.
Hoboken Manufacturers' Railroad,	*	400,000 00	400,000 00	45,000 00	636 80		87,880 16	2,424 78	90,304 94	86,992 09	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	*	300,000 00	196,000 00		196,762 45			22,000 00	22,000 00		1½ per cent. and ¾ of 1 per cent., in cash,		Hoboken Manufacturers R. R. Co.
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,	Operations included in report of Morris and Essex R. R. Co.,	
Hopatcong Shore Railroad,	*	4,200 00			1,900 00						None,	See remarks in report,	
Hudson and Manhattan Railroad,	1.20	38,003,562 00	33,235,000 00								None,	See remarks in report,	
Inter-City Link Railroad,	***	6,100 00			3,566 81						None,	Road in process of construction,	
Jersey City and Bayonne Railroad,	5.00	13,500 00		1,195 52	1,195 52							Road not constructed,	
Jersey City Belt Line Railway,	5.83	56,800 00		83 76	47,403 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.41	40,000 00		38,062 86	40,000 00	9,361 29	9,811 65	5,662 43	24,835 37	47,988 87	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	1,100,000 00	2,094,518 81	133,617 74	2,864,989 21	26,234 25	653,019 61	7,846 58	687,100 44	440,824 28	None,	See report,	
Lehigh and New England Railroad,	23.90	1,000,000 00	3,430,000 00	470,000 00	4,578,497 67	1,900 65	28,537 78	2,127 17	32,565 60	21,385 83	None,		
Lehigh Valley Railroad Company of New Jersey,	85.87	20,433,000 00	16,475,000 00		27,715,605 07	833,480 65	5,724,497 78	287,673 97	6,845,652 40	5,436,724 28	None,		
Lodi Branch Railroad,	1.75	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		1,177,272 87						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	638 31	1,055 62	370 34	2,064 27	2,064 27	None,		
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.
Manahawkin and Long Beach Transportation Company,	7.73	8,900 00			8,900 00	4,682 37	2,969 01	1,425 84	9,077 22	8,950 49	None,		
Manufacturers' Extension Railroad,	1.23	53,700 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Brook Railroad,	1.85	4,000 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Valley Railroad,	1.38	9,900 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Millstone and New Brunswick Railroad,	6.61	95,750 00		198,889 63	113,404 42	4,917 42	3,058 70	985 10	8,961 22	20,257 64	None,		Pennsylvania Railroad Company.
Morris and Essex Railroad,	118.90	15,000,000 00	32,077,000 00	433,644 55	46,369,457 29	3,628,613 92	5,173,869 74	1,485,646 81	10,288,130 47	7,376,965 55	$1,050,000 paid directly in cash 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 by lessee,	Operations included in report of the Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Morristown and Erie Railroad,	10.68	400,000 00	300,000 00	15,041 49	710,834 36	5,626 51	68,980 86	1,438 86	76,046 23	41,088 31	None,		
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00		170,650 00	2,960 22	9,832 41	670 96	13,463 59	24,939 70	Two of 3 per cent. each on $45,050 in stock, in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.28	160,000 00		2,770 18	162,770 18		24,317 48	331 22	24,648 70	13,729 70	6 per cent., paid in cash, $9,600,		
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		459,164 59	563,014 59						$6,231 paid by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	5.620	250,000 00	250,000 00		355,056 18						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,602,138 51							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	34.504	2,228,600 00	1,032,500 00	95,293 24	3,356,393 24	386,299 23	140,808 29	25,028 57	552,136 09	495,608 91	None,		
New Jersey and Pennsylvania Railroad Company,	26.00	300,000 00	200,000 00	100,000 00	540,339 10	5,454 73	26,456 99	1,604 23	33,515 95	35,220 50	None,		
New Jersey Shore Line Railroad,	15.05	31,000 00										Road not constructed,	
New Jersey Short Line Railroad,	.....	803,000 00	803,000 00	8,900 00							None,	Road not completed, and not in operation,	
New Jersey Southern Railway,	75.66	2,590,600 00				469,867 42	444,102 79	380,671 41	1,294,641 62	1,169,796 13	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	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	1,000,000 00	4,793,779 61	4,045,867 92	9,838,645 53						One of 4 per cent., paid in cash,		Pennsylvania Railroad Company.
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21								Remaining portion of the constructed road is included in report of West Shore Railroad,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	51.66	100,000 00	1,500,000 00		1,600,000 00						None,	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	1,891,000 00									Receipts and expenses included in accounts of operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	658,356 11	39,157,356 11	549,095 06	1,965,688 13	92,878 56	2,607,661 75	1,974,682 29			
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	654,000 00		1,654,000 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
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		32,296 46	143,346 46						$5,552.50 paid by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000 paid by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.00	70,000 00	70,000 00		140,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	**	7,700 00			7,700 00						None,	No construction has been done,	
Paterson and Hudson River Railroad,	13.950	630,000 00			630,000 00						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						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						12 per cent., paid in cash, $35,760,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,		Union Transportation Company.
Perth Amboy and Woodbridge Railway,	6.40	228,400 00			356,970 79	119,111 26	126,457 47	23,699 75	269,268 48	180,566 45	Two of 10 per cent. each, in cash,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.12	200,000 00		229,195 90	200,000 00	6,492 90	2,331 12	1,642 78	10,466 80	31,620 73	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.75	765,000 00	750,000 00	482,324 63	1,547,520 63	102,488 07	44,109 76	11,251 14	157,848 97	249,214 20	None,		Pennsylvania Railroad Company.
Pohatcong Railroad,	1.50	10,000 00			2,355 66						None,	Road under construction,	
Port Reading Railroad,	21.21	2,000,000 00	1,500,000 00		3,794,666 67		715,480 53	381,773 92	1,097,254 45	723,952 87	None,		
Rahway Valley Railroad,	10.00	13,200 00	400,000 00	26,947 36	359,467 09	4,600 18	18,211 54	976 16	23,787 88	37,270 76			
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,	21.65	400,000 00	400,000 00		912,883 27	5,282 59	175,922 43	11,752 95	192,957 97	130,852 03	Two of 3 per cent. each, in cash,		
Raritan Terminal and Transportation Company,	**	40,000 00									None,		Morris and Essex Railroad Company.
Rockaway River and Montville Railroad,	1.792	30,000 00		30,000 00	60,000 00								Pennsylvania Railroad Company.
Rocky Hill Railroad and Transportation Company,	2.87	45,600 00			45,654 14	2,181 47	19,752 47	1,081 66	23,015 60	20,550 04	Two of 3 per cent. each, in cash,		
											None,	Receipts and expenses included in report of Central R. R. Co.	

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Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00		170,650 00	2,960 22	9,832 41	670 96	13,463 59	24,939 70	Two of 3 per cent. each on $45,050 in stock,		
Mount Hope Mineral Railroad,	4.28	160,000 00		2,770 18	162,770 18		24,317 48	331 22	24,648 70	13,729 70	6 per cent., paid in cash, $9,600,		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		459,164 59	563,014 59						$6,231 paid by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	5.620	250,000 00	250,000 00		355,056 18						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,602,138 51							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	34.504	2,228,600 00	1,032,500 00	95,293 24	3,356,393 24	386,299 23	140,808 29	25,028 57	552,136 09	495,608 91	None,		
New Jersey and Pennsylvania Railroad Company,	26.00	300,000 00	200,000 00	100,000 00	540,339 10	5,454 73	26,456 99	1,604 23	33,515 95	35,220 50	None,		
New Jersey Shore Line Railroad,	15.05	31,000 00										Road not constructed,	
New Jersey Short Line Railroad,		803,000 00	803,000 00	8,900 00							None,	Road not completed, and not in operation,	
New Jersey Southern Railway,	75.66	2,590,600 00				469,867 42	444,102 79	380,671 41	1,294,641 62	1,169,796 13	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	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	1,000,000 00	4,793,779 61	4,045,867 92	9,838,645 53						One of 4 per cent., paid in cash,		Pennsylvania Railroad Company.
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21								Remaining portion of the constructed road is included in report of West Shore Railroad,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	51.66	100,000 00	1,500,000 00		1,600,000 00						None,	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	1,891,000 00									Receipts and expenses included in accounts of operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	658,356 11	39,157,356 11	549,095 06	1,965,688 13	92,878 56	2,607,661 75	1,974,682 29			
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	654,000 00		1,654,000 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
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		32,296 46	143,346 46						$5,552.50 paid by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000 paid by lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.00	70,000 00	70,000 00		140,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	**	7,700 00			7,700 00						None,	No construction has been done,	
Paterson and Hudson River Railroad,	13.950	630,000 00			630,000 00						3 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						None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						12 per cent., paid in cash, $35,760,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.42	342,150 00	160,000 00		502,150 00						None,		Union Transportation Company.
Perth Amboy and Woodbridge Railway,	6.40	228,400 00			356,970 79	119,111 26	126,457 47	23,699 75	269,268 48	180,566 45	Two of 10 per cent. each, in cash,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.12	200,000 00		229,195 90	200,000 00	6,492 90	2,331 12	1,642 78	10,466 80	31,620 73	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.75	765,000 00	750,000 00	482,324 63	1,547,520 63	102,488 07	44,109 76	11,251 14	157,848 97	249,214 20	None,		Pennsylvania Railroad Company.
Pohatcong Railroad,	1.50	10,000 00			2,355 66						None,	Road under construction,	
Port Reading Railroad,	21.21	2,000,000 00	1,500,000 00		3,794,666 67		715,480 53	381,773 92	1,097,254 45	723,952 87	None,		
Rahway Valley Railroad,	10.00	13,200 00	400,000 00	26,947 36	359,467 09	4,600 18	18,211 54	976 16	23,787 88	37,270 76			
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,	21.65	400,000 00	400,000 00		912,883 27	5,282 59	175,922 43	11,752 95	192,957 97	130,852 03	Two of 3 per cent. each, in cash,		
Raritan Terminal and Transportation Company,	**	40,000 00									None,		
Rockaway River and Montville Railroad,	1.792	30,000 00		30,000 00	60,000 00								Morris and Essex Railroad Company.
Rocky Hill Railroad and Transportation Company,	2.87	45,600 00			45,654 14	2,181 47	19,752 47	1,081 66	23,015 60	20,550 04	Two of 3 per cent. each, in cash,		Pennsylvania Railroad Company.
Sound Shore Railroad,	6.17	149,200 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Sussex Railroad,	30.55	1,638,600 00			1,930,528 45	57,943 01	88,872 71	33,275 56	180,091 28	143,151 05	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,	9.59	200,000 00	100,000 00	248,774 43	548,774 43	41,769 10	7,259 93		49,029 03	32,588 67	None,	This report includes the Trenton, Lawrenceville and Princeton Extension R. R.,	
Trenton and New Brunswick Railroad,	23.00	1,000,000 00	1,000,000 00	107,966 02	1,859,054 41	47,221 73		537 74	47,759 47	46,726 21	None,		
Trenton Terminal Railroad Company,	*****	15,000 00	15,000 00		30,000 00								Camden and Trenton Railroad Co.
Tuckerton Railroad,	29.00	552,241 54	99,882 50	1,488 02	653,612 06	31,048 00	27,704 24	4,120 13	62,872 37	69,475 12	None,		
Union Transportation Company,	24.38					31,300 14	21,007 54	2,901 05	55,208 73	49,825 68	$1,012.50,		
United New Jersey Railroad and Canal Company,	477.40	21,240,400 00	20,000,000 00		59,355,881 12	12,319,820 48	20,771,223 36	3,014,532 81	36,105,576 65	28,644,920 13	10 per cent. paid quarterly by Pennsylvania R. R. Co., lessee, $2,124,040,		Pennsylvania Railroad Company.
Vincentown Branch Railroad,	2.77	25,000 00	15,000 00		40,000 00	1,197 68	2,919 41	1,052 39	5,169 48	11,622 56	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.
Warren Railroad,	18.82	1,800,000 00	1,394,000 00	2,820 38	3,196,820 38						$126,000 paid in cash directly to stockholders by lessee,		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,	336.81	9,679,450 00	6,927,800 00	2,528,930 73	20,383,437 31	3,420,817 35	1,679,917 62	530,937 62	5,631,672 59	4,971,884 42	Two of 3 per cent. each on common capital stock, and two of 3 per cent. each on the special guaranteed stock, all paid in cash,		
West Shore Railroad,	423.50	10,000,000 00	50,000,000 00	6,060,896 95	66,060,896 95							See affidavit in regard to receipts and expenses,	N. Y. Central & Hudson River R. R. Co.
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		850,000 00	2,438 24	47,940 01	612 70	50,990 95	39,675 44			

* About two miles.
** About one mile.
*** Between one and two miles.
**** About seven miles.
***** ⅞ of a mile.