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1909

State of New Jersey.

Railroad and Canal Reports.

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ANNUAL STATEMENTS

OF THE

RAILROAD AND CANAL COMPANIES

OF THE

STATE OF NEW JERSEY

TOGETHER WITH

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

For the Year 1909

WISCONSIN HISTORICAL SOCIETY

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

1910

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, March 21, 1910.

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 1909, 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., February 24, 1910.

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, 1909.

The statements exhibit:

First—Total mileage, 517.24 miles.

Second—Net profit, $201,047.55.

Third—Amounts charged and credited to "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1909, inclusive, showing a debit balance on January 1st, 1910, $27,103,546.35.

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 1909.

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 1909, as Shown on Accompanying Sheets.

United New Jersey Railroad and Canal Company (Railroads and Ferries):	*Miles.*
New Jersey and Pennsylvania State Line in Delaware river at Trenton, N. J., to Jersey City, N. J.,	56.71
Hudson River Ferries,	1.00
Camden, N. J., to South Amboy, N. J.,	61.23
Connection with Freehold and Jamesburg Agricultural Railroad at Jamesburg Junction, N. J.,	.28
Connection with Kinkora and New Lisbon Railroad, at Kinkora, N. J.,	.31
Connection with Delaware River Railroad and Bridge Company's Branch No. 1 at Fish House, N. J.,	.25
Connection with Camden and Burlington County Railroad at Pavonia, N. J.,	.19
Connection with West Jersey and Seashore Railroad, Atlantic City Division, at Camden, N. J.,	.10
Harsimus Branch—Near Marion, N. J., to Harsimus Cove, N. J.,	1.36
Centre Street Branch—Harrison, N. J., to Canal street, Newark, N. J.,	1.34
Bonhampton Branch—Metuchen, N. J., to Bonhampton, N. J.,	1.80
Kingston Branch—Monmouth Junction, N. J., to Kingston, N. J.,	4.28
Jamesburg Branch—Monmouth Junction, N. J., to Jamesburg, N. J.,	5.45
Princeton Branch—Princeton Junction, N. J., to Princeton, N. J.,	3.06
Millham Branch—Millham Junction, N. J., to Coalport, in Trenton, N. J.,	2.01
Bordentown Branch—Trenton, N. J., to Bordentown, N. J.,	6.07
Florence Branch—Florence, N. J., to Wood's Iron Works,	2.04
South Trenton Branch—Coalport, Trenton, to near Hamilton avenue, Trenton, N. J.,	.90
	148.38

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Pennsylvania Annex,	1.00
Perth Amboy and Woodbridge Railroad,	6.43
Millstone and New Brunswick Railroad,	6.56
Rocky Hill Railroad and Transportation Company,	2.84
Belvidere Delaware Railroad,	81.06
Philadelphia and Trenton Railroad,	26.37
Pennsylvania Railroad—Trenton Branch,	2.80
Delaware Avenue Branch,	3.52
Commerce Street Branch,	.76
Canal Street Branch,	.31
Thirty-fourth Street Branch,	.63
Connecting Railway,	35.98
Delaware River Railroad and Bridge,	9.52
Freehold and Jamesburg Agricultural Railroad,	27.31
Kinkora and New Lisbon Railroad,	10.46
Camden and Burlington County Railroad,	29.86
Mount Holly, Lumberton and Medford Railroad,	5.94
Vincentown Branch of the Burlington County Railroad,	2.77
Philadelphia and Long Branch Railroad,	48.74
Total railroads and ferries,	451.24
Delaware and Raritan Canal (U. N. J. R. R. & C. Co.),	66.00
Grand Total New Jersey Division,	517.24

In addition to above the New Jersey Division operates 37.28 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 Property Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1909.

GROSS REVENUE FROM OPERATION.

From Freight Revenue,		$17,479,272 61
Passenger Revenue,		11,204,673 32
Mail Revenue,		533,182 93
Express Revenue,		1,696,925 64
Other Transportation Revenue,		457,492 78
Non-Transportation Revenue,		283,313 45
Outside Operations Revenue,		3,689,029 14
Delaware and Raritan Canal,		272,619 66
Total,		$35,616,509 53

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OPERATING EXPENSES.

For Maintenance of Way and Structures, ...	$3,660,728 79	
Maintenance of Equipment, ...	4,535,164 57	
Traffic Expenses, ...	560,076 95	
Transportation Expenses, ...	12,668,876 20	
General Expenses, ...	687,411 10	
Outside Operations Expenses, ...	4,543,995 66	
Delaware and Raritan Canal, ...	398,613 58	
Total, ...		27,054,866 85
Net Revenue from Operation, ...		$8,561,642 68
Deduct Rental of Equipment, Terminal Facilities, etc., ...		1,405,263 53
		$7,156,379 15
To which add—		
Dividend on Belvidere Delaware Railroad Company Stock, ...	$201,680 00	
West Jersey and Seashore Railroad Company Stock, ...	39,084 75	
Philadelphia and Camden Ferry Company Stock, ...	35,60 00	
Camden and Burlington County Railroad Company Stock, ...	11,418 00	
Paterson and Ramapo Railroad Company Stock, ...	500 00	
Associates of the Jersey Company Stock, ...	10,000 00	
Freehold and Jamesburg Agricultural Railroad Company Stock,..	12,893 00	
Trenton Delaware Bridge Company Stock, ...	11,868 00	
Perth Amboy and Woodbridge Railroad Company Stock, ...	6,000 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds, ...	2,568 00	
Rents, ...	128,237 10	
		459,408 85
Total income, ...		$7,615,788 00
From which deduct payment as follows:		
United New Jersey Railroad and Canal Company—		
Dividend on $21,240,400.00 stock at ten per cent., ...	$2,124,040 00	
Interest on loan of 1923, $1,824,000.00 at 4 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 1948, $841,000.00 at four per cent.,	33,640 00	
Interest on loan of 1951, $5,669,000.00 at three and one-half per cent.,	198,415 00	
Organization,	10,000 00	
Taxes,	1,203,351 42	
Interest on Mortgages and Ground Rents,	22,484 96	
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	
		$4,211,531 38
Philadelphia and Trenton Railroad Company—		
Dividend on $494,100.00 stock at ten per cent.,	$49,410 00	
Taxes,	15,717 62	
Interest on Mortgages and Ground Rents,	414 00	
		65,541 62
Camden and Burlington County Railroad Company—		
Dividend on $381,925.00 stock at six per cent.,	$22,915 50	
Interest on $350,000.00 bonds at four per cent.,	14,000 00	
Organization,	500 00	
Taxes,	15,840 45	
		53,255 95
Vincentown Branch of the Burlington County Railroad—		
Dividend on $15,000.00 stock at six per cent.,	$900 00	
Taxes,	49 25	
		949 25
Mt. Holly, Lumberton and Medford Railroad Company—		
Dividend on $44,750.00 stock at six per cent.,	$2,685 00	
Organization,	200 00	
Taxes,	1,515 64	
		4,400 64
Rocky Hill Railroad and Transportation Company—		
Dividend on $18,700.00 stock at six per cent.,	$1,122 00	
Organization,	100 00	
Taxes,	726 17	
		1,948 17

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Connecting Railway Company—		
Dividend on $3,613,650.00 stock at four per cent.,	$144,546 00	
Interest on $1,000,000.00 bonds at four and one-half per cent.,	45,000 00	
Interest on $1,980,000.00 bonds at three and one-half per cent.,	69,300 00	
Interest on Mortgages and Ground Rents,	2,880 00	
Taxes,	35,054 41	
		$296,780 41
New York Bay Railroad Company—		
Compensation for Trackage Rights,	$245,400 00	
Interest on Mortgages and Ground Rents,	10,000 00	
Taxes,	103,498 74	
		358,898 74
Delaware River Railroad and Bridge Company—		
Net earnings,	$187,317 34	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	118,754 78	
Belvidere Delaware Railroad Company—		
Net earnings,	414,095 16	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	68,911 74	
		789,079 02
Right of Way and Real Estate—		
Harsimus Cove,	$6 18	
Construction Expenditures—		
United New Jersey Railroad and Canal Company,	$1,052,440 38	
Philadelphia and Trenton Railroad Company,	530,482 10	
Connecting Railway Company,	29,222 12	
Pennsylvania and Newark Railroad Company,	1,012 24	
Car floats, barges, tug boats, etc., shop tools and machinery,	19,192 25	
		1,632,355 27
		7,414,740 45
Net profit,		$201,047 55

M. RIEBENACK,
Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa., February 1st, 1910.

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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, 1909, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1909, ..	$26,982,270 51	
Amount expended in 1909, ...	3,138,636 55	
		$30,120,907 06

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1908, ..	7,488,189 49	
Proceeds from sales in 1909, ...	90,366 58	
Cash, ...	Nothing.	
		7,578,556 07
Debit balance, January 1st, 1910, ...		$22,542,350 99

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1908, ..	$3,649,643 16	
Amount expended in 1909, ...	4,170 41	
		$3,653,813 57

Cr.

By Proceeds from sale of real estate, materials, etc., to December 31st, 1908, ...	1,123,663 98	
Proceeds from sale in 1909, ...	Nothing.	
		1,123,663 98
Debit balance, January 1st, 1910, ...		$2,530,149 59

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1908, ..	$3,930,361 76	
Amount expended in 1909, ...	Nothing.	
		$3,930,361 76

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Cr.

By United New Jersey Railroad and Canal Company's stock,	$2,258,708 55	
Proceeds from sale of building and materials to December 31st, 1908,	127,796 08	
Proceeds from sales in 1909,	Nothing.	
		2,386,504 63
Debit balance, January 1st, 1910,		$1,543,857 13

HARSIMUS COVE RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1908,	$1,231,329 40	
Amount expended in 1909,	6 18	
		$1,231,335 58

Cr.

By United New Jersey Railroad and Canal Company's stock,	$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1908,	2,855 49	
Proceeds from sales in 1909,	Nothing.	
		744,146 94
Debit balance, January 1st, 1910,		$487,188 64

SUMMARY.

Dr.

To Cost of construction,	$30,120,907 06	
Real estate,	3,653,813 57	
Harsimus Cove construction,	3,930,361 76	
Harsimus Cove right of way and real estate,	1,231,335 58	
		$38,936,417 97

Cr.

By Proceeds from sales of bonds, equipment, real estate, materials and other property,	$8,832,871 62	
United New Jersey Railroad and Canal Company's stock,	3,000,000 00	
		11,832,871 62
Debit balance, January 1st, 1910,		$27,103,546 35

E. and O. E.

M. RIEBENACK,
Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa., February 1st, 1910.

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The following statistics and facts are given in the annual reports of the railroad companies of this State made to the Comptroller for the year ending December 31st, 1909. In each case these facts and statements are sworn to by the railroad officer making the report.

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Report of Railroad Companies.

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, Atlantic City Railroad Company presents the following Report for the year ending December 31st, 1909:

Capital stock paid in,	$3,625,000 00
Bonded debt,	4,538,617 00
Cost of road and equipments,	$8,770,883 85

Dividends paid during the year 1909, and how paid—None.

The road extends from Camden, N. J., to Atlantic City, N. J.; Atco, N. J., to Mullica Hill, N. J.; Gloucester Junction, N. J., to Mount Ephraim, N. J.; Winslow Junction, N. J., to Cape May, N. J.; Tuckahoe, N. J., to Sea Isle City, N. J.; Ocean City Junction, N. J., to Ocean City, N. J., a distance of 166.54 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$1,003,467 53
Income from freight,	687,813 23
Income from other sources,	117,707 67
Total,	$1,808,988 43
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,671,599 29

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P. O. address of the above company—Kaighn's Point Ferry House, Camden, N. J., and 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 1909 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER,
Comptroller.

Sworn and subscribed before me, this seventh day of March, A. D. 1910.

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

ACCIDENTS.

January 18th, 1909—Mrs. Aulage, non-employe, non-fatally injured, Williamstown Junction, N. J. Door closed on hand. C. S. Foust, conductor; William Fox, engineer.

January 20th—M. W. Murray, employe, non-fatally injured, Camden, N. J. Fell off engine. J. P. Thomas, conductor; Ferd. Laird, Jr., engineer.

January 21st—Henry S. Stover, employe, killed, Williamstown Junction, N. J. Struck by train. F. B. E. Tompkins, conductor; F. D. Heine, engineer.

February 11th—Harry Cohen, non-employe, killed, Camden, N. J. W. M. Lord, non-employe, non-fatally injured. Team struck. J. H. Lance, conductor; Wm. H. Cann, engineer.

February 5th—Anton Maurinich, employe, non-fatally injured, Camden, N. J. Repairing bridge. ————, conductor; ————, engineer.

February 6th—Herman Olsen, employe, non-fatally injured, Camden, N. J. Placing chord on bridge. ————, conductor; ————, engineer.

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February 8th—S. R. Goff, employe, non-fatally injured, Tuckahoe Junction, N. J. Coupling air hose. J. W. Little, conductor; Chas. Hagelgans, engineer.

February 13th—S. L. Burroughs, employe, non-fatally injured, Hammonton, N. J. Hooking fire. N. Laycock, conductor; P. Stohlberger, engineer.

February 16th—Arthur Hunter, non-employe, non-fatally injured, Camden, N. J. Team struck. J. P. Thomas, conductor; Ferd. Laird, Jr., engineer.

February 26th—Harry Shinn, employe, non-fatally injured, Winslow Junction, N. J. Getting off tank. E. E. Clark, conductor; J. Whitaker, engineer.

March 4th—J. G. Fox, non-employe, non-fatally injured, Blackwood, N. J. Struck by train. T. H. Ashton, conductor; T. J. Loupold, engineer.

March 10th—Daniel M. Bailey, employe, non-fatally injured, Tuckahoe Junction, N. J. Repairing drawbridge. ————, conductor; ————, engineer.

March 13th—M. J. Rattigan, employe, non-fatally injured, Camden, N. J. Getting off engine. ————, conductor; M. J. Rattigan, engineer.

March 22d—Mrs. L. Guthridge, non-employe, non-fatally injured, Camden, N. J. Getting off coach. F. C. Simkins, conductor; Wm. Balthaser, engineer.

April 10th—John Rothermel, employe, killed, Atlantic City, N. J. Struck by engine. W. H. Young, conductor; Frank Lantry, engineer.

April 13th—Wilbert Reed, employe, non-fatally injured, Williamstown, N. J. Fell off car. M. E. Goertler, conductor; W. S. Plum, engineer.

April 16th—E. O. Parker, employe, non-fatally injured, Haddon Heights, N. J. Struck foot against stake. M. Keegan, conductor; I. D. Fox, engineer.

April 17th—Samuel Barnes, employe, non-fatally injured, Ocean City, N. J. Fell against car. C. S. Hand, conductor; James Buzby, engineer.

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April 19th—J. Senone, employe, non-fatally injured, Cold Spring, N. J. Fell off hand car. ————, conductor; ————, engineer.

May 11th—Walter P. Palmer, employe, non-fatally injured, Camden, N. J. Caught between tank and car. M. L. Ellis, conductor; Thos. J. Mahoney, engineer.

May 13th—N. R. O'Connor, non-employe, killed, Dobbs, N. J. Struck by engine. F. P. Pernier, conductor; J. W. Buchanan, engineer.

May 15th—William G. Hein, employe, non-fatally injured, Camden, N. J. Thrown against side of cab. H. E. Ruth, conductor; Wm. G. Hein, engineer.

May 29th—J. J. Monaghan, employe, non-fatally injured, Tuckahoe, N. J. Fell in car. G. S. Lewis, conductor; F. Hein, engineer.

June 20th—Antonio Flacio, employe, killed, Camden, N. J. Struck by engine. ————, conductor; Thos. P. Timmons, engineer.

June 25th—G. R. Kohler, employe, non-fatally injured, Clementon, N. J. Slipped in tender. A. Faber, conductor; Morton Black, engineer.

June 30th—J. W. Buchanan, employe, non-fatally injured, Glendora, N. J. Struck by glass. J. E. Iredell, conductor; J. W. Buchanan, engineer.

June 30th—Walter Dayton, employe, non-fatally injured, Egg Harbor, N. J. Jumping on engine. Samuel Price, conductor; S. Burroughs, engineer.

July 7th—Harry Sanders, employe, non-fatally injured, West Collingswood, N. J. Jumping off train. M. Keegan, conductor; Thomas Mahney, engineer.

July 11th—John Copetz, non-employe, killed, Bellmawr, N. J. Run over by train. J. E. Iredell, conductor; G. W. P. Wood, engineer.

July 12—Morris Urgnhart, non-employe, non-fatally injured, Tuckahoe Junction, N. J. Struck by train. C. P. McLain, conductor; William H. Cann, engineer.

July 16th—Jos. McMahon, employe, non-fatally injured, Mullica Hill, N. J. Falling from car. Wilbur Reed, conductor; Walter Plum, engineer.

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July 19th—Howard K. Cook, employe, non-fatally injured, Camden, N. J. Jumping on tender. ————, conductor; B. F. Peters, Jr., engineer.

July 27th—G. R. Vandergrift, non-employe, fatally injured, Mt. Ephraim, N. J. Jumping on train. Frank Doughty, conductor; Lucien Mann, engineer.

August 7th—David Levan, employe, non-fatally injured, Stratford, N. J. Struck by intertrack fence. John S. Curry, conductor; C. E. Smith, engineer.

August 9th—Frederick Muschawek, employe, non-fatally injured, Glassboro, N. J. Door closed on hand. Wilbur Reed, conductor; Walter Plum, engineer.

August 11th—Thomas A. Heaton, employe, non-fatally injured, West Collingswood, N. J. Slipped on piece of coal. G. C. Harr, conductor; Marvin Atkinson, engineer.

August 13th—Domenico Russi, employe, non-fatally injured, Atlantic City, N. J. Struck by engine. ————, conductor; William Boyle, engineer.

August 14th—Benjamin L. Brower, employe, non-fatally injured, Winslow Junction, N. J. Jumping from car. William Quillen, conductor; J. W. Collins, engineer.

August 19th—James McKinney, non-employe, killed, Lawnside, N. J. Team struck. Ernest Haines, conductor; R. R. Harrison, engineer.

August 18th—Joseph Flaske, non-employe, killed, Dorothy, N. J. Struck by train. George Harr, conductor; Marvin L. Atkinson, engineer.

August 20th—William Schersching, employe, non-fatally injured, Barrington, N. J. Struck by intertrack fence. William L. Quillen, conductor; J. W. Collins, engineer.

August 20th—John Fletcher, employe, non-fatally injured, Tuckahoe Junction, N. J. Foot caught between deadheads. C. H. Hutcheson, conductor; John F. Palmer, engineer.

August 22d—Emily Mauluff, non-employe, killed, Goshen, N. J. Struck by train. F. B. E. Tompkins, conductor; F. D. Hines, engineer.

August 23d—Walter Hutchinson, non-employe, non-fatally injured, Audubon, N. J. Jumping on train. William L. Quillen, conductor; J. W. Collins, engineer.

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August 24th—Charles Derr, employe, non-fatally injured, South Dennis, N. J. Falling from car. Harvey Coverdale, conductor; Edward Holland, engineer.

August 25th—Warren G. Hein, employe, fatally injured, Camden, N. J. Jumping off engine. ————, conductor; Jos. Randolph, Jr., engineer.

August 30th—Walter S. Plum, employe, non-fatally injured, Williamstown Junction, N. J. Reversing engine. Wilbur Reed, conductor; Walter S. Plum, engineer.

September 1st—Harry Pavon, Jr., employe, non-fatally injured, Atlantic City, N. J. Falling from engine. William Presser, conductor; Thomas Collins, engineer.

September 4th—Howard Glenn, non-employe, fatally injured, Pleasantville, N. J. Walked into side of train. Samuel Price, conductor; Samuel Burroughs, engineer.

September 8th—Horace P. Wickel, non-employe, non-fatally injured, Petersburg, N. J. Team struck. J. E. Little, conductor; Frank Heim, engineer.

September 10th—Edward B. Arthur, employe, non-fatally injured, Williamstown, N. J. Jumping from car. Wilbur Reed, conductor; Walter Plum, engineer.

September 12th—William L. Quillen, employe, non-fatally injured, Winslow Junction, N. J. Jumping on caboose. William L. Quillen, conductor; Wilson Collins, engineer.

October 21st—Peter Sankovitzh, non-employe, non-fatally injured, Camden, N. J. Struck by train. James P. Thomas, conductor; And. B. Davis, engineer.

October 29th—Charles Merchant, non-employe, non-fatally injured, Haddon Heights, N. J. Struck by train. F. C. Simkins, conductor; William Balthaser, engineer.

November 17th—James Black, employe, non-fatally injured, Camden, N. J. Fell from tender. James Black, conductor; William G. Hein, engineer.

November 25th—J. B. Brotherton, non-employe, non-fatally injured, Atlantic City, N. J. Caught under rail of drawbridge. ————, conductor; ————, engineer.

November 29th—Theodore Woods, employe, non-fatally injured, Orston, N. J. Struck by intertrack fence. W. H. Yound, conductor; Frank Lantry, engineer.

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December 2d—Laura Gandy, non-employe, non-fatally injured, Winslow Junction, N. J. Struck by broken glass. Josiah Lee, conductor; Michael Rattigan, engineer.

December 6th—Ezekiel Selvy, employe, non-fatally injured, Dennisville, N. J. Lifting hand car. ————, conductor; ————, engineer.

December 7th—John R. Thornton, non-employe, non-fatally injured, Atlantic City, N. J. Team struck. Josiah Lee, conductor; Michael Rattigan, engineer.

December 8th—George Denzenbaker, employe, non-fatally injured, Tuckahoe, N. J. Lading shifted. J. W. Little, conductor; Chas. Haglegans, engineer.

December 10th—George S. Eldridge, employe, non-fatally injured, Mullica Hill, N. J. Repairing engine. V. L. Morean, conductor; Geo. S. Eldridge, engineer.

December 10th—Mary Hillsee, non-employe, fatally injured; Ethel Feron, non-employe, non-fatally injured, Camden, N. J. Struck by train. Harry Pavon, conductor; William Arthur, engineer.

December 12th—Harry Bauers, non-employe, killed, Camden, N. J. Struck by train. B. F. Gillespie, conductor; Wolsey Williams, engineer.

ATLANTIC CITY AND OCEAN CITY RAILROAD COMPANY.

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

The road extends from Somers Point to Boardwalk, Ocean City, N. J., a distance of 261 miles. It is leased to the Atlantic City & Shore Railroad Co. at an annual rental of $19,500.00. It is equipped and operated by the Atlantic City & Shore Railroad Co. and the further information required by law is furnished by that company.

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

HARRY E. KOHN.

Sworn and subscribed before me, this thirteenth day of January, A. D. 1910.

A. J. BICKEL,
Notary Public,
My Commission Expires January 22, 1913.

RECEIPTS AND EXPENSES FOR 1909.

Income from rental,	$19,500 00
Income from freight—None.	
Income from other sources,	25 16
Total,	$19,525 16

Dividends paid during the year 1909, and how paid—$10,800.00 in cash.

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

ATLANTIC CITY AND SHORE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	939,000 00
Floating debt,	101,000 00
Cost of road and equipments,	$1,923,144 03

Dividends paid during the year 1909, and how paid—None.

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

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RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$437,715 02
Income from freight—None.	
Income from other sources,	7,254 70
Total,	$444,969 72
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$241,053 67

REMARKS.

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

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

State of Pennsylvania, Philadelphia county, *ss.*—W. A. Stern being duly sworn, on his oath says, that he is President of the Atlantic City and Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

W. A. STERN.

Sworn and subscribed before me, this 19th day of February, A. D. 1910.

JOSEPH F. COTTEN,

[L. S.] *Notary Public.*

My Commission expires May 14, 1911.

ACCIDENTS.

January 4th, 1909—S. M. Levin's wagon, $25.00 damage. Collision at street crossing. Conductor, W. Monroe; motorman, F. B. Mason. Still employed.

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January 12th—Harry Smith, knocked insensible; otherwise not injured. Frightened horse threw boy from carriage. Conductor, L. Waters; motorman, R. L. Grice. Still employed.

January 29th—Mrs. Hackney's horse, shafts of wagon broken. Horse frightened while passing a car. Conductor, R. N. Griner; motorman, J. Russell. Motorman still employed.

February 7th—Mrs. B. D. Seaman, bruised arm. Slipped from step of standing car. Conductor, H. N. Lamb; motorman, F. B. Mason. Still employed.

February 13th—Bus of Chas. Hursey, $10.00 damage. Drove in front of a moving car. Conductor, R. S. Waltman; motorman, J. C. Blackman. Conductor still employed.

February 16th—Lewis Groff, lacerated nose. Attempted to board moving car. Conductor, P. Jones; motorman, H. Maines. Still employed.

February 21st—H. E. Grant's automobile, claim $225.00 damage to auto. Attempted to cross track, was struck by moving car. Conductor, F. Rigdon; motorman, W. H. Burroughs. Conductor still employed.

February 22d—W. Van Aslin (employee), lacerated face. Jumped from moving car while intoxicated. Conductor, C. S. Price; motorman, R. Cramer. Still employed.

March 8th—H. Taylor and team of Atlantic Product Company, two horses killed, wagon damaged, driver injured internally, wrist fractured, ankle dislocated. While crossing tracks was struck by rapidly moving car. Conductor, C. S. Price; motorman, R. Cramer. Still employed.

March 12th—Mr. and Mrs. Sichort and wagon, wagon damage $59.60; Mrs. Sichort rib broken and shoulder injured. While crossing tracks was struck by rapidly moving car. Conductor, F. Rigdon; motorman, W. H. Burroughs. Conductor still employed.

March 15th—Wagon of Child's Company, $41.80 damage. While crossing tracks was struck by moving car. Conductor, W. S. Gilmore; motorman, O. Boese. Still employed.

March 20th—H. Cramer (employe), fractured knee cap. Attempted to board moving car. Conductor, S. Booye; motorman R. Cramer. Motorman still employed.

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March 28th—Miss M. Paynter, shock and cut hand. Playing pranks and touched live wire. Line foreman, J. Dowdell. Not employed.

April 1st—S. D. Robinson's auto, front spring of auto damaged. Auto ran into a standing car. Conductor, F. B. Elwell; motorman, T. H. French. Motorman still employed.

April 18th—Mrs. E. Meyer's 2-year-old son, slight bruise on face. Baby carried around rear of standing car; struck by moving car on opposite track. Conductor, L. Walters; motorman, R. L. Grice. Still employed.

May 1st—Horse and wagon of H. A. Generotsky, $8.50 damage. Drove in front of moving car and was struck. Conductor, J. A. Carlin; motorman, F. S. Garrison. Motorman still employed.

May 29th—Mrs. J. Martin, scratch on arm, hip and shoulder bruised. Slipped from step of standing car. Conductor, S. Booye; motorman, E. F. Fraas. Motorman still employed.

June 8th—Taxicab No. 79207, chauffeur's arm bruised. Drove in front of and struck by moving car. Conductor, R. M. Griner; motorman, J. T. Williams. Motorman still employed.

June 12th—Mrs. G. E. Brett, finger bruised. Defective latch, window fell. Conductor, B. S. Dunsafe; motorman, H. E. Heineman. Still employed.

June 16th—J. Lallow's auto, $26.80 damage claimed. Auto too near track, struck by moving car. Conductor, J. E. Delzell; motorman, S. K. Mathis. Still employed.

June 22d—Mrs. S. Best, generally bruised. Car started while alighting. Conductor, A. Reis; motorman, J. A. Wieland. Motorman still employed.

June 22d—D. Miller, face and shoulder bruised. Jumped from moving car. Conductor, F. Humphrey; motorman, H. S. Palmer. Conductor still employed.

June 27th—Minnie Stewart, shoulder, arm and knee bruised. Claims car was started while alighting. (Unreported case.)

June 28th—Atlantic and Suburban Railway car, slight damage to suburban car. Collision account bad rail and defective brakes. Conductor, W. P. Nelson; motorman, O. Boese. Still employed.

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July 3d—Mrs. E. H. Brooks, injury to eye, face, arms and hand. Jumped from rapidly moving car between streets. Conductor, H. C. Printz; motorman, H. Maines. Still employed.

July 5th—W. Nessen, broken arm. Arm hanging out of car which was struck by a car running through an open switch. Conductor, C. R. Hill; motorman, W. Hingston. Still employed.

July 5th—Mrs. J. Deardon, elbow and side bruised, also shock. Stepped from moving car. Conductor, B. A. Gaskill; motorman, J. A. Wieland. Motorman still employed.

July 10th—Mrs. K. V. Tompkins, shoulder muscles sprained. Woman fell in alighting from standing car. Conductor, W. B. Fenton; motorman, C. J. Trout. Still employed.

July 13th—Steam roller, damaged running board car 6855. Collision due to carelessness of motorman of steam roller. Conductor, F. Humphrey; motorman, J. McCauley. Still employed.

July 13th—F. E. Curtis (boy), face bruised. Ran across street and was struck by moving car. Conductor, W. H. Coles; motorman, H. L. Wilson. Still employed.

July 13th—L. Keller (employe), lacerated face. While throwing switch was struck by handle. Conductor, L. Keller; motorman, ————. Not employed.

July 15th—Mrs. S. Fulton, internally injured. Disembarked from moving car. Conductor, R. N. Griner; motorman, J. Russell. Motorman still employed.

July 15th—Ed. Haigh, contused knee, pants damaged. Jumped from a moving car. Conductor, L. Firman; motorman, S. K. Mathis. Motorman still employed.

July 19th—Mrs. S. H. Gentry, hip bruised, knee abraised, back injured, shock. Tripped and fell from step of standing car. Conductor, L. Walters; motorman, H. Anderson. Still employed.

July 20th—Mrs. Mary Bartee, injured back and shock. Car started while alighting. Conductor, L. Keller; motorman, A. J. Cramer. Not employed.

July 22d—Mrs. Morris and cars 6854 and 6878, woman received slight shock; front of car 6878 smashed in. Rear end collision due to air giving out on car No. 6878. Conductors, T.

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Keffer (still employed), W. P. Nelson (not employed); motormen, H. Bishop (still employed), J. H. Woodward (not employed).

July 25th—E. Westphal's bus, Ellen Scott and unknown man, bus damaged $16.75, woman's forehead, eye and wrist bruised. Drove across tracks and was struck by moving car, upsetting bus containing occupants. Conductor, G. J. Reich; motorman, H. E. Scott. Not employed.

August 1st—J. Donaldson (employe), bruised leg. Fell from top of car while adjusting trolley. Conductor, J. Donaldson; motorman, G. Hill. Motorman still employed.

July 31st—L. M. Leonard, knee and right hand bruised, clothes damaged. Car started while alighting. Conductor, T. C. Ayres; motorman, H. M. Colamer. Motorman still employed.

August 2d—Mrs. Dr. Shock, shock and damaged skirt. Tripped and fell from step of standing car. Conductor, C. N. Fox, Jr,; motorman, W. Springer. Motorman still employed.

August 3d—Mrs. M. Whitman, wrist sprained, bruised over abdomen and spine. Car was started while standing on running board, throwing her. Conductor, E. L. Rogers; motorman, W. Gifford. Motorman still employed.

August 5th—Miss E. McLaughlin, lacerated head, elbow bruised. Jumped from rapidly moving car between streets. Conductor, H. N. Lewis; motorman, C. J. Trout. Motorman still employed.

August 7th—J. S. Allen, Jr., automobile, damage estimated at $100.00. Auto crossed tracks in rear of one car and was struck by car running on opposite track. Conductor, W. Large (shop crew); motorman, J. Platt (shop crew). Still employed.

August 8th—Mrs. L. Rittinger, fingers injured, shock, skirt damaged. Stepped from car while in motion between streets. Conductor, H. N. Lewis; motorman, W. E. Methlie. Motorman still employed.

August 9th—Lewis Ruskin, hip and knee bruised. Stepped from car while in motion and fell to street after taking several steps. Conductor, F. J. Humphrey; motorman, E. R. Lee. Conductor still employed.

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August 11th—J. McNally, bruised temple and knee. Stepped from moving car while intoxicated. Conductor, C. Griner; motorman, B. W. Young. Still employed.

August 11th—Mrs. C. T. Meyers, generally bruised, clothes torn. Slipped from step of standing car, with baby in arms. Conductor, R. Donaldson; motorman, C. Ireland. Motorman still employed.

August 14th—Mrs. F. Robinson, bruised thigh. Stepped from moving car. Conductor, B. Golding; motorman, J. Price. Conductor still employed.

August 15th—John Daley and wagon of Wilson Dairy Company, driver's body, shoulder and arm bruised; damage to wagon $26.20. Drove in front of and struck by moving car. Conductor, B. Golding; motorman, H. Reed. Conductor still employed.

August 17th—Mrs. R. B. Hann, lacerated face. Stepped from moving car. Conductor, B. W. Sithens; motorman, J. Russell. Motorman still employed.

August 19th—Fred Algard's bus; Emily Sell and Sophia Koons, slight damage to bus, Algard's left side and shoulder bruised, woman shocked. Drove horse on track, was struck by moving car. Conductor, S. E. Whitehead; motorman, E. R. Lee. Conductor still employed.

August 20th—Fred Gantz, lacerated face. Attempted to board moving car while intoxicated Conductor, B. Golding; motorman, J. F. Thomas. Still employed.

August 21st—Miss S. E. Williams, fractured hand. Stepped from car while in motion. Conductor, R. Van Gilder; motorman, B. W. Young. Motorman still employed.

August 21st—Miss M. Rogers, bruised hip, side and back. Stepped from car while in motion. Conductor, L. Firman; motorman, E. R. Lee. Not employed.

August 22d—L. P. Frock, bruised back and shoulder; clothing damaged. Struck by car as he was walking too close to track. Conductor, L. Firman; motorman, E. R. Lee. Not employed.

August 21st—Mrs. J. K. Reinoehl, hip, side and thumb bruised; clothes soiled. Stepped from car while in motion. Conductor, A. Reis; motorman, C. Peterson. Not employed.

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August 23d—Hellen Kellum, arms and knees bruised. Stepped from moving car. Conductor, A. S. Colman; motorman, S. Van Leer. Still employed.

August 24th—C. Ireland (employe), arms, face and eyes burned. Short circuit, causing controller to burn out. Conductor, R. D. Donaldson; motorman, C. Ireland. Motorman still employed.

August 30th—Mrs. S. Kline, bruised arms and shocked; clothing damaged. Stepped from moving car between streets. Conductor, A. Reis; motorman, C. Peterson. Not employed.

August 30th—Sailboat, Rainbow Island; A. Boisnot and M. Mueller, two girls drowned. Fell from trestle as car was passing. Conductor, W. H. Shaeffer; motorman, H. E. Scott. Not employed.

September 1st—May Lovett, lacerated scalp. Stepped from moving car. Cconductor, R. Shreve; motorman, H. Maines. Motorman still employed.

September 1st—Wagon of American Ice Company, $32.00 damage. Wagon pulled in front of and struck by moving car. Conductor, W. P. Nelson; motorman, J. H. Wielan. Still employed.

September 3d—Rose Rosenthal, slight bruises on hip, leg and shoulder. Ran in front of and was struck by moving car. Conductor, C. Griner; motorman, H. Maines. Still employed.

September 3d—F. Bacolimi (child), foot amputated. Strolled on track and was struck by moving car. Conductor, C. S. Price; motorman, H. Rossell. Still employed.

September 4th—T. Dunlop (employe), hip lacerated, leg bruised, teeth loosened. Car struck ladder upon which man was working. Conductor, C. Patton; motorman, E. O'Connell. Not employed.

September 8th—May Harris, arms and right knee bruised. Stepped from car while in motion. Conductor, R. A. Gilmore; motorman, S. K. Mathis. Motorman still employed.

September 10th—Suburban car, L. W. Mintzer, E. Maul, both cars damaged; two passengers injured. Greasy rail, car slid causing collision. Conductor, N. Smith; motorman, Ireland. Conductor still employed.

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September 11th—L. Nathanson's bus, $10.00 damage. Horse lunged against moving car. Conductor, J. Murray; motorman, R. L. Grice. Still employed.

September 13th—F. Wright and wagon of A. and P. Tea Company, driver's finger lacerted; $5.00 damage to wagon. Horse aws turned in front of and struck by moving car. Conductor, S. H. Leggitt; motorman, W. E. Gifford. Still employed.

September 15th—Mrs. Walters, lacerated scalp. Stepped from moving car. Conductor, W. S. Gilmore; motorman, J. T. Watson. Still employed.

October 8th—Mrs. F. Smeltzer, arm, shoulder and body bruised. Car was started while boarding same. Conductor, E. Joslin; motorman, B. Haley. Still employed.

October 13th—Mrs. Shull and Mrs. Voight, both bruised and shocked. Car splitting switch, threw rear of same out of its course. Conductor, H. K. Stockman; motorman, W. Springer. Still employed.

October 21st—Thelwell's bus, $15.00 damage. Turned horse in front of and was strucy by moving car. Conductor, W. Hoffman (repair car); motorman, Bob White (repair car). Still employed.

October 18th—Mrs. Lee, hip bruised and muscle of leg wrenched. Car was started while alighting. Conductor, H. K. Stockman; motorman, W. A. Ashley. Still employed.

October 26th—J. Donnelly's pony cart, $35.00 damage. Pony unmanageable, ran into car. Conductor, F. J. Humphrey; motorman, J. J. McCauley. Still employed.

October 31st—Geo. Daley, bruised about the body. Walking on tracks, and struck by car which approached from rear. Conductor, R. S. Higbee; motorman, F. S. McAllister. Still employed.

November 6th—W. Chinn, bruised about the body. Thrown from bicycle in front of and struck by moving car. Conductor, W. T. McCauley; motorman, J. W. Wood. Still employed.

November 17th—Geo. Foulkrod, hand sprained. Tripped and fell to floor of car. Conductor, B. S. Dunsafe; motorman, T. H. French. Still employed.

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December 14th—F. Crossley (employe), eye, wrist and knee injured. Attempted to board rapidly moving car. Conductor, M. C. Van Sant; motorman, J. T. Callahan. Motorman still employed.

THE BALTIMORE AND NEW YORK RAILWAY CO.

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt,	175,000 00
Cost of road and equipments,	$875,501 91

Dividends paid during the year 1909, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1909.

Income from freight,	$361,129 74
Total,	$361,129 74
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$313,018 71

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

State of New York, City 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 1909 are correct and true, to the best of his knowledge and belief.

GEO. H. CAMPBELL.

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Sworn and subscribed before me, this 27th day of January, A. D. 1910.

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

ACCIDENTS.

June 22d, 1909—Walter Brennan, trainman, of the Philadelphia & Reading Railway, stepped from pilot step of Philadelphia & Reading Engine, No. 568, and had his foot crushed by B. & O. Engine No. 1636, in yard, Cranford, N. J. Conductor N. W. Pitcock; engineman, Chester A. Rose.

December 6th—Man supposed to be Anthony Grosoky was killed and Stanley Suszinsky injured, about 650 feet east of First avenue, Cranford Junction, whilst walking on track on private right of way. Conductor, C. E. Batting; engineman, John Hanlon.

BARNEGAT RAILROAD COMPANY.

Capital stock paid in,	$50,000 00
Bonded debt—None.	
Floating debt,	9,572 94
Cost of road and equipments,	$50,000 00

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

It is operated by Tuckerton Railroad Company for and on account of the Barnegat Railroad Company, and the latter company bears all the expenses in connection therewith. This arrangement is effective for one year from June 25th, 1909, and is subject to termination on three months' notice at the end of any month.

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

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

SAMUEL REA.

Sworn and subscribed before me, this fourteenth day of February, A. D. 1910.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$1,478 15
Income from freight,	739 59
Income from other sources,	412 56
Total,	$2,630 30
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$13,675 75
Dividends paid during the year 1909, and how paid—None.	

* Includes $409.50 taxes and other obligatory charges.

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

ACCIDENTS.

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

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BAY SHORE CONNECTING RAILROAD COMPANY.

Capital stock paid in,	$34,777 06
Floating debt,	1,657 86
Cost of road and equipments,	34,798 92

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

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

E. B. THOMAS.

Sworn and subscribed before me this twenty-sixth day of February, A. D. 1910.

[L. S.]

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

Dividends paid during the year 1909, and how paid—None.

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

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BELVIDERE DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,692,000 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, N. J., 0.09 miles; Coalport in Trenton, to East Trenton, N. J., 1.71 miles; Lambertville to Flemington, N. J., 11.55 miles; Martin's Creek, N. J., to junction with Delaware, Lackawanna and Western Railroad, 0.29 miles; a total distance of 81.06 miles.

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

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

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

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

SAMUEL REA.

Sworn and subscribed before me, this eleventh day of February, A. D. 1910.

[L. S.]

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

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RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$396,312 11
Income from freight,	1,323,929 50
Income from other sources,	93,313 46
Total,	$1,813,555 07
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$1,664,233 51

Dividends paid during the year 1909, and how paid—Three (10 per cent., February 8th, 1909; 5 per cent., June 23d, 1909; 5 per cent., December 31st, 1909), in cash.

* Includes $304,468.66 interest on bonded debt, taxes and other obligatory charges.

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

ACCIDENTS.

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

BERGEN COUNTY RAILROAD.

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

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

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

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

[L. S.]

Dividends paid during the year 1909, and how paid—None.

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

BERGEN AND DUNDEE RAILROAD.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

A. L. TRAVIS,

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

Dividends paid during the year 1909, and how paid—None.

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

BRIGANTINE TRANSPORTATION COMPANY.

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

Cost of road and equipments—No information at hand; see former reports.
Dividends paid during the year 1909, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1909.

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

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REMARKS.

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

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

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says, that he is the purchaser of the Brigantine Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me, this seventh day of March, A. D. 1910.

E. S. Ross,
Notary Public, Rockland Co.,
Certificate Filed in New York County.

BUENA VISTA RAILROAD COMPANY.

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

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

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

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State of New York, County of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock paid in,	$381,925 00
Bonded debt,	350,000 00
Floating debt,	32,151 54
Cost of road and equipments,	$763,968 75

The road extends from Pavonia, N. J., to Pemberton, N. J., 22.35 miles; connection with Philadelphia and Long Branch

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Railroad at Birmingham, to East of Birmingham Station, .39 miles; East Burlington, N. J., to Mount Holly, N. J., 7.12 miles; a total distance of 29.86 miles.

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

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

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

SAMUEL REA.

Sworn and subscribed before me, this eleventh day of February, A. D. 1910.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$184,948 71
Income from freight,	96,723 08
Income from other sources,	60,934 28
Total,	$342,606 07
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$376,107 69

Dividends paid during the year 1909, and how paid—Two of three per cent. each, paid in cash.

* Includes $52,072.54 rental for use of road and taxes.

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

ACCIDENTS.

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

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

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	$324,296 63

Dividends paid during the year 1909, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$15,672 23
Income from freight,	3,274 36
Income from other sources,	992 17
Total,	$19,938 76
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$32,735 13

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

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Ziegler, being duly sworn, on his oath says, that he is Comptroller of the Cape May, Delaware Bay and Sewell's Point Railroad Company,

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and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER,
Comptroller.

Sworn and subscribed before me, this seventh day of March, A. D. 1910.

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

ACCIDENTS.

None.

CARTERET EXTENSION RAILROAD COMPANY.

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

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

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

State of New York, County of New York, *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 ninth day of March, A. D. 1910.

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

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RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

ACCIDENTS.

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

CARTERET AND SEWAREN RAILROAD COMPANY.

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

The road extends from 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, County of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

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RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

ACCIDENTS.

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

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$27,436,800 00
Bonded debt,	51,471,000 00

Dividends paid during the year 1909, and how paid—Five (5) of two (2) per cent. each; in all ten (10) per cent. on par value of stock, paid in cash.

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

	Miles.
Elizabethport to Brills,	5.51
Elizabethport loop,	3.02
Communipaw to Newark (formerly Newark and New York Railroad),	1.95
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

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	Miles.
High Bridge to Wharton (formerly High Bridge and Longwood Valley Railroad),	25.17
German Valley to Chester (formerly High Bridge Railroad),	4.51
Hopatcong Junction to Nolan's Point (formerly Lake Hopatcong Railroad),	5.56
Spur—Avenue A, Bayonne, to Safety Insulated Wire and Cable Company's works,	0.45
Spur—Avenue A, Bayonne, to Avenue C,	0.60
Spur—Phillipsburg to Ingersoll-Sargent 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 1909.

Income from passengers,	$3,492,319 67
Income from freight,	8,318,551 69
Income from other sources,	3,213,938 57
Total,	$15,024,809 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$8,965,353 59

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

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

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

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State of New York, County of New York, *ss.*—W. G. Besler being duly sworn, on his oath says, that he is vice-president of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this ninth day of March, A. D. 1910.

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

ACCIDENTS.

Coupling or Uncoupling—Employes.

January 15th, 1909—Robert Deter, brakeman, injured at Garwood. Engineer, C. Husbands; conductor, M. Colohan.

March 31st—T. K. Young, brakeman, injured at East 22d street, Bayonne. Engineer, W. H. Stiner; conductor, T. Reilly.

May 1st—Alfred Abreo, driller, injured at East 22d street, Bayonne. Engineer, W. H. Stiner; conductor, T. Reilly.

May 17th—Frank Meehan, driller, injured at Jersey City freight yard. Engineer, H. Seigfried; conductor, Geo. W. Norris.

May 25th—John McGuire, car checker, killed at Jersey City. Engineer, J. McIntyre; conductor, W. J. Timney.

June 18th—Edward McGeehan, brakeman, injured at Jersey City freight yard. Engineer, W. S. Ludwig; conductor, A. Bruns.

July 18th—Wm. Burke, brakeman, injured at Elizabeth. Engineer, T. McCarthy; conductor, T. E. De Groot.

October 15th—Frank Murray, passenger driller, injured at Jersey City. Engineer, B. McDonald; conductor, T. Finley.

November 16th—Michael McGuire, car inspector, injured at Elizabethport. Engineer, M. Rhodes; conductor, D. Sullivan.

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December 6th—James J. Bonner, conductor, injured at Elizabethport (West End avenue yard). Engineer, Jos. Hilliard; conductor, Jas. J. Bonner.

Collisions—Non-Employes.

April 19th, 1909—R. Einhorn and Chas. Eckman, passengers, injured at Communipaw, Jersey City. Engineers, G. Jackson, F. McEvoy; conductors, W. Ming, A. Prawl.

April 19th—H. L. Weiland, P. H. McDonald, Chas. Paolello, Chas. Moll, J. J. Shancey, T. F. Connolly, Jos. Woodworth, Anna Messimelo, H. McNeill, Jos. Maggi, C. H. Behrens, S. Godfrey, passengers, all injured at Communipaw, Jersey City. Engineers, C. Van Middlesworth, J. Hill; conductors, W. Durling, W. Case.

December 29th—Charles Porter, non-employe, injured at Wharton. Engineer, Jacob Bird; conductor, L. Shauger.

Derailments—Employes.

May 4th, 1909—Thomas Myerhoff, brakeman, injured at Communipaw Pier, Jersey City. Engineer, F. Fozard; conductor, G. Hart.

Derailments—Non-Employes.

April 5th, 1909—J. P. Hecklemann, non-employe, injured at East Ferry street, Newark. Engineer, H. Smith; conductor, E. Schwall.

July 8th—John O'Brien, trespasser, injured between Glen Gardner and High Bridge. Engineer, W. H. Bodine; conductor, H. L. Houtz.

July 8th—Percy Harris, trespasser, injured between Glen Gardner and High Bridge. Engineer, W. H. Bodine; conductor, H. L. Houtz.

Falling From Trains, Locomotives or Cars—Employes.

January 10th, 1909—J. A. Rote, brakeman, injured at Lebanon. Engineer, W. Curry; conductor, N. Warman.

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January 29th—O. K. Oberg, driller, injured at Jersey City freight yard. Engineer, George Ward; conductor, John J. Cox.

January 31st—George C. Graham, engineer, injured at Cranford Junction. Engineer, G. C. Graham; conductor, J. D. Brown.

February 3d—Tunis E. De Groot, conductor, injured at Elizabeth. Engineer, W. Hopler; conductor, Tunis E. De Groot.

February 10th—Leon R. Nunn, brakeman, killed at Dunellen. Engineer, Wm. Murphy; conductor, J. J. Flaherty.

February 15th—William Diehl, brakeman, injured at Elizabethport. Engineer, E. Poda; conductor, T. Liddy.

March 2d—Frank A. Slack, head driller, injured on Manufacturers' Branch, Newark. Engineer, J. Jones; conductor, Frank A. Slack.

March 6th—Harry E. Stein, engineer, injured at Jersey City. Engineer, Harry E. Stem.

March 11th—W. E. Gray, brakeman, injured at Broad street, Newark. Engineer, W. E. Miller; conductor, J. J. Holland.

April 29th—Jas. F. Harrigan, fireman, injured at Newark. Engineer, W. Rhodes.

May 12th—William B. Miller, engineman, injured at Cranford. Engineer, Wm. B. Miller; conductor, H. Driesbach.

May 12th—L. H. Percy, engineman, injured at Communipaw, Jersey City. Engineer, Frank Fozard.

May 13th—Edward Lufft, brakeman, injured, Manufacturers' Branch, Newark. Engineer, John Jones; conductor, F. A. Slack.

June 16th—Herman Krause, brakeman, injured at Elizabethport. Engineer, G. Byrnes; conductor, W. C. Brown.

July 1st—Edward Sweeney, fireman, injured at Somerville. Engineer, ———; conductor, ———.

July 9th—Wm. S Wilson, fireman, injured at Hampton, N. J. Engineer, Jacob Vannatta.

July 18th—Anthony Neigert, engineer, injured at Newark. Engineer, A. Neigert; conductor, J. Spellman.

August 3d—E. J. Fahey, conductor, injured at Hampton. Engineer, Fred Waters; conductor, E. Fahey.

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August 10th—Carl McKenzie, brakeman, injured at West Side avenue, Jersey City. Engineer, G. Ross; conductor, J. V. Lindley.

August 11th—Joseph Tate, engineer, injured at Jersey City. Engineer, Jos. Tate; conductor, John Dougherty.

August 24th—Wm. Jacquemin, machinist, injured at Elizabethport. Engineer, S. Jones; conductor, J. Eggers.

September 9th—Jas. J. O'Hara, brakeman, injured at Elizabethport. Engineer, W. O'Brien; conductor, A. D. Fullerton.

October 25th—Andrew Cavicchia, brakeman, injured at Elizabethport. Engineer, W. Rowe; conductor, W. C. Brown.

November 3d—George Hendrickson, brakeman, injured at Jersey City. Engineer, S. Eckman; conductor, W. McIntyre.

November 6th—John Harley, brakeman, injured at Hampton. Engineer, L. K. Nunn; conductor, Robt. Burroughs.

November 13th—Jas. J. Manning, brakeman, injured at Brills. Engineer, P. J. Norton; conductor, E. J. Lufft.

November 15th—Roft. J. Ayres, brakeman, injured at Wharton. Engineer, G. Bodine; conductor, W. C. Kelsey.

November 25th—Wm. E. Fink, brakeman, injured at Jersey City Freight Yard. Engineer, Fred Smith; conductor, W. J. Timney.

November 27th—James Sweeney, brakeman, injured at Jersey City Freight Yard. Engineer, Frank Mooney; conductor, John Kelleher.

November 29th—Albert Thornton, brakeman, injured at Jersey City Freight Yard. Engineer, C. Reilly; conductor, J. R. Kelleher.

December 12th—John Fairhurst, fireman, injured at White House. Engineer, N. O'Neil; conductor, Jas. Meehan.

December 29th—Chas. B. Snyder, car checker, killed at Jersey City Freight Yard. Engineer, C. Duncan; conductor, W. H. Henley.

Falling from Trains, Locomotives or Cars—Non-Employes

February 5th, 1909—Emil Gable, passenger, killed between Fanwood and Netherwood. Engineer, F. Wilcox; conductor, H. Amerman.

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June 5th—Delia Kish, trespasser, injured at Carteret. Engineer, G. Rowland; conductor, E. E. Keyler.

July 11th—Jan Betel Leskcowitz, trespasser, injured at Somerville. Engineer, C. Roth; conductor, H. Kauffman.

July 15th—Stephen Belko, trespasser, injured at Perth Amboy. Engineer, Frank Bogart; conductor, Thos. Prendergast.

August 9th—John Mahl, trespasser, killed at Bound Brook. Engineer, F. Greth; conductor, W. M. Powell.

August 19th—James Sweeney, trespasser, killed at Elizabethport. Engineer, A. Eike; conductor, I. W. Fulmer.

September 3d—Frank Francis, non-employe, injured Lawrence Street Yard, Newark. Engineer, J. Jones; conductor, T. F. Watson.

October 28th—George Van Camp, trespasser, injured at Hampton Junction Engineer, L. K. Nunn; conductor, R. Burroughs.

November 19th—W S. Jimerson, non-employe, injured at Westfield. Engineer, ———; conductor, ———.

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

January 14th, 1909—J. J. Lang, brakeman, injured at Elizabethport. Engineer, E. Poda; conductor, T. Liddy.

February 1st—Charles Miller, brakeman, injured at Plainfield. Engineer, J. S. Eveland; conductor, John Degnan.

May 7th—Frank Sabbino, lampman, injured at Netherwood. Engineer, M. Moynihan; conductor, D. Aller.

May 10th—Patrick Quinn, car inspector, injured at Jersey City. Engineer, C. Burrows; conductor, E. Kirk.

May 10th—Newton S. Bray, telegraph student, injured at Hampton. Engineer, A. Eick; conductor, F. Fredrickson.

May 13th—Edward Bailey, fireman, injured at High Bridge. Engineer, Geo. Braman.

May 19th—John Naples, laborer, injured at Communipaw, Jersey City. Engineer, J. Mattis; conductor, T. O'Connor.

July 10th—Wade H. Davidson, brakeman, killed at Dunellen. Engineer, W. Smith; conductor, G. Terrill.

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July 20th—H. M. Hickman, brakeman, injured at Brills, N. J. Engineer, G. Byrnes; conductor, W. C. Brown.

August 19th—James Lott, yard driller, injured at Jersey City. Engineer, C. Burrows; conductor, E. Kirk.

September 25th—Jos. E. Masterson, brakeman, injured at Bound Brook. Engineer, W. Murphy; conductor, J. J. Flaherty.

September 26th—Wm. Bullman, brakeman, injured at Bound Brook. Engineer, W. H. Williams; conductor, R. Grow.

October 12th—L. Hoffman, brakeman, injured at Middle Valley. Engineer, J. Dineen; conductor, L. Stametz.

December 9th—Chas. M. Deisler, brakeman, injured at Jersey City Freight Yard. Engineer, Jas. Mays; conductor, K. Matthews.

December 14th—Wm. Kiley, brakeman, injured at Jersey City Freight Yard. Engineer, R. Lindsay; conductor, I. Praster.

December 20th—Jas. Doherty, freight driller, injured at Greenville, Jersey City. Engineer, E. Gordon; conductor, J. Herbert.

December 24th—James Leonard, brakeman, injured at Jersey City Freight Yard. Engineer, Wm. Applegate; conductor, Geo. Redder.

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

January 1st, 1909—Jos. Shilowitz, passenger, killed at Jersey City. Engineer, P. Gilmore; conductor, J. Ireland.

January 9th—John Wilcox, passenger, injured at East 22d street, Bayonne. Engineer, T. Benjamin; conductor, W. Shaw.

January 19th—Unknown woman, passenger, injured at Perth Amboy. Engineer, S. Lowery; conductor, G. Trimmer.

January 25th—Jennie Greenburg, passenger, injured at Elizabethport. Engineer, G. Ahle; conductor, T. Goger.

January 30th—Frank Brunner, passenger, injured at Jersey City. Engineer, F. Naylor; conductor G. Trimmer.

February 7th—James Gray, passenger, injured at Plainfield. Engineer, W. Condit; conductor, W. Wittnebert.

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February 9th—Ralph C. Harrington, passenger, injured at East 33d street, Bayonne. Engineer E. Huff, Sr.; conductor, W. Barnes.

February 15th—G. Vreeland Van Alstyne, passenger, injured at Elizabeth. Engineer, W. Snyder; conductor, F. Vannatta.

February 22d—J. B. Beisel, trespasser, injured at East Rahway. Engineer, G. Byrnes; conductor, E. E. Keyler.

February 25th—Chas. Oram, passenger, injured at Jackson avenue, Jersey City. Engineer, C. Morton; conductor, R. Bellis.

March 2d—W. E. Gray, passenger, killed at Jersey City. Engineer, W. Creveling; conductor, T. Flanagan.

March 14th—Patrick Lynch, passenger, injured at Spring street, Elizabeth. Engineer, T. Bradshaw; conductor, W. Wittnebert.

March 22d—Mrs. Antonia, passenger, alleged to have been injured at Perth Amboy. Engineer, H. Ayres; conductor, W. Berkheimer.

March 28th—James Kenealy, passenger, injured at Pacific avenue, Jersey City. Engineer, P. Gilmore; conductor S. Dennis.

April 1st—F. H. Brumm, passenger, injured at Jersey City. Engineer, H. Ayres; conductor, W. Berkheimer.

April 2d—John Kline, trespasser, injured at Elizabethport. Engineer, D. Rosenbaum; conductor, J. L. Brown.

April 10th—Unknown man, injured west of East 49th street station, Bayonne. Engineer, A. Heim; conductor, I. Bedell.

April 11th—Harry Ferris, passenger, injured at Elizabethport. Engineer; P. Elder; conductor, W. Barnes.

April 11th—Mrs. Edsall, passenger, injured at Communipaw station, Jersey City. Engineer, W. Creveling; conductor, W. Snyder.

April 13th—John Connell, trespasser, killed Manufacturers' Branch, Newark. Engineer, S. Brown; conductor, J. Schmon.

April 18th—Ole Sands, passenger, injured at Claremont. Engineer, G. Jackson; conductor, W. Shaw.

May 7th—Nelson Baskerville, passenger, injured at Pt. Reading Crossing. Engineer, W. Ferguson; conductor, W. Hayes.

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May 22d—Mrs. Minnie Van Nardroff, passenger, injured at Jersey City. Engineer, P. Quick; conductor, H. Amerman.

May 24th—Leon Wasik, passenger, injured at Elizabeth avenue, Elizabeth. Engineer, J. Coyne; conductor, C. Warman.

May 27th—John J. Jones, colored, trespasser, injured at Elizabeth. Engineer, J. W. Keck; conductor, W. P. Burke.

May 30th—Miss Nellie Mulford, passenger, injured at Elizabethport. Engineer, G. Squires; conductor, G. Van Nortwick.

May 31st—Herman Schling, passenger, injured at Jersey City. Engineer, E. Butler; conductor, J. Spellman.

May 31st—Charles Bentz, passenger, killed at West Side avenue, Jersey City. Engineer, J. Koehler; conductor, R. Bellis.

June 12th—Edward Kershaw, passenger, injured at West Side avenue, Jersey City. Engineer, A. Neigert; conductor, J. Spellman.

June 20th—Paul Gunk, passenger, injured at Jackson avenue, Jersey City. Engineer, D. Driscoll; conductor, E. Lake.

June 23d—Mrs. A. Doran, passenger, injured at Jersey City. Engineer, E. Jeffers; conductor, D. Hickey.

June 23d—Lindlow Sutton, trespasser, killed at Califon. Engineer, L. Smith; conductor, John Banghurst.

June 24th—C. Schuckner, passenger, injured at Elizabeth. Engineer, S. Watson; conductor, W. Sheehan.

June 24th—Jas. McGovern, passenger, injured at Jersey City. Engineer, D. Driscoll; conductor, E. Lake.

June 30th—Clara Whitken, passenger, injured at Elizabethport. Engineer, J. Reagan; conductor, A. Hetfield.

July 5th—Mrs. C. H. Stevens, passenger, injured at Communipaw, Jersey City. Engineer, J. Mays; conductor, J. Walsh.

July 5th—Michael A. Gallo, passenger, injured at Westfield. Engineer, J. McKeaney; conductor, W. George.

July 6th—Mr. Raichlin, passenger, injured at E. 22d street, Bayonne. Engineer, S. Jones; conductor J. Eggers.

July 29th—W. H. Haskin, passenger, injured at West Side avenue, Jersey City. Engineer, W. Creveling; conductor, W. Snyder.

July 29th—E. W. Schafer, passenger, injured at Cranford. Engineer, C. Morton; conductor, W. Snyder.

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July 31st—Mrs. P. A. Wilson, passenger, injured at Elizabeth. Engineer, E. Hayes; conductor, D. Kirk.

August 28th—Stephen Medwig, passenger, killed at Elizabethport. Engineer, A. Heim; conductor, L. Homler.

August 31st—Alberta Berger, passenger, injured at Bound Brook. Engineer, J. Creeden; conductor, J. Fryburg.

September 3d—H. O'Lander, tresspaser, injured at Constable Hook, Bayonne. Engineer A. Ort; conductor, T. O'Neil.

October 3d—John Belby, passenger, injured at West 8th street, Bayonne. Engineer, E. Butler; conductor, R. Bellis.

October 4th—Peter A. Apgar, passenger, injured at Califon. Engineer, W. Condit; conductor, W. Durling.

October 12th—F. B. Laute, passenger, injured at E. Ferry street, Newark. Engineer, M. Ahearn; conductor, W. Magee.

October 13—Albert Handley, trespasser, injured at Elizabethport. Engineer, ———; conductor, ———.

November 8th—W. E. S. Crane, passenger, injured at Newark. Engineer, M. Ahern; conductor, T. Flanagan.

November 20th—Ella F. Phipps, passenger, injured at Hampton. Engineer, J. Frech; conductor, W. Creveling.

November 23d—Louis Pedenowiski, trespasser, injured at Ferry street, Newark. Engineer, H. Willever; conductor, J. McKay.

December 6th—W. H. Stout, passenger, injured at E. 22d street, Bayonne. Engineer, C. Morton; conductor, R. Bellis.

December 11th—Mrs. Pryor, passenger, injured at E. 49th street, Bayonne. Engineer, H. Ayers; conductor, W. Barnes.

December 14th—E. M. Rogers, passenger, injured at Elizabeth. Engineer, A. Heim; conductor, F. Goger.

December 16th—Hattie Nixon, passenger, injured at Newark. Engineer, H. R. Ayers; conductor, C. Warman.

Struck By Overhead Obstructions—Employes.

February 6th, 1909—Harry C. Ackerman, engineman, injured at Bound Brook. Engineer, H. Ackerman; conductor P. F. McArdle.

February 12th—J. J. Lawson, brakeman, injured at Bound Brook. Engineer, S. Ollis; conductor, John Hoffer.

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February 19th—Joseph J. Stacer, brakeman, injured at Jersey City. Engineer, H. Hahn; conductor, E. Snyder.

February 28th—Alfred Braun, driller, injured at Jersey City. neer, W. Carey; conductor, John Coriell.

April 16th—Frank Sells, fireman, injured at Newark. Engineer, W. Carey; conductor, G. W. Poole.

October 17th—John D. Rockafellow, brakeman, injured at Somerville. Engineer, P. Quick; conductor, W. Case.

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

February 17th, 1909—Della Frank, trespasser, killed at Court Street crossing, Elizabethport. Engineer, J. Manion; conductor, D. Johnson.

March 26th—Adolph Altea, injured at Bayway. Engineer, W. Huff; conductor, F. Fairbanks.

March 27th—Henry Strunck, injured at Dead Horse crossing, Newark. Engineer, W. Jacobus; conductor, J. Spellman.

May 11th—Thomas Clougher, injured at Jersey City passenger yard. Engineer, F. White; conductor, J. Griffin.

July 29th—Hans Hanson, injured at Rahway avenue crossing, Carteret. Engineer, George Rowland; conductor, E. E. Kiyler.

October 14th—William Obert, injured on Manufacturers' Branch, Newark. Engineer, J. Hogan; conductor, F. A. Slack.

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

January 14th, 1909—Morgan J. Cunion, freight brakeman, killed at Hamburg Place, Newark. Engineer, C. Pittenger; conductor, W. H. Berkheimer.

March 10th—James J. Spillane, driller, killed at Pt. Johnston yard, Bayonne. Engineer, F. Mooney; conductor, N. Sharkey.

March 12th—Arthur F. Broderick, chief clerk, injured at Jersey City freight yard. Engineer, Fred Day; conductor, John Cox.

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April 13th—Patrick English, bridge watchman, killed at Bay Bridge. Engineer, C. Holmes; conductor, H. Shuck.

April 23d—J. N. Titus, gardener, injured at Plainfield. Engineer, John Mason; conductor, A. E. Miller.

April 26th—Rock Aloa, laborer, injured at Raritan. Engineer, W. McMahon; conductor, W. Nolan.

June 24th—James J. Bing, brakeman, killed at Bound Brook. Engineer, W. Curry; conductor, G. Terrill.

June 29th—William Carroll, air brake inspector, injured at Jersey City; Engineer, C. Burrows; conductor, E. Kirk.

August 15th—John Schmon, driller, injured at E. Perry St., Newark. Engineer, P. Norton; conductor, E. Stevens.

August 24th—Chas. P. Haley, freight checker, killed at Jersey City. Engineer, W. Gorman; conductor, D. Randolph.

September 11th—R. A. Rowdabach, conductor, killed at Bound Brook. Engineer, H. R. Kugler; conductor, R. A. Rowdabach.

September 28th—John Cislewich, car inspector, injured, West End Ave. yard, Elizabethport. Engineer, A. Simms; conductor, H. Hickman.

September 28th—Demetrius M. Laveratt, police captain, killed at Fanwood. Engineer, F. Finer; conductor, M. Lukens.

October 3d—Philip M. Quirk, brakeman, injured at Cranford Junction. Engineer, F. Jacobus; conductor, L. Titus.

October 9th—Alex. Gerko, laborer, killed at Plainfield, N. J. Engineer, F. Frech; conductor, W. Creveling.

November 25th—John Chismondr, laborer, killed; Victor Border, laborer, injured, at Phillipsburg. Engineer, Jas. Decker; conductor, M. J. McBride.

December 14th—Frank Intromasso, plumber's helper, injured at Jersey City freight yard. Engineer, Jas. McIntyre.

December 26th—George Tolton, laborer, killed at Jersey City passenger yard. Engineer, A. Galloway; conductor, J. Kelly.

December 27th—Thos. Fox, laborer, injured at Elizabethport. Engineer, A. Heim; conductor, F. Goger.

December 29th—Albert Lutes, brakeman, injured at Phillipsburg. C. Stucker, hostler.

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

January 1st, 1909—Antoni Kochuska, trespasser, killed at Clinton Ave., Plainfield. Engineer, T. Bradshaw; conductor, M. Henry.

January 7th—William Coursen, trespasser, injured at Lake Hopatcong. Engineer, R. H. Nixon; conductor, R. F. Grater.

January 12th—Unknown man, killed at Newark Bay Bridge, Elizabethport. Engineer, B. Loughery; conductor, P. Malley.

January 16th—Joseph Antress, trespasser, injured at East 22d St., Bayonne. Engineer, E. J. Butler; conductor, D. W. Sliker.

January 16th—Andrew Heges, trespasser, injured at Pacific Ave., Jersey City. Engineer, W. Snyder; conductor, W. Magee.

February 1st—Unknown man, killed at West 8th St., Bayonne. Engineer, C. Foster; conductor, J. Shearn.

February 4th—Jos. Milan, trespasser, injured at Bayway. Engineer, C. Pittenger; conductor, W. Berkheimer.

March 19th—Mary E. Taylor, trespasser, killed at Dunellen. Engineer, J. Kiple; conductor, W. Chambers.

March 26th—Mr. Flanagan, trespasser, killed at Spring Street, Elizabeth. Engineer, J. McDade; conductor, F. McEwen.

March 28th—Unknown man, killed, east of Communipaw Ave. Station, Jersey City. Engineers, G. Gilbert, W. Snyder; conductors, W. Ryder, M. Durling.

April 3d—Unknown man, killed at coal chutes, Fiddlers, Jersey City. Crew unknown.

April 3d—Unknown man, killed at Bound Brook. Engineer, F. Wagner; conductor, H. Craven.

April 4th—Inman E. Morgan (colored), trespasser, injured at Pacific Ave., Jersey City. Engineer, S. Lowery; conductor, W. Hibler.

April 5th—Wm. F. Eppensteiner, trespasser, injured at Chrome. Engineer, G. Ahle; conductor, ———.

April 9th—Hazel M. Smith, passenger, injured at Van Nos-

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trand Place, Jersey City. Engineer, C. Foster; conductor, J. Shearn.

April 9th—Unknown man, killed at Fanwood. Engineer, A. Kirkendale; conductor, J. Ross.

May 1st—Michael Schenk, trespasser, killed east of Elizabeth. Engineer, W. Snyder; conductor, F. Vannatta.

May 17th—John Lee, passenger, injured at Elizabethport. Engineer, G. Ahle; conductor, F. Goger.

May 19th—Frank M. Bacon, passenger, killed at Plainfield. Engineer, S. Watson; conductor, W. Sheehan.

June 1st—John Cheba, trespasser, injured at Morse's Creek. Engineer, R. Wolverton; conductor, W. Gilp.

June 1st—Florence Thompson, trespasser, seriously injured at Somerville. Engineer, M. Debbs; conductor, M. Weller.

June 7th—Antone Kaladerum, trespasser, injured at Elizabethport. Engineer, J. Kiple; conductor, D. Hickey.

June 11th—Julius Shetkowski, trespasser, killed at East 22d St., Bayonne. Engineer, E. Egbert; conductor, T. Dawson.

June 14th—Sarafin Hoplak, trespasser, injured at Wharton. Engineer, C. Forrester; conductor, S. Crook.

June 18th—Antonio Ferruga, trespasser, injured at Ferry St., Newark. Engineer, S. Jones; conductor, J. Eggers.

June 26th—John Hoare, trespasser, injured at Elizabethport. Engineer, J. Crowley; conductor, N. L. Bonnell.

June 29th—Michael Evanusitch, trespasser, killed at Pacific Ave., Jersey City. Engineer, J. Mattis; conductor, T. O'Connor.

July 5th—John Mansfield, trespasser, fatally injured at Raritan. Engineer, P. Eder; conductor, L. Titus.

July 21st—Chas. J. Madden, trespasser, killed at Newark. Engineer, J. Koehler; conductor, J. Spellman.

July 24th—Andrew Makooki, trespasser, injured at Newark. Engineer, G. Cameron; conductor, J. Van Middlesworth.

July 24th—Jos. Kenzoki, trespasser, killed at Bayway. Engineer, J. Spence; conductor, J. Cannon.

July 29th—Unknown man, trespasser, killed at Elmora. Engineer, G. Gilbert; conductor, W. Ryder.

August 5th—John Mack, trespasser, killed at Elizabethport. Engineer, H. Shorts; conductor, W. George.

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August 10th—Wm. Potter, trespasser, injured at Elizabeth. Engineer, P. Quick; conductor, G. Van Nortwick.

August 13th—Unknown man, trespasser, killed at East Rahway. Engineer, G. Clickner; conductor, J. Van Houten.

August 14th—Albert Vogus, trespasser, injured near Bond Creek, Elizabethport. Engineer, I. Funk; conductor, L. Homler.

August 14th—David Stein, trespasser, injured at Elizabethport. Engineer, W. O'Brien; conductor, A. D. Fullerton.

August 21st—Unknown man, trespasser, killed on Newark Bay Bridge, Avenue A, Bayonne. Engineers, E. Jones, J. Frech; conductors, C. Warman, W. Creveling.

August 28th—William Barnes, trespasser, killed at Spring St., Elizabeth. Engineer, C. Foster; conductor, J. Shearn.

August 28th—Matthias Schultz, trespasser, killed at Cranford. Engineer, J. Smeck; conductor, G. Weidell.

August 30th—James Wilson, trespasser, injured on Newark Bay Bridge, Avenue A, Bayonne. Engineer, J. Waite; conductor, I. Bedell.

September 8th—August Kreiger, trespasser, killed at Greenville, Jersey City. Engineer, W. Hartman; conductor, F. Bills.

September 9th—E. V. Pelow, trespasser, killed at E. 22d. street, Bayonne. Engineer, W. Nivison; conductor, C. Wyatt.

September 12th—John Kollner, trespasser, killed at Elizabethport (Livingston street). Crew unknown.

November 1st—Mrs. Albert Bowelenson, trespasser, fatally injured in freight yards, Jersey City. Engineer, I. Funk; conductor, George W. Norris.

November 17th—Thomas Sullivan, trespasser, killed at Dover. Engineer, G. F. Braman; conductor, T. Hill.

December 11th—Samuel Dalley, trespasser, injured at Plainfield. Engineer, J. Creedon; conductor, J. Fryburg.

December 21st—Philip Fosso, trespasser, injured at Communipaw, Jersey City. Engineer, J. Hill; conductor, W. Case.

December 28th—Ludwick Boreskey, trespasser, injured at St. Charles street, Newark. Engineer, William Rhodes; conductor, G. N. Smith.

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On or About Trains, Locomotives or Cars—Employes.

January 1st, 1909—James G. Wallace, brakeman, injured at W. 8th street, Bayonne. Engineer, C. A. Rose; conductor, J. E. Lee.

January 3d—Aaron Blauvelt, brakeman, injured at Jersey City. Engineer, F. Fozard; conductor, G. Hart.

January 19th—Leslie Fillman, fireman, injured at Bound Brook. Engineer, E. F. Greth; conductor, J. H. Welk.

January 20th—Frank Hartzell, brakeman, injured at Hampton Junction. Engineer, J. Mason; conductor, C. F. Long.

February 5th—John Dever, passenger brakeman, injured at Jersey City. Engineer, G. Leggett; conductor, J. McGuire.

February 9th—Elijah C. Hoffman, passenger brakeman, injured at Westfield. Engineer, G. Leggett; conductor, W. Warner.

February 10th—David L. Reese, engineman, injured at Plainfield. Engineer, D. L. Reese; conductor, N. M. Pidcock.

February 10th—Andrew Noon, brakeman, injured at Jersey City. Engineer, J. Tate; conductor, John Doherty.

February 13th—William Struble, brakeman, injured at Dunellen. Engineer, Edward Butler; conductor, John Mahoney.

March 10th—Samuel L. Stout, brakeman, injured at Boynton Beach. Engineer, S. Darling; conductor, W. I. Breese.

March 28th—George H. Davidson, P. & R. baggage master, injured at Plainfield. Engineer, M. Loughery; conductor, E. Parke.

March 29th—William K. Gaston, carpenter, injured at Greenville, Jersey City. Engineer, G. Squires; conductor, S. Dennis.

April 13th—Frank Schultz, brakeman, injured at Jersey City freight yard. Engineer, J. Allen; conductor, F. Eisenhauer.

April 14th—Andrew Gillespie, brakeman, injured at Elizabethport. Engineer, N. Rhodes; conductor, D. Sullivan.

April 24th—Harry Bright, brakeman, injured at White House. Engineer, E. O'Connor; conductor, W. Flynn.

April 24th—Frank Walsh, brakeman, injured at Jersey City freight yard. Engineer, J. Spence; conductor, A. Meyers.

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April 28th—George Hendrickson, brakeman, injured at Newark. Engineer, H. Ayers; conductor, J. Spellman.

May 8th—William Flammer, car inspector, killed at Jersey City freight yard. Engineer, Fred Day; conductor, J. Kelleher.

May 11th—Harry B. Osmun, fireman, injured at Brills. Engineer, F. H. McPeak; conductor, P. G. Young.

May 13th—Wilson Rex, brakeman, injured at Jersey City. Engineer, J. Tate; conductor, John Doherty.

June 30th—G. M. Miller, passenger brakeman, injured at Jersey City. Engineer, M. Moynihan; conductor, M. Miller.

July 19th—William Wilson, conductor, injured at Jersey City. Engineer, C. Duncan; conductor, William Wilson.

July 30th—Fred K. Wilcox, engineman, injured at Somerville. Engineer, ———; conductor, ———.

August 3d—C. C. Arnsparger, brakeman, injured at Elizabethport. Engineer, W. O'Brien; conductor, A. D. Fullerton.

August 7th—James Holland, brakeman, injured at Jersey City. Engineer, J. H. Hampton; conductor, John Coriell.

August 24th—Frank A. Smith, brakeman, injured at Brills. Engineer, F. McPeak; conductor, P. G. Young.

August 27th—Daniel J. Moynihan; conductor, injured at Lebanon. Engineer, Harry Crowley; conductor, Daniel J. Moynihan.

September 4th—W. H. Sells, Jr., fireman, injured between Lebanon and Annandale. Engineer, W. Hopler; conductor, P. T. Slockbower.

September 20th—James Lawery, laborer, injured at Jersey City. Engineer, ———; conductor, ———.

October 8th—Walter A. Kennedy, brakeman, injured at Cranford. Engineer, C. S. Husband; conductor, E. H. Bonasch.

October 15th—Timothy Maroney, conductor, injured at East 22d St. yard, Bayonne. Engineer, C. Brown; conductor, T. Maroney.

October 18th—Wm. R. Hunt, brakeman, injured at Carteret. Engineer, G. R. Rowland; conductor, J. F. Gallagher.

October 21st—Chas. A. Teets, brakeman, injured at Bayway. Engineer, Fred Paulman; conductor, Ezra Queen.

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October 28th—John Kirk, passenger driller, injured at Jersey City. Engineer, G. Lewis; conductor, J. Kirk.

November 1st—Thos. D. Campbell, fireman, injured at Glen Gardner. Engineer, Harry Prime; conductor, D. A. Sweeney.

November 4th—Chas. Jamerson, driller, injured at Jersey City passenger yard. Engineer, S. Eckman; conductor, W. McIntyre.

November 8th—L. H. Berwick, fireman, injured at Somerville. Engineer, J. Thomas; conductor, C. F. Long.

November 26th—Wm. J. Miller, fireman, injured at Bound Brook. Engineer, M. Loughery; conductor, J. Beck.

November 30th—Albert Coates, car inspector, injured at Jersey City Passenger Yard. Engineer, ———; conductor, ———.

December 9th—Wm. S. Wilson, fireman, injured at Hampton. Engineer, M. F. Engle; conductor, ———.

December 11th—Rocco Agolia, steam inspector, injured at sey City Passenger Yard. Engineer, ———; conductor, ———.

December 17th—John Barry, brakeman, injured at Elizabethport. Engineer, J. Kenney; conductor, John Jenkins.

December 17th—Jas. Feeney, car inspector, killed, East 22d St. yard, Bayonne. Engineer, W. Anderson; conductor, C. Long.

December 18th—Chas. McTague, brakeman, injured at Hampton. Engineer, W. H. Anderson; conductor, J. F. Snyder, Jr.

December 27th—Chas. Paulman, fireman, injured at Elizabethport. Engineer, Wm. O'Brien; conductor, J. McGuire.

December 30th—Laurraine C. Hurtt, brakeman, killed at Plainfield. Engineer, J. Eveland; conductor, J. Degnan.

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

January 10th, 1909—R. R. Van Syckle, passenger, injured, between High Bridge and Annandale. Engineer, T. Hartzell; conductor, L. Brightman.

January 12th—C. E. Richards, passenger, injured at Dunellen. Engineer, J. Lutz; conductor, J. Day.

January 13th—Bernard Crist, passenger, injured at Bayway. Engineer, J. Rodenbough; conductor, W. Shaw.

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February 6th—Elmer C. Teager, passenger, injured at Claremont, Jersey City. Engineer, E. Huff, Sr.; conductor, W. Barnes.

February 25th—Frank L. Stanley, passenger, injured at East 33d St., Bayonne. Engineer, S. Lawery; conductor, G. Trimmer.

February 25th—H. G. Opdyke, passenger, injured at East 33d St., Bayonne. Engineer, P. Quick; conductor, G. Van Nortwick.

March 5th—Chauncey Murphy, James Lynch, Chas. Lanier, passengers, injured west of Roselle. Engineers, J. Lutz, A. Kirkendall; conductors, J. Day, E. Evans.

March 19th—Arthur Walker, passenger, injured at Perth Amboy. Engineer, W. Ferguson; conductor, W. Hayes.

March 26th—Richard M. Klein, passenger, injured at Elizabeth. Engineer, E. Gordon; conductor, W. Shaw.

March 29th—I. F. Amerman, passenger, injured at Neshanic. Engineer, F. Beck; conductor, S. Johnston.

April 1st—John Moody, passenger, injured between East 33d and East 22d Sts., Bayonne. Engineer, E. Jones; conductor, S. Piatt.

April 5th—Dennis Donovan, passenger, injured at Elizabeth Ave., Elizabethport. Engineer, P. Gilmore; conductor, W. Shaw.

April 8th—H. A. Oliphant, passenger, injured at Newark. Engineer, A. Ayers; conductor, H. Amerman.

April 10th—Jas. McElroy, passenger, injured at Elizabethport. Engineer, E. Gordon; conductor, W. Shaw.

April 17th—Harry Marks, passenger, injured at Elizabethport. Engineer, J. Reagan; conductor, A. Hetfield.

April 25th—Mrs. Harry De Meza, passenger, injured at Elizabeth. Engineer, T. Hartzell; conductor, H. Davidson.

April 29th—P. C. Thompson, passenger, injured at Elizabethport. Engineer, J. Frech; conductor, W. Creveling.

May 1st—Patrick Boyle, passenger, injured at Elizabethport. Engineer, E. Gordon; conductor, J. Herbert.

May 19th—Miss A. Johnson, passenger, injured between Jackson and West Side Aves., Jersey City. Engineer, J. Koehler; conductor, W. Magee.

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May 24th—Jos. F. Gormley, passenger, injured at Cranford. Engineer, G. Irwin; conductor, J. McAloan.

May 25th—Lewis Beyer, passenger, injured at Elizabethport. Engineer, J. Frech; conductor, W. Creveling.

May 25th—Miss Schoonmaker, passenger, injured at Jersey City. Engineer, M. Wall; conductor, J. Spellman.

May 25th—Russell S. Shaw, passenger, injured at Jersey City. Engineer, W. Nivision; conductor, D. Johnson.

May30th—Frank C. Decker, passenger, injured at East 33d St., Bayonne. Engineer, G. Squires; conductor, W. Shaw.

May 31st—Harry Leblein, passenger, injured, between Elizabethport and Newark. Engineer, J. Berry; conductor, F. Reed.

May 31st—E. J. Gill, passenger, injured at Cranford. Engineer, F. Wynkoop; conductor, S. Dennis.

May 31st—Harry Adams, passenger, injured between East 22d and East 33d Sts., Bayonne. Engineer, J. Rodenbaugh; conductor, W. Shaw.

June 1st—Thomas Cooper, passenger, injured at Elmora, Elizabeth. Engineer, E. Huff; conductor, W. Barnes.

June 11th—Mrs. Maximilian Goseman, passenger, injured at Elizabeth. Engineer, F. Mooney; conductor, W. Barnes.

June 11th—Mrs. Chas. Hoover, passenger, injured at West 8th St., Bayonne. Engineer, F. Mooney; conductor, W. Barnes.

June 12th—Richard Dodd, non-employe, injured at Jersey City. Engineer, F. White; conductor, J. Griffin.

June 17th—C. M. Bailey, passenger, injured at East 49th St., Bayonne. Engineer, N. Sheridan; conductor, M. Henry.

June 19th—Howard Metz, passenger, injured at Greenville, Jersey City. Engineer, C. Clapp; conductor, G. Jenkins.

June 19th—E. P. Burritt, passenger, injured between Elizabethport and Bayonne. Engineer, M. Moynihan; conductor, D. Aller.

June 19th—Mrs. H. M. Baldwin, passenger, injured at Elizabethport. Engineer, G. Ahle; conductor, L. Homler.

June 22d—Geo. La Rooch, passenger, injured at Elizabeth Ave., Elizabeth. Engineer, D. Driscoll; conductor, E. Lake.

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June 23d—R. H. Daley, Pullman porter, injured at Netherwood, Plainfield. Engineer, M. Miller; conductor, T. Sands.

June 25th—Sydney Laude, passenger, injured at Newark. Engineer, C. Reilly; conductor, F. Fairbanks.

June 25th—Mrs. Skidmore, passenger, injured at Perth Amboy. Engineer, W. Koehler; conductor, F. Goger.

June 25th—Madeline Morrisett, passenger, injured at Pacific Ave., Jersey City. Engineer, W. Gorman; conductor, W. Hibler.

June 25th—A. Applebaum, passenger, injured at East 33d St., Bayonne. Engineer, J. Rodenbough; conductor, W. Burnes.

June 26th—E. Thomas, passenger, injured at Plainfield. Engineer, J. Creedon; conductor, J. Fryburg.

June 27th—Ethel Shapiro, passenger, injured at Jersey City. Engineer, R. Goshner: conductor, C. Warman.

June 28th—Chas. J. Hopkins, passenger, injured at Jersey City. Engineer, J. Rodenbough; conductor, W. Shaw.

June 28th—Irving P. Davis, passenger, injured at Sewaren. Engineer, H. Rader; conductor, H. Trimmer.

June 28th—Anna Devine, passenger, injured at Elizabethport. Engineer, G. Cameron; conductor, J. Van Middlesworth.

June 29th—Carol Jellerson, passenger, injured at West 8th St., Bayonne. Engineer, S. Watson; conductor, W. Sheehan.

June 29th—Rose Schweers, passenger, injured at West 8th St., Bayonne. Engineer, D. Driscoll; conductor, E. Lake.

June 29th—A. E. Kenney, passenger, injured at Elizabeth. Engineer, M. Moynihan; conductor, D. Aller.

June 30th—Helen Cook, passenger, injured at Jersey City. Engineer, C. Henry; conductor, M. Weller.

July 1st—John Nicholson, passenger, injured at Communipaw, Jersey City. Engineer, C. Foster; conductor, J. Shearn.

July 5th—Jessie Pittenger, passenger, injured between Elizabethport and Red Bank. Engineer, F. Manion; conductor, L. Brightman.

July 7th—Alice McRae, passenger, injured at Newark. Engineer, E. Gordon; conductor, D. Randolph.

July 11th—Child of Jas. McNamara, passenger, injured at Elizabeth. Engineer, I. Funk; conductor, W. Snyder.

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July 20th—Henry Cordin, passenger, injured at East 33d St., Bayonne. Engineer, P. Quick; conductor, G. Van Nortwick.

July 26th—Bertha Heller, passenger, injured at Flemington. Engineer, F. Miller; conductor, D. Kirk.

August 5th—Mrs. Lucy Schank, passenger, injured at Grant Ave., Plainfield. Engineer, H. Rader; conductor, L. Brightman.

August 22d—William Ideo, passenger, injured at W. 8th St., Bayonne. Engineer, W. Rowe; conductor, W. Snyder.

August 22d—Jos. Lamanna, passenger, injured at Cranford. Engineer, J. Logan; conductor, H. Davidson.

August 24th—J. M. Brunnier, passenger, injured at Jersey City. Engineer, G. Ahle; conductor, A. Prawl.

August 25th—Mrs. J. L. Thomas, passenger, injured at E. 33d street, Bayonne. Engineer, C. Reilly; conductor, W. Berkheimer.

September 19th—John B. Gardley, passenger, injured at W. 8th street, Bayonne. Engineer, E. Jones; conductor, J. Shearn.

September 25th—L. B. Smyser, passenger, injured at Bound Brook. Engineer, J. Creedon; conductor, L. Fryburg.

October 7th—Arthur A. Moser, passenger, injured at Garwood. Engineer, J. Lutz; conductor, J. Day.

October 25th—J. P. Krebs, passenger, injured at Claremont. Engineer, F. Wilcox; conductor, M. Durling.

October 27—Harry Giles, passenger, injured at W. 8th street, Bayonne. Engineer, W. Propert; conductor, C. Guard.

November 5th—Ida N. Hand, passenger, injured at Elizabeth. Engineer, C. Henry; conductor, J. McGuire.

November 13th—Mrs. W. O'Neill, passenger, injured at E. 22d street, Bayonne. Engineer, P. Quick; conductor, G. Van Nortwick.

November 19th—Paul Dudosh, hostler, injured at Fiddlers. Engineer, ———; conductor, ———.

November 20th—Percy Hall, Blue Line porter, injured at Spring street, Elizabeth. Engineer, W. Propert; conductor, T. Mulhatton.

November 29th—Miss Anna G. Walsh, passenger, injured at Arlington avenue, Jersey City. Engineer, J. Berry; conductor, L. Homler.

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November 30th—Mrs. G. E. Fairchild, passenger, injured at Greenville, Jersey City. Engineer, W. Miles; conductor, M. Dunn.

December 4th—S. J. Cox, passenger, injured at Newark Bay bridge, Avenue A, Bayonne. Engineer, F. Dervin; conductor, J. Day.

December 13th—William Edgerton, non-employe; William Teeter, non-employe; both injured at Bound Brook. Engineers, R. McCloud, H. G. Irwin; conductors, M. Rarick, G. Weidel.

December 16th—Mary Winter, passenger, injured at E. Ferry street, Newark. Engineer, C. White; conductor, W. Magee.

December 17th—Mrs. W. J. Desmond, passenger, injured at Bound Brook. Engineer, J. Lutz; conductor, J. Day.

December 18th—Alex. McQuillan, passenger, injured at E. 22d street, Bayonne. Engineer, C. Pittenger; conductor, W. Berkheimer.

December 25th—F. B. Farrand, passenger, injured at Roselle. Engineer, G. Jackson; conductor, W. Ming.

December 28th—Robert Scott, passenger, injured at Bound Brook. Engineer, P. Quick; conductor, G. Van Nortwick.

Persons Found Killed or Injured, Supposed to Have Been Struck By Train—Employe.

October 23d, 1909—Roscoe Crammer, fireman, killed at Elizabethport. Engineer, F. H. Paulman; conductor, W. Brown.

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

January 5th, 1909—W. D. Aitken, trespasser, killed at Jersey City Junction tower. Crew unknown.

January 22d—John J. Morton, trespasser, injured at Lebanon. Crew unknown.

January 26th—George Ferguson, trespasser, seriously injured at Plainfield. Crew unknown.

February 24th—James Zumbo, trespasser, killed at Westfield. Engineer, H. Prime; conductor, C. M. Terry.

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March 16th—T. Davis, trespasser, killed at Bound Brook. Crew unknown.

March 21st—William T. Huff, trespasser, injured at Bloomsbury. Crew unknown.

April 13th—Frank Sipos, trespasser, killed at Maurer. Engineer, C. Mason; conductor, J. Hess.

May 19th—Unknown man killed at Phillipsburg. Crew unknown.

May 21st—Charles Woodruff, trespasser, killed at Lorraine. Crew unknown.

September 13th—John Brenshua, trespasser, killed at Vulcanite. Engineer, ———; conductor, ———.

September 15th—John Lesko, trespasser, killed at Wharton. Engineer, C. D. Bowe; conductor, J. S. Howell.

October 15th—George Fox, trespasser, killed at Jersey City. Engineer, G. Bartow; conductor, J. J. Hilliard.

November 17th—Michael Kosick, trespasser, killed at E. 22d street, Bayonne. Engineer, ———; conductor, ———.

December 3d—Unknown man killed at Newark. Engineer, ———; conductor, ———.

December 9th—Louis Weber, trespasser, injured at Jackson Ave., Jersey City. Engineer, A. Neigert; conductor, A. Hetfield.

December 19th—Daniel Fish (colored), trespasser, killed at Roselle. Engineer, ———; conductor, ———.

Injured by Horses Frightened by Trains—Non-Employes.

August 21st, 1909—C. W. Kesbaugh, non-employe, injured at Flanders. Engineer, ———; conductor, ———.

October 14th—Michael Varian, non-employe, injured at Elizabeth. Engineer, ———; conductor, ———.

November 1st—L. R. Jensen, non-empolye, injured at Cranford. Engineer, ———; conductor, ———.

Other Causes—Employes.

January 29th, 1909—Andre Domore, laborer, ribs broken by piece of iron which fell from engine of passing train at North Branch. Engineer, C. Henry; conductor, S. Albert.

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April 28th—Chris Englehart, brakeman, injured by piece of flying torpedo. Engineer, J. Mattis; conductor, T. O'Connor.

July 5th—Joe Yocradio, laborer, killed, north of E. & A. crossing, Perth Amboy, caused by being thrown from hand car when same jumped track.

July 17th—Frank Swansky, car inspector, D. McGinley, brakeman, injured by fire, caused by gas tank car exploding, at Elizabethport. Engineer, H. Tomey; conductor, G. D. Souders.

Other Causes—Non-Employes.

February 10th, 1909—W. E. Tunison, E. Willard, passengers, both injured on shins by mail sacks thrown from train at Plainfield. Engineer, F. Wagner; conductor, W. Craven.

April 10th—William Crowley, non-employe, injured by tank spring broken from passing engine at Cranford. Engineer, F. DeGroff; conductor, D. Horton.

April 23d—William Pace, pedestrian, injured by lump of coal falling from passing train. Engineer, I. H. Van Clief; conductor, J. S. Murphy.

June 16th—J. H. Brutcher, E. O'Brien, C. Muldowney, Mrs. Marie Wall, Mrs. Rose Karno, G. T. Robbins and J. J. Smart, injured through jumping off trolley car as same was about to be struck by drill at Bound Brook crossing. Engineer, W. Murphy; conductor, J. J. Flaherty.

August 20th—J. A. Quinn, passenger, neck burned by spark from engine at West Side avenue, Jersey City. Engineer, R. Wolverton; conductor, A. Prawl.

September 1st—A. Juengent, passenger, injured by being struck by bundle of papers thrown from train at Jackson avenue, Jersey City. Engineer, J. Berry; conductor, W. Snyder.

September 16th—Bernard Travers, Harris Fine, non-employes, injured at First Avenue crossing, Elizabethport, while on fire engine on account horses running into moving train. Engineer, C. Reilly; conductor, L. Brightman.

November 10th—Albert Ruckels, non-employe, injured while in wagon which was struck by train at Sewaren. Engineer, John Wells; conductor, Thomas Somers.

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December 16th—George Decker, claims to have been injured while loosening hames of horse on account being caught in gates at Third Avenue crossing, Elizabethport.

December 22d—John Kernahan, injured on account being thrown from wagon which was struck by engine at Communipaw Avenue crossing, Jersey City. Engineer, Jos. Tate; conductor, John Doherty.

THE CHESTER RAILROAD COMPANY.

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, N. J., a distance of 10.04 miles.

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

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

It is equipped and 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 fifteenth day of February, A. D., 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

Included in report of the Morris & Essex Railroad Company.

Dividends paid during the year 1909, and how paid—No dividends.

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

ACCIDENTS.

None.

CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

Capital stock paid in $252,900 00

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

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

State of New York, County of New York, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the Cumberland and Maurice River Railroad, 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 ninth day of March, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD.

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, County of New York, *ss.*—W. G. Besler, being duly sworn on his oath says, that he is Vice-President of the Cumberland and Maurice River Extension Railroad Com-

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pany, 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 ninth day of March, A. D., 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

DELAWARE AND BOUND BROOK RAILROAD COMPANY.

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,800,000 00
Cost of road and equipments,	$3,545,688 83

The road extends from middle of Delaware river, N. J., to Bound Brook, N. J.; Trenton Junction, N. J., to Trenton, N. J., a distance of 30.72 miles.

It is leased to the Philadelphia and Reading Railway Company at an annual rental of $281,438.72 per annum.

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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 secretary and treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this seventh day of March, A. D. 1910.

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

Dividends paid during the year 1909, and how paid—Four quarterly dividends of 2 per cent. each, February, May, August and November.

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

ACCIDENTS.

January 3d, 1909—R. G. Shiner, employe, non-fatally injured, Trenton, N. J. Jumping off engine. J. J. Martindale, conductor; R. G. Shiner, engineer.

January 5th—Robert Clark; employe, non-fatally injured, Belle Mead, N. J. Struck by fire hook. E. S. Zane, conductor; D. C. Manney, engineer.

January 10th—Chester A. Rose; employe, non-fatally injured, Skillman, N. J. Getting off engine. H. Driesbach, conductor; C. A. Rose, engineer.

January 18th—Unknown, non-employe, killed, Hopewell, N. J. Struck by engine. T. J. Sands, conductor; J. M. Moyer, engineer.

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January 22d—B. V. Kirk, employe, non-fatally injured, Trenton, N. J. Hand caught in door. W. P. Rickey, Jr., conductor; J. Callahan, engineer.

January 22d—C. D. Kuntz, employe, non-fatally injured, Port Reading Junction, N. J. Run hand through glass in door. Oliver Leach, conductor; J. F. O'Byrne, engineer.

January 23d—Unknown, non-employe, killed, Hamilton, N. J. Supposed to have fallen off train. ———, conductor; ———, engineer.

January 26th—William Cusick, employe, non-fatally injured, Pennington, N. J. Unloading freight. J. F. Otto, conductor; C. C. Bortz, engineer.

January 27th—F. W. Groener, employe, non-fatally injured, Trenton, N. J. Fell off tank. ———, conductor; G. Nickels, engineer.

January 30th—James McVeigh, employe, non-fatally injured, Trenton Junction, N. J. Attending to locomotive fire. Thomas Wallace, conductor; C. H. Widner, engineer.

February 3d—Unknown, non-employe, killed, Skillman, N. J. Struck by train. W. A. Snyder, conductor; W. J. Propert, engineer.

February 4th—F. Di Giovanni, employe, non-fatally injured, Trenton Junction, N. J. Unloading cross ties. ———, conductor; ———, engineer.

March 1st—John C. Peters, employe, non-fatally injured, Skillman, N. J. Side obstruction. J. F. Otto, conductor; C. C. Bortz, engineer.

March 8th—Harry L. Britton, employe, non-fatally injured, Hamilton, N. J. Shaking grates. E. Barwick, conductor; Wm. Van Hart, engineer.

March 11th—Barth O'Brien, employe, non-fatally injured, Ewing, N. J. Struck by flying glass. Barth O'Brien, conductor; Frank Beny, engineer.

March 17th—Thomas H. Trethethan, employe, non-fatally injured, Skillman, N. J. Struck by coal. G. W. Weidel, conductor; J. Smeck, engineer.

March 17th—Unknown, non-employe, killed, Belle Mead, N. J. Struck by train. E. C. Evans, conductor; A. Kirkendoll, engineer.

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March 23d—John T. Carrigg, employe, non-fatally injured, Skillman, N. J. Getting off engine. W. J. Callahan, conductor; Wm. O'Donnell, engineer.

March 30th—William J. Whitty, employe, non-fatally injured, Port Reading Junction, N. J. Jumping off caboose. J. Whitty, conductor; Thomas Foley, engineer.

April 3d—C. Ciunci, employe, non-fatally injured, Ewing, N. J. Handling rail. ———, conductor; ———, engineer.

April 24th—Fred DeGroff, employe, fatally injured, Hamilton, N. J. Side rod of engine broke. D. S. Horton, Jr., conductor; Fred DeGroff, engineer.

April 27th—A. S. Provins, Jr., William C. Yarty, non-employes, killed, Bound Brook Junction, N. J. Struck by train. J. Merlette, conductor; W. Alpaugh, engineer.

May 13th—Thomas DeGaetano, employe, non-fatally injured, Belle Mead, N. J. Loading rail. J. T. Carrig, conductor; Wm. O'Donnell, engineer.

May 13th—Howard Tompkins, employe, non-fatally injured, Skillman, N. J. Cartridge in coal exploded. I. Carson, conductor; H. Godshalk, engineer.

May 23d—Louis Dougherty, employe, non-fatally injured, Weston, N. J. Throwing switch. L. B. Ibach, conductor; Frank Benz, engineer.

May 29th—William K. Prescott, employe, non-fatally injured, Trenton Junction, N. J. Getting off coach. G. W. Weidel, conductor; J. Smeck, engineer.

June 19th—Michael J. Foley, employe, non-fatally injured, Skillman, N. J. Setting switch, fell. Jos. Emhoff, conductor; H. Bothers, engineer.

June 23d—E. Di Vinni, employe, non-fatally injured, Skillman, N. J. Struck by cross tie. T. F. Carey conductor; M. Burkhart, engineer.

July 21st—A. Patricelli, employe, non-fatally injured, Trenton, N. J. Unloading rail. W. J. Callahan, conductor; W. F. O'Donnell, engineer.

July 28th—Thomas Van Zandt, employe, non-fatally injured, Ewing, N. J. Cinder in eye. James C. Lee, conductor; John R. Miller, engineer.

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August 8th—John W. Dill, employe, non-fatally injured, Trenton Junction, N. J. Cinder in eye. G. Mogee, conductor; Jos. McMenamin, engineer.

August 8th—A. A. Chappell, employe, non-fatally injured, Port Reading Junction, N. J. Stepped between ties on bridge. M. Martin, conductor; William Archer, engineer.

August 17th—William W. Jones, employe, non-fatally injured, Trenton, N. J. Needle in waste pierced hand. ———, conductor; ———, engineer.

August 20th—Edward Bothers, employe, fatally injured, Trenton, N. J. Clothing caught fire from torch. ———, conductor; ———, engineer.

August 22d—Unknown man, non-employe, killed, Trenton Junction, N. J. Supposed fell from train. ———, conductor; ———, engineer.

September 3d—James A. Dilliplane, employe, non-fatally injured, Bound Brook Junction, N. J. Gas explosion in firebox. J. H. Smith, conductor; John R. Hellman, engineer.

September 4th—Walter McNeal, employe, non-fatally injured, Trenton, N. J. Jumping off engine. ———, conductor; ———, engineer.

September 8th—John C. Brennan, employe, non-fatally injured, Belle Mead, N. J. Sparks in eye. H. C. S. Lutz, conductor; John Pursell, engineer.

September 10th—William G. Moore, non-employe, non-fatally injured, Bell Mead, N. J. Jumping on train. D. Hickey, conductor; G. Fisher, engineer.

September 16th—Patrick Russell, employe, non-fatally injured, Trenton Junction, N. J. Jumping on car. ———, conductor; ———, engineer.

September 18th—A. J. Westner, employe, killed, Skillman, N. J. Run over by train. M. F. Martin, conductor; William Archer, engineer.

September 22d—John Fetters, non-employe, non-fatally injured, Trenton Junction, N. J. Jumping off train. D. Hickey, conductor; E. Jefferies, engineer.

September 22d—T. H. Trevethan, employe, non-fatally injured, Trenton Junction, N. J. Cinder in eye. G. W. Weidel, conductor; Joseph Smeck, engineer.

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October 2d—F. Di Giovanni, employee, non-fatally injured, Trenton Junction, N. J. Unloading cross ties. ———, conductor; ———, engineer.

October 2d—F. Di Giovanni, employe, non-fatally injured, Belle Mead, N. J. Struck by broken glass. F. C. Evans, conductor; Fred Jacobs, engineer.

October 17th—F. B. Shimer, employe, non-fatally injured, Trenton Junction, N. J. Tripped over signal wires. William S. Fisher, conductor; B. M. Dolan, engineer.

October 29th—William W. Lewis, employe, non-fatally injured, Trenton Junction, N. J. Coupling cars. Harry Metzgar, conductor; Henry Meyer, engineer.

November 8th—John R. Robinson, employe, non-fatally injured, Trenton, N. J. Loading freight. ———, conductor; ———, engineer.

November 9th—G. Giovacchini, employe, non-fatally injured, Trenton Junction, N. J. Shot by robbers. ———, conductor; ———, engineer.

November 21st—T. B. Super, employe, non-fatally injured, Trenton Junction, N. J. Working at fire. J. E. Kleintop, conductor; G. O. Weidinmeyer, engineer.

December 3d—John J. Raney, employe, non-fatally injured, Port Reading Junction, N. J. Parting of train. John J. Raney, conductor; J. Klotzbach, engineer.

December 4th—W. F. Hammond, employe, non-fatally injured, Port Reading Junction, N. J. Fell into ash pit. F. A. Tyler, conductor; R. Wilkinson, engineer.

December 7th—Arthur J. Moran, employe, non-fatally injured, Trenton, N. J. Opening locker in caboose. T. J. Callahan, conductor; H. S. Bothers, engineer.

December 13th—James Bigley, employe, non-fatally injured, Weston, N. J. Attending switches, fell. J. Bigley, conductor; W. Newlands, engineer.

December 21st—Leslie Fillman, employe, non-fatally injured, Port Reading Junction, N. J. Working at locomotive fire. A. Britten, conductor; E. G. Seward, engineer.

December 22d—John Velock, employe, non-fatally injured, Port Reading Junction, N. J. Loading coal on barrow. ———, conductor; ———, engineer.

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December 22d—J. Franklin Smith, employe, non-fatally injured, Skillman, N. J. Parting of train. J. F. Smith, conductor; R. J. Fulton, engineer.

December 29th—L. B. Ibach, employe, non-fatally injured, Trenton Junction, N. J. Jumping on car. L. B. Ibach, conductor; Frank Benz, engineer.

DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

Bonded debt—None.

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

Dividends paid during the year 1909, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers—None.	
Income from freight,—None.	
Income from other sources,	$20 90
Income from interest on deposits,	5,211 80
Expenses—Nothing, except expenses of receiver, printing, mailing notices, etc., and taking testimony,	671 10

REMARKS.

As Receiver, I have heard the testimony of the various creditors and stockholders of the company, and filed my report and accounts on February 21st, 1910, with the testimony taken and claims filed, which are now at the Chancery Chambers in Camden, and will be filed in the office of the Clerk in Chancery in Trenton on or about March 8th, 1910.

WM. S. CASSELMAN,

Receiver Delaware River and Atlantic Railroad Co.

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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 1909 are correct and true, to the best of his knowledge and belief.

WM. S. CASSELMAN.

Sworn and subscribed before me, this seventh day of March, A. D. 1910.

CHARLES S. KING,
Master in Chancery of New Jersey.

THE DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

Capital stock paid in,	$1,300,000 00
Bonded debt,	1,300,000 00
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 (New Jersey, 7.46 miles; Pennsylvania, 2.06 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. This arrangement is terminable on thirty days' notice.

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

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

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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 second day of February, A. D. 1910.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$154,872 04
Income from freight,	141,666 82
Income from other sources,	2,447 99
Total,	$298,986 85
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies, including interest on bonded debt, taxes and other obligatory charges,	$168,168 79

Dividends paid during the year 1909, and how paid—June 26th, 2 per cent., $26,000; December 22d, 4 per cent., $52,000.

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

DOCKS CONNECTING R. R. CO.

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.

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

F. D. UNDERWOOD.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

[L. S.]

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

DOVER AND ROCKAWAY RAILROAD COMPANY.

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

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

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

State of New York, County of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

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RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

EAST JERSEY RAILROAD AND TERMINAL COMPANY.

Capital stock paid in,	$82,000 00
Floating debt,	21,923 68
Cost of road and equipments,	$93,848 00

Dividends paid during the year 1909, and how paid—March 30th, 1909, No. 3, 3 per cent. cash, $2,460; September 30th, 1909, No. 4, 3 per cent. cash, $2,460.

The road extends in Bayonne, N. J., a distance of .48 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from freight,	$99,365 00
Income from other sources,	4,955 40
Total,	$104,320 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$93,628 97

P. O. address of the above company—11 Broadway, New York City.

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State of New York, New York county, *ss.*—R. D. Benson, being duly sworn, on his oath says, that he is President of the East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

R. D. BENSON.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1910.

[L. S.]

E. H. SHELLEY,
Notary Public Kings County,
Certificate filed in New York County.
My Commission expires March 30th, 1910.

ACCIDENTS.

None.

EAST TRENTON RAILROAD COMPANY.

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

The road extends from a point on the Trenton branch of the Delaware and Bound Brook Railroad to a point in Lawrence township, Mercer county, in Trenton, N. J., a distance of 2.97 miles.

It is leased to the Philadelphia and Reading Railway Company.

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

State of Pennsylvania, Philadelphia county, *ss.*—John S. Wise, being duly sworn, on his oath says that he is secretary and treas-

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

JOHS S. WISE.

Sworn and subscribed before me this seventh day of March, A.A. D. 1910.

C. K. KLINK,
Notary Public,

[L. S.] *My Commission Expires April* VR, VTVV.

RECEIPTS AND EXPENSES FOR 1909.

Operations are included in the report of the Delaware and Bound Brook Railroad Company.

Dividends paid during the year 1909, and how paid—None.

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

ELIZABETH EXTENSION RAILROAD COMPANY.

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

The road extends from Great Island Junction to Terminus, a distance of 1.62 miles.

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

State of New York, County of New York, *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. C. BESLER.

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Sworn and subscribed before me, this ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

ERIE RAILROAD COMPANY.

Capital stock paid in,	$176,271,300 00
Bonded debt,	226,833,939 40
Floating debt,	20,838,680 12
Cost of road and equipments,	$397,623,504 09

Dividends paid during the year 1909, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$1,132,501 83
Income from freight,	1,695,837 31
Income from other sources,	283,445 60
Total,	3,111,784 74

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $2,428,302 88

REMARKS.

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

P. O. address of the above company--50 Church street, New York City.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

A. L. TRAVIS,

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

FERRO MONTE RAILROAD COMPANY.

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

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

Dividends paid during the year 1909, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$658 02
Total,	$658 02

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

REMARKS.

Expenditures for 1909 were $235.86, of which $223.06 were for taxes.

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

State of New Jersey, Morris county, *ss.*—Alfred Mills, being duly sworn, on his oath says that he is President of the Ferro Monte Railroad Company, and that the foregoing statement and the anneexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

ALFRED MILLS,
President.

Sworn and subscribed before me this seventh day of February, A. D. 1910.

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 treasurer of the Ferro Monte Railroad Company, and that the foregoing

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statement and the annexed statement of accidents on said road during the year 1909, are correct and true, to the best of his knowledge and belief.

FRED. A. CANFIELD.
Treasurer.

Sworn and subscribed before me, this third day of February, A. D. 1910.

CHAS. APPLEGATE,
Notary Public.

[L. S.]

FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

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

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths (22.75) miles, with a branch from Atlantic Highlands to Stone Church, a distance of one and seventy-two hundredths (1.72) miles, a total of twenty-four and forty-seven hundredths (24.47) miles, and includes railroads formerly the property of (1) The Atlantic Highlands Railroad Company, (2) The Freehold and Keyport Railroad Company, (3) The Freehold and New York Railroad Company, (4) The Keyport Railroad Company, and (5) The New York and Atlantic Highlands Railroad Company.

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

State of New York, county of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

ACCIDENTS.

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

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

Capital stock paid in,	$295,600 00
Bonded debt,	382,050 00
Floating debt—None.	
Cost of road and equipments,	$794,200 00

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

It is operated by the Pennsylvania Railroad Company, as lessee of the works and property of the United New Jersey Railroad and Canal Company, at an annual rental of net earnings. This arrangement terminable on thirty days' notice.

It is equipped 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 Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this eleventh day of February, A. D. 1910.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1913.

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$154,787 30
Income from freight,	100,091 14
Income from other sources,	33,482 07
Total,	$288,360 51
Expenditures during the year for working the road, including repairs, maintenance of way, motive power, and contingencies,	*$264,984 98
Dividends paid during the year 1909, and how paid—One of 2 per cent. on $294,800 stock, paid in cash.	

* Includes $45,536.21 interest on bonds, taxes and other obligatory charges.

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

ACCIDENTS.

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

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HACKENSACK AND LODI RAILROAD COMPANY.

Capital stock paid in, ... $25,000 00

Cost of road and equipments, ... $25,000 00

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

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of all taxes and operating expenses. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

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

[L. S.]

Dividends paid during the year 1909, and how paid—None.

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

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HIBERNIA MINE RAILROAD COMPANY.

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

Dividends paid during the year 1909, and how paid—In cash, April, 1909, $6,000; October, 1909, $6,000; total $12,000.

The road extends from Hibernia to Rockaway, N. J., a distance of 4.2 miles, and about 1 miles of sidings.

RECEIPTS AND EXPENSES FOR 1909.

Income from rental,	$12,500 00
Income from interest,	620 52
Total,	$13,120 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$16,622 19

P. O. address of the above company—Hibernia Mine Railroad Company, J. Wesley Pullman, Secretary and Treasurer, 238 South Third street, Philadelphia, Pa. General office, No. 3 West Blackwell street, Dover, N. J.

State of Pennsylvania, Philadelphia city and county, *ss*—J. Bertram Lippincott, being duly sworn, on his oath says, that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

J. BERTRAM LIPPINCOTT.

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Sworn and subscribed before me this eighth day of January, A. D. 1910.

THOS. J. HUNT,
A Foreign Commissioner of Deeds for New Jersey in Pennsylvania at the city and county of Philadelphia, southeast corner Sixth and Walnut streets.

[L. S.]

HOBOKEN MANUFACTURERS' RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt (mortgage on real estate),	300,000 00
Floating debt,	329,796 38
Cost of road and equipments,	$775,972 65

Diivdends paid during the year 1909, and how paid—None.

The road operated extends from Hoboken to Weehawken, a distance of 1⅛ miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers—None.		
Income from freight,		$106,933 84
Income from other sources,		6,686 59
Total,		$113,620 43
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,		$140,645 33
Operating expenses,	$91,004 81	
Rent, taxes, legal expenses, etc.,	49,640 52	
	$140,645 33	

REMARKS.

Cost of road and equipment includes cost of real estate purchased for right of way in Hoboken.

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Expenditures include rent of railroad and plots of land, taxes legal and general expenses.

P. O. address of the above company—No. 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 1909, are correct and true, to the best of his knowledge and belief.

ROBERT M. DICKINSON.

Sworn and subscribed before me, this twenty-eighth day of February, A. D. 1910.

EDWIN A. S. BROWN,
Notary Public, New Jersey.

[L. S.]

HOBOKEN RAILROAD, WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

Capital stock paid in,	$300,000 00
Bonded debt,	185,500 00
Cost of road and equipments (This does not include value of land for right of way),	$196,762 45
Dividends paid during the year 1909, and how paid—One and one-half per cent. and one and one-half per cent. in cash.	

The road extends from Fifth street, Hoboken, to Seventeenth street, Weehawken, a distance of 1.607 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income,	$22,000 00
Total,	$22,000 00

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REMARKS.

It is leased to the Hoboken Manufacturers' Railroad Company, at an annual rent 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.

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

State of New Jersey, Hudson County, *ss.*—Edwin A. Stevens, being duly sworn, on his oath says that he is president of the Hoboken Railroad Warehouse and Steamship Connecting Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

E. A. STEVENS.

Sworn and subscribed before me this eighth day of March, A. D. 1910.

EDWIN A. S. BROWN,
Notary Public, N. J.

THE HOPATCONG RAILROAD COMPANY.

Capital stock paid in,	$10,000 00
Floating debt,	7,485 25
Cost of road and equipments,	$17,485 25

The road extends from Hopatcong Junction to Powder Works, a distance of 0.89 miles.

It is controlled by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad

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Company, and report of its operations is included in that of the Morris and Essex Railroad 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 Hopatcong Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

B. D. CALDWELL,
Vice-President.

Sworn and subscribed before me this 15th day of February, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

Included in report of the Morris & Essex Railroad Company.

Dividends paid during the year 1909, and how paid—No dividends.

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

HOPATCONG SHORE RAILROAD COMPANY.

Capital stock paid in and issued for right of way, ...	$19,000 00
Bonded debt, ...	9,000 00

Floating debt—None.

Cost of road and equipments—Not completed.

Dividends paid during the year 1909, and how paid—None.

The road extends from Landing to Bertrand Island, a distance of 2¼ miles.

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RECEIPTS AND EXPENSES FOR 1909.

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

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

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, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

WM. E. KING.
President.

Sworn and subscribed before me, this eighteenth day of March, A. D. 1910.

JAMES H. NEIGHBOUR,
Mastery in Chancery, New Jersey.

HUDSON AND MANHATTAN RAILROAD COMPANY.

Capital stock paid in,	$44,823,653 75
*Bonded debt,	61,016,000 00
†Floating debt,	2,698,847 79
‡Cost of road and equipments,	$107,985,787 82

Dividends paid during the year 1909, and how paid—None paid

The road extends between Hoboken to Jersey City and New York, a distance of 6.439 miles.§

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* Includes deferred payments on car purchase agreement, $874,000, also underlying mortgage on real estate, $42,000.

† Floating debt includes accrued interest on funded debt, since paid, estimated accrued taxes and accrued contract liabilities on account of construction work in progress.

‡ Includes $1,242,220 the full value of 50 cars received under the car purchase agreement above referred to, and which do not become the property of this company until fully paid for. Amount paid, $368,220; unpaid as above stated, $874,000.

§ Track operated, 12.879 miles.

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RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$1,310,678 30
Income from other sources, net,	797,206 84
Total,	$2,107,885 14
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, interest and taxes on capital employed in operation and depreciation as required by New York State Public Service Commission,	$1,995,571 34

P. O. address of the above company—No. 30 Church street, 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 1909 are correct and true, to the best of his knowledge and belief.

W. G. McADOO.

Sworn and subscribed before me this tenth day of February, A. D. 1910.

WILLIAM J. MARTIN,
Notary Public, New York County.

[L. S.]

ACCIDENTS.

January 1st, 1909—John E. Boyle, conductor. While turning tail lamps on car slipped and fell from buffer to track, striking leg against running rail and causing fracture to tibia. All conditions O. K. John E. Boyle still in service. Hoboken Terminal.

January 26th—Mrs. Mabel Newhouse, passenger. While descending stairway leading from Public Service Company's cars fell, causing shock and contusions. All conditions O. K. Hoboken Terminal.

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February 1st—Mrs. A. C. Lent, passenger. While descending stairway heel of shoe came off, causing her to fall, receiving contusions and severe shock, from which she later died. All conditions O. K. Hoboken Terminal.

February 8th—Mrs. Geo. W. L. Gardner, passenger. Alleged while entering car was struck by centre door as guard was closing same, receiving strain of back and sprain of hand. Hoboken Terminal.

March 3d—J. I. Clark, passenger. Entered wrong platform and attempted to get to opposite platform by going down on track, when he was hit by an outgoing train, causing compound fracture of left leg. Signs in conspicuous places prohibiting this practice. Motorman, Slocum; conductor, Wilhelm. Slocum and Wilhelm both in service. Hoboken Terminal.

May 9th—Miss Helen Bower, passenger. While descending west stairway fell on same, striking her left side, receiving severe contusion of left knee and chest and back of neck. Wore high heels, two lifts being off, with nail protruding. All conditions O. K. Hoboken Terminal.

May 14th—Mathias Mink, passenger. While descending stairway fell, striking his head, receiving a contusion of forehead over right eye, with haematoma of the right upper eyelid. Man in an intoxicated condition. All conditions O. K. Hoboken Terminal.

July 1st—Mrs. Margaret Sweeney, passenger. While descending stairway another passenger stepped on her skirt, causing her to fall, receiving laceration of forehead, abrasion and contusion of left thigh. All conditions O. K. Hoboken Terminal.

May 28th—Mrs. Nellie Howe, passenger. While descending stairway, woman fell, causing abrasion of forehead and cheek and contusions of left knee and shoulder. All conditions O. K. Hoboken Terminal.

May 31st—Mrs. Mary Lewis, passenger. While descending stairs, woman, who was near-sighted, fell, receiving a cut on head, bruises and nervous shock. All conditions O. K. Hoboken Terminal.

June 3d—Dr. C. R. O'Crowley, passenger. Alleges while coming up from train ran into scaffold which plasterers were

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using for painting hood over stairway, receiving laceration of forehood and cheek. Light good. Hoboken Terminal.

June 28th—Mrs. Frank Treweeke, passenger. While descending stairway leading from Hudson place to mezzanine floor, stumbled and fell. Both heels torn from shoes. Received contusions and abrasions of left knee. Hoboken Terminal.

June 21st—H. I. Lefferts, passenger. Alleges while boarding car was struck by door; contusion of right hand; guards claim no knowledge of occurrence. Hoboken Terminal.

July 1st—Miss Alma Peterman, passenger. While descending stairway was pushed from behind by somebody in the crowd, causing her to fall and receive contusion of left hip and contusions and abrasions of both knees. All conditions O. K. Hoboken Terminal.

August 22d—Kate Lewis, passenger. While disembarking from train was struck by centre door, causing sprain of right wrist and contusion of shoulder. Guard, H. G. Ellis. Pennsylvania Station.

August 23d—Beatrice O'Donnell, passenger. Alleges to have been struck by door of car, receiving shock. Guards deny having struck woman. Hoboken Terminal.

August 21st—Michael Halloran, employe, platform man. In preventing passengers from entering train after signal had been given to start, extended arms across entrance to door, when passenger behind pushed him, catching his arm in doorway just as door was closing, causing contusion of right hand. Michael Halloran not now in service. Hoboken Terminal.

August 13th—Charles Robinson, employe, trackman. While coming out of manhole at side of track did not notice train which was coming along slowly, and train struck him, forcing him against wall of tunnel, causing a slight lacerated wound of right groin and contusion of right thigh and severe abrasion of right forearm. All conditions O. K. Charles Robinson not now in service. Caisson No. 2, Hoboken.

September 8th—Martin Lorenz, passenger. While waiting to depart from car at end door had hand on jamb of doorway which leads from one doorway to another. Guard G. Testa opened door a little, and as train came around curve, door shut,

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catching little finger of left hand, necessitating removal of nail. G. Testa now in service as conductor. Hoboken Terminal.

September 14th—Beatrice Hirschfield, passenger. While train was standing still at station woman while passing from one car to another allowed her foot to slip between the bumpers, causing injury to her leg. All conditions O. K. Hoboken Terminal.

September 16th—Ed. J. O'Brien, acting train despatcher. While pulling a flat car off elevator pit track, and while operating motor from wrong end and protruding his body outside of cab, was caught between car and signal box, resulting in death. Hoboken Terminal.

September 23d—Dr. C. A. Hutchinson, passenger, alleges to have been pushed into car by platform man J. Hogan when centre door of same was in process of closing, striking on left side of head and chest, causing contusions of same.

October 19th—Mrs. Benedict, passenger. On arriving at station guard opened doors on disembarking side for passengers to alight, when another employe having no duties as regards to train took hold of lever which controlled centre door of car on embarking side; immediately saw mistake and reversed lever to close same; in the meantime Mrs. B. had attempted to board, and door was closed upon her, causing a contusion of arm and bruise of face. Guard, W. Smith; conductor, L. Brodvin, not on duty at the time. W. Smith now in service as conductor. Hoboken Terminal.

October 26th—James McCabe, platform man. While passengers were boarding car, signal was given for train to start, and in his endeavor to save woman and her daughter from being hit by door was struck by same, causing contusion of left hand. J. McCabe not now in service. Exchange Place.

October 19th—Mrs. John Moore, passenger. Alleges injuries received by falling down stairs. All conditions O. K. Pennsylvania Station, Exchange Place.

November 2d—Dan Muldoon, passenger, while disembarking from train and apparently under the influence of liquor, placed left hand on door jamb of car after passing through doorway, to steady himself, door closing upon hand, causing fractured finger. Pennsylvania Station.

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November 2d—Antonio Galgano, shop man. While assisting in putting on iron bars for attaching and detaching body of truck, received a severe laceration of hand by coming in contact with support. All conditions O. K. A. Galgano now in service. Hoboken Repair Shop.

November 5th—Miss Della Gross, passenger. While endeavoring to board train, end door struck her, causing injury to shin and knees. Pennsylvania Station.

November 21st—Anna Costigan, passenger. While hurrying down stairway, tripped, causing injury to leg. All conditions O. K. Pennsylvania Station.

November 21st—M. Sambick, passenger. Considerably under the influence of liquor, fell between two layup cars at station; received scalp wounds. All conditions O. K. Hoboken Terminal.

November 29th—M. J. McInerney, passenger. While endeavoring to board train had hand caught in door, receiving laceration of same. Platform man claims no knowledge of occurrence. Hoboken Terminal.

December 5th—Fred Albright, pumpman. Struck and killed by car of layup train while working in tunnel; man evidently allowed his body to get within clearance. Motorman Monahan did not see Albright. All conditions O. K. Monahan now in service as conductor. Caisson No. 2, Hoboken.

December 7th—Thomas W. Baker, passenger. In passing along platform leading from elevator to ticket booth from Exchange Place, tripped over manhole cover at that point, receiving injury to knee. All conditions O. K. Pennsylvania Station.

December 8th—E. M. Cote, switchman. While assisting in uncoupling cars had hand pinched between bumpers, causing fracture of little finger. E. M. Cote not now in service. Pennsylvania Station.

December 18th—L. Ortell, platform man. While acting as platform man and after having given guard O. K. signal, passenger in train started to talk to him to get some directions, and as door started to close attempted to stop same with his cane, and in doing so tripped Ortell, causing him to fall and have foot caught in door; signal having been given, train started, and before emergency could be pulled man was dragged along platform,

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sustaining multiple contusions and abrasions of body. L. Ortell now in service. Erie Station.

December 18th—E. Wessell, assistant trainmaster. In endeavoring to save Platform man Ortell, as per previous report, was thrown upon platform, receiving laceration of ligaments of left ankle. Erie Station.

December 17th—Master J. Long, passenger. While disembarking from train in company with his mother was struck by centre door of car, causing bruise of forehead. Hoboken Station.

December 28th—William Holmes, passenger. While in an intoxicated condition fell from platform to track, sustaining a cut on left side of head. All conditions O. K. Hoboken Terminal.

December 29th—J. Marchitto, trackman. While holding chisel and spike, the latter of which was to be cut off by means of a hammer in hands of another employe, said employe made a misstroke, striking injured man on third finger of right hand, injuring same. J. Marchitto now in service. Hoboken Terminal.

December 10th—Henry B. Markham, passenger, contusions and abrasions about head and right knee, shock; G. C. Porter, passenger, abrasions of right hand, contusions of left knee, severe sprain of muscles of back; Lilla D. Porter, passenger, contusion of forehead over left eye, contusion of shoulder and back; Lilla E. Porter (child), passenger, contusion of forehead; Helen F. Barnes, passenger, contusion of left shoulder and leg, nervous shock; Margerthe Johnson, passenger, nervous shock; James Hart, passenger, contusion and sprain of left shoulder, also of wrist, shock; Trim Felton, passenger, sprain of right wrist; Mary Barrow, passenger, contusion of right arm about elbow.

Synopsis—After leaving Hoboken en route for 23d street, New York, and when passing over facing point switch at Caisson No. 2, rear truck of rear car detoured by operator in tower at this point, throwing switch between forward and rear truck of car, which caused the rear truck to take the Cortlandt street route. Mechanism of switch so constructed as to ordinarily guarantee against fallacy of man. Accident caused by slight wear in machine, which did not allow little disc to fully set in slot. Motorman, L. E. Arrant; acting conductor, Fantell. L. E. Arrant and Fantell still in service.

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HUDSON RAILROAD AND TRANSPORTATION COMPANY.

Capital stock paid in, ... $20,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, believed to be about, ... $2,000 00
(This does not include a small quantity of land and a water right adjoining the track. The whole property was acquired with the proceeds of some of said stock and the direct source of the residue thereof.

Dividends paid during the year 1909, and how paid—None.

The road extends from the Passaic river to the Pennsylvania Railroad right of way at Harrison, N. J., a distance of 1,900 feet.

RECEIPTS AND EXPENSES FOR 1909.

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

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

REMARKS.

This report is made upon information and belief. The facts have been supplied to deponent by Frank H. Hall, Esq., who was the Secretary and Treasurer of the company until January 26, 1910, on which date the entire capital stock was sold and delivered to persons who had had no previous connection with the company or knowledge of its affairs. All the directors and officers resigned at the same time and a new set of directors was then elected. New officers were only elected February 4, 1910.

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Deponent verily believes that the statements made by Mr. Hall are true and correct.

P. O. address of the above company—No. 1 Exchange Place, Jersey City, N. J.; also in care of Coudert Brothers, No. 2 Rector street, New York.

State of New York, New York county *ss.*—Charles B. Samuels, being duly sworn, on his oath says, that he is President of the Hudson Railroad and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true to the best of his knowledge and belief.

CHARLES B. SAMUELS.

Sworn and subscribed before me this fifth day of February, A. D. 1910.

[L. S.]

JAMES E. HOPKINS,
Notary Public,
New York County.

INTER-CITY LINK RAILROAD COMPANY.

Capital stock paid in,	$6,000 00
Bonded debt—None.	
Floating debt,	2,066 81
Cost of road and equipments,	$4,066 81

Dividends paid during the year 1909, and how paid—None.

The road extends from middle of Delaware River to Camden, N. J., a distance of between one and two miles.

RECEIPTS AND EXPENSES FOR 1909.

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

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

REMARKS.

The Inter-City Link Railroad Company was in process of construction and was not operated during the year 1909.

P. O. address of the above company—No. 110 Market street, Camden, N. J.

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 1909 are correct and true, to the best of his knowledge and belief.

CLARENCE WOLF.

Sworn and subscribed before me, this 22d day of January, A. D. 1910.

CHARLES F. WAGNER, JR.,
[L. S.] *Notary Public.*
Commission expires January 16th, 1913.

JERSEY CITY AND BAYONNE RAILROAD COMPANY.

Capital stock paid in,	$13,500 00
Floating debt,	1,195 92
Cost of road and equipments,	$1,195 92

The road as projected is to extend from Jersey City to Bayonne, a distance of five miles.

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RECEIPTS AND EXPENSES FOR 1909.

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

REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this 16th day of February, A. D. 1910.

D. H. HOUSE,
[L. S.] *Notary Public in and for*
Westchester County, N. Y.
Certificate filed in New York County.
My Commission expires March 30th, 1910.

JERSEY CITY BELT LINE RAILWAY COMPANY.

Capital stock paid in,	$56,800 00
Floating debt,	83 76
Cost of road and equipments,	$47,403 76

The road extends from a point in Morris Canal east of Milk Creek, Jersey City, N. J., to a point in Morris Canal near Newark Bay, Linden avenue, Jersey City, N. J., a distance of 5.83 miles.

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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 twenty-sixth day of February, A. D. 1910.

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

[L. S.]

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—No. 228 South Third street, Philadelphia, Pa.

KINKORA AND NEW LISBON RAILROAD COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	64,466 06
Cost of road and equipments,	$40,000 00

The road extends from Kinkora, N. J., to west of Bridge 7 over branch of Rancocas Creek, near Lewistown, N. J., a distance of 10.46 miles.

It is operated by the Pennsylvania Railroad Company as lessee of the works and property of the United New Jersey Railroad and Canal Company under resolution adopted by the Pennsylvania Railroad Company and the Kinkora and New Lisbon Railroad Company. Rental, net earnings. This arrangement terminable on thirty days' notice.

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It is equipped 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.

Sworn and subscribed before me this eleventh day of February, A. D. 1910.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1913.

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$9,857 27
Income from freight,	10,621 35
Income from other sources,	6,575 13
Total,	$27,053 75
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$32,475 90

Dividends paid during the year 1909, and how paid—None.

* Includes $2,815.69 taxes and other obligatory charges.

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

ACCIDENTS.

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

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LAFAYETTE RAILROAD COMPANY.

Capital stock paid in, ... $61,800 00

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

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

State of New York, County of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

ACCIDENTS.

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

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THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

Capital stock paid in,	$897,800 00
Bonded debt,	2,196,937 88
Floating debt,	316,676 62
Cost of road and equipments,	$3,061,391 44

Dividends paid during the year 1909, 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 1909.

Income from passengers,	$23,658 87
Income from freight,	971,948 93
Income from other sources,	8,427 17
Total,	$1,004,034 97
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$695,778 37

REMARKS.

The road extends from Belvidere, N. J., to Maybrook, N. Y., a distance of 73.90 miles, with trackage rights over the Pennsylvania Railroad Company's tracks, Belvidere, N. J., to Phillipsburg, N. J., about 14 miles, and trackage rights over Delaware Lackawanna and Western Railroad Company's tracks between Andover, N. J., and Port Morris, N. J., about 9 miles. This reports covers the proportion in New Jersey only; also the earnings and expenses of the South Easton and Phillipsburg Railroad Company are included in the amount of receipts and expenses.

The capital stock of the South Easton and Phillipsburg Railroad Company is,	$75,000 00
The floating debt of the South Easton and Phillipsburg Railroad Company is,	160,046 00
	$235,046 00

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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 1909 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. 1910.

A. L. PERRY,
Notary Public.

[L. S.]

ACCIDENTS.

January 23d, 1909—F. J. Lazier, brakeman, Franklin Junction, N. J. Left leg broken account colliding with three empty cars on Mine Hill siding.

February 3d—Wm. Meeker, conductor, Andover, N. J. Nose broken, account struck by switch stand falling from car while unloading.

March 12th—J. O. Pitney, brakeman, Franklin Junction, N. J.; E. Gonder, brakeman, Franklin Junction, N. J.; I. Herrington, brakeman, Franklin Junction, N. J. Killed account two cars running back from Parker Mine and colliding with drill engine.

March 18—Frank Morgan, brakeman, Belividere, N. J. Sprained wrist account brake chain breaking, causing sudden release.

March 22d—Samuel Frake, laborer, Phillipsburg, N. J. Bruised about head and shoulders account falling from transfer trestle.

April 28th—O. Simpson, brakeman, Andover, N. J. Cut over left eye account thrown against cupola of caboose by sudden stop.

April 29th—L. Stanaback, brakeman, Franklin Junction, N. J. Cut about face and head account of being struck by loading chute at New Jersey Zinc Company's plant.

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May 11th—M. Farrell, engineer, Sparta Junction, N. J. Sprained shoulder account falling from engine.

June 22d—J. Driscoll, trackman, Belvidere, N. J. Foot crushed account tie falling from push car.

July 24th—G. E. Purcell, brakeman, Allamuchy, N. J. Cut over left eye account sudden stop of train.

August 14th—William Codd, mill hand, Franklin Junction, N. J. Cut about head and shoulder account being struck by drill engine.

August 14th—John Noonan, trespasser, Huntsville, N. J. Killed account being struck by train.

October 30th—John Dowd, fireman, DeKays, N. J. Killed account being crushed to death in head-on collision.

October 30th—Wm. P. Halter, conductor, DeKays, N. J. Face cut and leg bruised account head-on collision.

October 30th—E. Lawrence, brakeman, DeKays, N. J. Cut about head and body account head-on collision.

October 30th—A. Ebner, brakeman, DeKays, N. J. Leg hurt and bruised about head and body account head-on collision.

October 30th—H. Decker, brakeman, DeKays, N. J. Cut about head and shoulders account head-on collision.

October 30th—H. Weeden, engineer, DeKays, N. J. Left elbow wrenched, body bruised, account head-on collision.

October 30th—F. C. Hall, fireman, DeKays, N. J. Bruised about body account head-on collision.

December 29th—Wm. Vannatta, hostler, Phillipsburg, N. J. Shoulder dislocated and two ribs broken account falling from engine.

LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	4,706,046 00
Floating debt,	250,000 00
Cost of road and equipments,	$5,735,878 29

Dividends paid during the year 1909, and how paid—None.

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The road operated extends from Slatington, Pa., to Campbell Hall, N. Y., and branches, a distance of 169.82 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$14,650 23
Income from freight,	795,857 55
Income from other sources,	13,228 42
Total,	$823,736 20
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$783,830 91

REMARKS.

The receipts and expenses given above cover the operation of the entire line.

P. O. address of the above company—No. 437 Chestnut street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—Rollin H. Wilbur, being duly sworn, on his oath says, that he is Vice-President of the Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true to the best of his knowledge and belief.

ROLLIN H. WILBUR.

Sworn and subscribed before me this twenty-third day of February, A. D. 1910.

ROBT V. PIERCE,
Notary Public.

[L. S.] *My Commission expires at the end of next session of Senate of Pennsylvania.*

ACCIDENTS.

April 10th, 1909—At Harrison, N. J., 2:30 P. M., Luca Scessa, laborer, thirty-four years, while putting in new ties west

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of Harrison station. The rail had been jacked up to allow the ties to be put under the rails, and after ties had been placed laborer Scessa was standing on one of the ties when the jack was released allowing the rail to come down on his toes, causing injury from which he was obliged to be off duty four days.

November 10th—At Sussex, N. J., 3:05 P. M. While Henry Van Orden, engine hostler, age twenty-one years, was hostling engine No. 27 and was in the act of going from the engineer's side of cab to the tanks to look after the fire, while walking on the running board he stepped on some fine coal and his foot slipped and he fell against the engine tank, fracturing the fifth rib on left side. On account of said injury he was off duty six days.

LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$20,433,000 00
Bonded debt,	16,475,000 00
Floating debt,	139,616 44
Cost of road and equipments,	$27,855,221 51

The road extends from Jersey City and Perth Amboy, N. J., to Phillipsburg, N. J., a distance of 95.87 miles.

It is 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.

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Sworn and subscribed before me this twenty-sixth day of February, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

Income for passengers,	$811,669 83
Income from freight,	5,316,645 69
Income from other sources,	255,483 72
Total,	$6,383,799 24
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	$4,128,178 49

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—No. 228 South Third street, Philadelphia, Pa.

LODI BRANCH RAILROAD COMPANY.

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 .32 miles.

It is leased to the New York, Susquehanna and Western Railroad Company.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

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

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, No. 50 Church street, New York City.

THE ERIE RAILROAD COMPANY, LESSEE OF THE LONG DOCK COMPANY.

Capital stock paid in,	$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,177,272 87

The road extends from a point 210′ 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 $480,000.00 and taxes, including also all other property of

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the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general account 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.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

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

[L. S.]

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—Erie Railroad Company, No. 50 Church street, New York City.

LUCASTON RAILROAD COMPANY.

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 1909, and how paid—None.

The road extends from Gibbsboro, N. J., to Lucaston, N. J., a distance of 1.62 miles.

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RECEIPTS AND EXPENSES FOR 1909.

Income from passengers (horse car),	$612 87
Income from freight,	1,512 85
Income from other sources (carrying mail),	156 33
Total,	$2,282 05
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,282 05

REMARKS.

This road is operated solely in the interests of John Lucas and Company.

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

State of New Jersey, Camden county, *ss.*—William E. Lucas, being duly sworn, on his oath says, that he is President of the Lucaston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true to the best of his knowledge and belief.

WILLIAM E. LUCAS.

Sworn and subscribed before me this seventeenth day of January, A. D. 1910.

JAMES H. CAIN,
Notary Public.

[L. S.]

ACCIDENTS.

None.

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MACOPIN RAILROAD COMPANY.

Capital stock paid in,	$60,000 00
Bonded debt,	44,000 00
Cost of road and equipments,	$104,000 00

The road extends from Macopin Lake, Passaic county, to Macopin Junction, a distance of 1½ miles.

It is leased to the New York, Susquehanna and Western Railroad Company.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

A. L. TRAVIS.

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

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, No. 50 Church street, New York City.

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MANUFACTURERS' EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $53,700 00

The road extends from Albert street, Newark, to Mapes Works, a distance of 1.23 miles.

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

State of New York, County of New York, *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. BRESLER.

Sworn and subscribed before me, this ninth day of March, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

ACCIDENTS.

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

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THE MIDDLE BROOK RAILROAD COMPANY.

Capital stock paid in, ... $4,000 00

The road extends from Middle Brook to Chimney Rock, a distance of 1.85 miles.

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

State of New York, County of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

ACCIDENTS.

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

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MIDDLE VALLEY RAILROAD COMPANY.

Capital stock paid in, ... $9,900 00

The road extends from Middle Valley to Quarries, a distance of 1.38 miles.

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

State of New York, County of New York, *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 ninth day of March, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

Capital stock paid in,	$95,750 00
Bonded debt—None.	
Floating debt,	239,181 62
Cost of road and equipments,	$113,404 42

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.56 miles.

It is operated by the Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company, under authority of resolutions adopted by the Pennsylvania Railroad Company, and by the Millstone and New Brunswick Railroad Company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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

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

SAMUEL REA.

Sworn and subscribed before me this sixteenth day of February, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$4,812 70
Income from freight,	2,681 75
Income from other sources,	879 30
Total,	$8,373 75

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$25,629 73

Dividends paid during the year 1909, and how paid—None.

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* Includes $2,536.95 taxes and other obligatory charges.

P. O. address of this company—No. 22 Federal street, Camden, N. J.

ACCIDENTS.

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

THE MORRIS AND ESSEX RAILROAD COMPANY.

Capital stock paid in,	$15,000,000 00
Bonded debt,	32,077,000 00
Floating debt,	1,403,159 16
Cost of road and equipments,	$47,338,971 90

The road extends from Hoboken to Phillipsburg, with Boonton Branch additional, a distance of 119.01 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 7 per cent. on its stock and interest on its bonds.

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

State of New York, New York county, *ss.*—E. E. Loomis, being duly sworn, on his oath says, that he is Vice-President of the Morris and Essex Railroad Company, and that the foregoing

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

E. E. LOOMIS,
Vice-President.

Sworn and subscribed before me this fourteenth day of February, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$3,925,404 30
Income from freight,	5,322,032 92
Income from other sources,	717,418 47
Total,	$9,964,855 69
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	$5,799,946 31

Amount paid to stockholders during the year 1909, and how paid—$1,050,000 paid in cash directly to stockholders by the Lessee.

P. O. address of this company—No. 90 West street, New York city, N. Y.

ACCIDENTS.

January 1st, 1909—Unknown man, trespasser, found lying alongside of track, both feet cut off; Hoboken.

January 3d—Flannery, John, trespasser, struck and killed; Orange.

January 24th—Sherman, George, trespasser, walking on track, struck sustaining cuts and bruises; Hoboken.

January 25th—Herman, Harriet, trespasser, attempting to crawl under cars attached to drill engine, was run over and killed; Port Morris.

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February 20th—Ranone, Tom, machinist helper, caught between engine and engine house doors, fatally injured; Hoboken.

February 20th—Towtowak, John, trespasser, found lying between tracks, right leg lacerated, internal injuries; Dover.

February 20th—Eldridge, Harry, trespasser, jumped from moving train and rolled down embankment; New Village.

February 23d—Conne, Thomas, trespasser, attempting to board moving train fell, fracturing jaw bone, lacerations, bruises; Boonton.

March 1st—Woodruff, Herbert, non-trespasser, struck by train while driving over crossing; bruised; Newark.

March 1st—Kingsley, Edith, passenger, missed footing while alighting from train and stepped between platform and car injuring leg and shoulder; Hoboken.

March 2d—Dikeman, Edward, trespasser, found lying alongside of track, fatally injured; Lyndhurst.

March 3d—Lloyd, Harry, trespasser, found between tracks, hand amputated and head cut; Paterson.

March 13th—Murray, Thomas, trespasser, walking tracks, struck and fatally injured, near Stanhope.

March 16th—Katchmark, Stanley, trespasser, body of boy found near tracks, fatally injured; Boonton.

April 6th—Foley, Joseph, trainman, fell under wheels while alighting, fatally injured; Hoboken.

April 10th—Rome, Frank, gripman, attempting to close knuckle attached to drawhead, caught arm between knuckles of car and crushed arm; Hoboken.

April 12th—Zicker, John, watchman, struck and run over, both legs cut off; Hoboken.

April 20th—Phillips, J. H., trespasser, body found on tracks; fatal; Hoboken.

May 22d—Voorhees, John, yard employe, stepped in front of engine, struck and injured about head; Hoboken.

May 26th—Pedersen, A. George, train ran off derailing switch; passenger had arm bruised; Newark.

June 15th—Brennan, M. T., car inspector, struck by train in yard, arm crushed; Hoboken.

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June 18th—Kern, W. O., passenger, jumped from train while passing bridge, fatally injured by striking bridge; Harrison.

June 26th—Montgomery, Frank, engineman, caught under engine which was derailed at switch east end of siding and turned over; fatal; near Lyndhurst.

June 26th—Leonard, Michael, fireman, engine derailed at east end of siding, scalded about body and arms; near Lyndhurst.

June 28th—Hawkins, J. F., passenger, attempting to alight from moving train fell under wheels, fatal, East Orange.

July 2d—Unknown man struck and fatally injured while on track, trespasser; Dover.

July 19th—Unknown boy, trespasser, struck and fatally injured while on track; Harrison.

July 24th—Unknown man, trespasser, walking track, struck and killed; Chester Junction.

July 30th—Wilson, Frank, trespassing, Hoboken, boarding moving freight train fell, toes crushed.

July 31st—Peterson, Martin, bridge worker, struck by train, leg cut off, foot crushed; Hoboken.

August 3d—Ducey, Edward, trespasser, attempting to board train slipped and cars ran over foot; Morristown.

August 9th—Mahonney, Neil, trespasser, fell under cars while stealing ride, leg crushed, arm cut off; Port Morris.

August 9th—Unknown man, trespasser, walking track and fatally injured; Dover.

August 20th—Buge, Wm. R., trespasser, found lying between tracks, had been struck by train, fatal; Hoboken.

August 25th—Grosse, Harry, drillmaster, riding cars foot slipped and went under wheels, two toes crushed; Newark.

August 27th—Unknown man, trespasser, struck and fatally injured; Dover.

August 28th—Shivits, John, laborer, struck by ties which fell from car, fatal; Hoboken.

September 11th—Unknown man, trespasser, body found on tracks; Hoboken.

September 13th—Thomas, H., car repairer, slipped and fell under train which was backing, toes crushed; Hoboken.

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September 27th—McKinney, Lorenzo, drillmaster, fell under car, wheel passed over foot crushing same; Harrison.

October 9th—Fassa, Dominic, section man, struck and fatally injured; Washington.

October 11th—Sands, Victor, car inspector, coupling hose on cars was struck, foot injured; Hoboken.

October 13th—Townley, W. E., brakeman, riding cut cars into coal trestle, fell from cars, arm crushed, bruised; Newark.

October 19th—McConnell, Hugh, passenger, walked out of head end of smoker, fell from train, fatal; Port Morris.

October 24th—Bolden, Ruth, trespasser, struck and fatally injured while on track; South Orange

October 27th—Rice, Bernard, brakeman, fell from train injuring bone of arm; Wharton.

October 28th—Abbate, Nicolo, trackman, fatal.

October 28—Rossi, Tony, trackman, fatal, stepped on track to avoid west bound train and was struck by east bound train; Hoboken.

October 29th—Dimarco, Louis, trackman, struck by board projecting from passing train, fatal; Mt. Arlington.

November 5th—McQuillen, Neil, engineman, fell from engine dislocating shoulder; Port Morris.

November 5th—Burke, Michael, trespasser, struck and fatally injured while walking track; Port Murray.

November 16th—Sutton, A. C., flagman, backing down into switch car struck another car standing on switch, causing iron in car to shift, leg fractured; Boonton.

November 22d—Healer, John, flagman, struck and fatally injured by train backing out of yard; Lincoln Park.

November 22d—Carvey, Edward, trespasser, body found in excavation; Harrison.

November 25th—Burns, John, watchman, struck and fatally injured, Secaucus.

November 27th—Eustice, C., fireman, drill engine was side wiped by cars at east end of track, head cut; Hoboken.

December 3d—Bond, Charles, brakeman, turning steam valve between engine and car was struck by signal bridge, head cut, body bruised; Maplewood.

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December 12th—Lynch, Andrew, fireman, body found under car, fell from train, fatal; Newark.

December 23d—Unknown man, trespasser, struck while walking track, head cut; Millburn.

December 28th—Bedacht, Geo., car repairer, struck by light engine in yard lacerations; Hoboken.

December 29th—Kelley, Mike, engineer of derrick, girder fell and struck side of cab, ankle injured, side bruised.

THE MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

Capital stock paid in,	$221,000 00
Floating debt,	73,253 66
Cost of road and equipments,	$294,253 66

The road extends from Junction with Boonton Branch of the Morris and Essex Railroad into the city of Paterson, a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad under an agreement to pay four per cent. on its stock. Report of operations is included in report of Morris and Essex Railroad.

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

State of New York, New York County, *ss.*—E. E. Loomis, being duly sworn, on his oath says, that he is Vice-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.

E. E. LOOMIS.
Vice-President.

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Sworn and subscribed before me, this fourteenth day of February, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

Included in the report of the Morris & Essex Railroad.

Amount paid to stockholders during the year 1909, and how paid—$8,840 paid in cash directly to the stockholders by The Delaware, Lackawanna & Western R. R., as Lessee of The Morris and Essex Railroad Company.

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

THE MORRISTOWN AND ERIE RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	9,985 33
Cost of road and equipments,	$719,481 25

Dividends paid during the year 1909, and how paid—None.

The road extends from Morristown to Essex Fells, N. J., a distance of 10.68 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$9,481 01
Income from freight,	74,883 32
Income from other sources,	2,789 63
Total,	$87,153 96
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$47,196 15

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REMARKS.

The cost of road and equipments as stated above, represents the amount of stock and bonds paid by this company; $100,000.00 in bonds and $300,000 in stock paid by the Whippany River Railroad Company, to secure road from Whippany to Morristown, its equipments, franchise rights, trade, good will and assets of the Whippany River Railroad Company; $100,000 in stock and $175,000 in bonds paid to the Whippany Construction Company for the construction of the road and appurtenances, right of way, real estate, station property and miscellaneous equipments between Essex Fells and Whippany; and $44,481.25 for "betterments" made by the company to January 1st, 1910.

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

State of New Jersey, Morris County, *ss.*—R 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 1909, are correct and true, to the best of his knowledge and belief.

R. W. McEWAN.

Sworn and subscribed before me, this eighth day of February, A. D. 1910.

ISAAC W. CARPENTER,
Comr. of Deeds for the State of New Jersey.

ACCIDENTS.

October 28th, 1909—Samuel Edwards, 19 years of age, employed as brakeman on freight train, while drilling at the Walapadis Mills, slipped and fell between cars. One truck passed over him, crushing both legs above the knees, and breaking left arm. Accident occurred at 3:30 p. m.; he died in hospital at 7:30 p. m., same day. Investigation showed that there was no defects in equipment, but marks on roof of car indicated that he had slipped as above stated.

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MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

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, as lessee of the works and property of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $45,050 capital stock, all taxes, and two hundred dollars for maintaining organization. Bonded debt, $75,000, assumed at maturity by the lessee and interest ceased.

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

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

SAMUEL REA.

Sworn and subscribed before me, this eleventh day of February, A. D. 1910.

LEWIS NEILSON,
Notary Public.

[L. S.]

Commission expires February 26th, 1913.

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RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$3,438 59
Income from freight,	4,839 51
Income from other sources,	799 19
Total,	$9,077 29
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	*$19,839 86

Dividends paid during the year 1909, and how paid—Two of 3 per cent. each on $45,050 stock paid in cash.

* Includes $$4,295.37 rental for use of road and taxes.

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

ACCIDENTS.

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

MOUNT HOPE MINERAL RAILROAD COMPANY.

Capital stock paid in,	$160,000 00
Floating debt,	3,228 49
Cost of road and equipments,	$155,169 70
Dividends paid during the year 1909, and how paid—Dividend 8 per cent., December 7th, 1909, $12,800; extra dividend, December 20th, 1909, $5,000,	$17,800 00

The road extends from Wharton, N. J., to Mt. Hope, N. J., a distance of 4.28 miles.

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RECEIPTS AND EXPENSES FOR 1909.

Income from freight,	$43,186 90
Income from other sources,	652 27
Total,	$43,839 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$20,944 90

P. O. address of the above company—Catasauqua, Pa.

State of Pennsylvania, Lehigh county, *ss.*—Leonard Peckett, being duly sworn, on his oath says, that he is Vice-President of the Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

LEONARD PECKETT.

Sworn and subscribed before me, this ninth day of February, A. D. 1910.

ALEX. N. ULRICH,
[L. S.] *Justice of the Peace.*
My Commission expires May 5th, 1913.

THE NAVESINK RAILROAD COMPANY.

Capital stock paid in,	$701,900 00

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on piers 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, County of New York, *ss.*—W. G. Besler, being duly sworn, on his oath says that he is Vice-President of

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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 ninth day of March, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

NEWARK BAY RAILWAY COMPANY.

Capital stock paid in,	$13,000 00
Floating debt,	180 83
Cost of road and equipments,	$5,180 83

The road extends from a point near the intersection of Murray street and avenue T, Newark, N. J., to a point near the intersection of Morris Canal and Fredericks street, Newark, N. J., a distance of 4.91 miles.

Construction work on this road is not yet completed.

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State of New York, New York County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the 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 twenty-sixth day of February, A. D. 1910.

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

[L. S.]

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—No. 228 South Third street, Philadelphia, Pa.

THE NEWARK AND BLOOMFIELD RAILROAD COMPANY.

Capital stock paid in,	$103,850 00
Floating debt,	515,197 81
Cost of road and equipments,	$619,047 81

The road extends from Newark Junction to Montclair, N. J., a distance of 4.24 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of 6 per cent. on its capital stock. Report of its operations is included in report of that company.

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

State of New York, New York County, *ss.*—E. E. Loomis, being duly sworn, on his oath says that he is Vice-President of

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

E. E. LOOMIS.

Sworn and subscribed before me this fourteenth day of February, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

Included in the report of The Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1909, and how paid—$6,231 paid in cash directly to stockholders by The Delaware, Lackawanna & Western R. R. Co., as Lessee of The Morris & Essex R. R. Co.

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

ACCIDENTS.

None.

THE ERIE RAILROAD COMPANY, AS LESSEE OF THE NEWARK AND HUDSON RAILROAD COMPANY.

Capital stock paid in,	$250,000 00
Bonded debt,	250,000 00

Floating debt—None.

Cost of road and equipments,	$355,056 18

The road extends from Bergen Junction, N. J., to Newark, N. J., a distance of 5.620 miles.

It is leased to the Erie Railroad Company at an annual rental of $33,000.00 and taxes.

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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 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.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

A. L. TRAVIS,

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

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—Erie Railroad Company, No. 50 Church street, New York City.

NEW JERSEY JUNCTION RAILROAD COMPANY.

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,694,756 41

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.

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

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1910.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.
[L. S.] *Certificate filed in New York County (No. 671).*
My Commission expires March 30, 1910.

RECEIPTS AND EXPENSES FOR 1909.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, County of New York, *ss.*—R. A. White, General Auditor of the New York Central and Hudson River Railroad Company, lessee of the 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, 1909, is correct and true, to the best of his knowledge and belief.

R. A. WHITE,
General Auditor.

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Sworn and subscribed before me this sixteenth day of February, 1910.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.
[L. S.] *Certificate filed in New York County (No. 671).*
My Commission expires March 30, 1910.

ACCIDENTS.

January 6th, 1909—Eugene Mooney, near Eighth street, Hoboken, extra, engine No. 364. Both legs and one arm cut off. Fell and was run over while boarding moving train.

March 6th—Michael Mahony, Jr., Ravine Road crossing, Hoboken, extra, engine No. 3986. Killed. Jumped from Erie freight train and ran in front of engine No. 3986, and was struck.

June 15th—J. Waradofsky, First street crossing, Hoboken, Erie engine No. 72. Shaken up and bruised. Struck while driving over crossing. Flagman failed to lower the gates.

June 30th—G. Somerville, Hoboken, extra, engine No. 315. Left foot cut off. Jumped from moving freight train and was run over.

October 1st—A. G. Westrup, Newark avenue bridge, Jersey City, second 14, engine No. 3941. Cords in legs and ankles wrenched and strained. Attempted to board moving car, missed his footing and was dragged.

November 3d—J. E. McCarthy, Willow avenue, Hoboken, yard engine No. 315. Right ankle sprained. While making a cut his foot went down between interlocking rods.

December 16th—F. H. Bartlemas, Willow avenue crossing, Hoboken, train 13, engine No. 3889. Tooth broken and shoulder and elbow badly bruised. Jumped off moving train.

April 10th—J. Murray, near Ravine Road crossing, Hoboken, engine No. 364, with pull of cars. Little toe on right foot cut off. Fell from moving train and was run over.

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NEW JERSEY AND NEW YORK RAILROAD COMPANY.

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,032,500 00
Floating debt,	27,212 98
Cost of road and equipments,	$3,347,262 66

Dividends paid during the year 1909, and how paid—None.

The road extends from New Jersey and New York Junction to New City, New York, a distance of 34.504 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$475,921 76
Income from freight,	157,109 98
Income from other sources,	27,772 55
Total,	$660,804 29
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$430,463 02

P. O. address of the above company—No. 50 Church street, New York City.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New Jersey and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

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

[L. S.]

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THE PATERSON AND RAMAPO RAILROAD COMPANY.

Capital stock paid in, ... $298,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, including cost of Union Railroad, $350,000 00

The road extends from Paterson northerly to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of twenty-six thousand five hundred dollars ($26.500).

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

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says that he is Secretary and Treasurer of The Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me this fourth day of January, A. D. 1910.

CLARA BOSLAND,
Notary Public, New Jersey.

Dividends paid during the year 1909, and how paid—Eight per cent. paid in cash, $23,840.

P. O. address of this company—Robert I. Hopper, secretary, Paterson, N. J.

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PATERSON, NEWARK AND NEW YORK RAILROAD.

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00
Floating debt—None.	
Cost of road and equipments,,	$545,433 29

The road extends from Paterson, N. J., to Newark, N. J., a distance of 11.326 miles.

It is leased to the Erie Railroad Company at an annual rental of $35,000 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general account of that company, and cannot 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 is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

A. L. TRAVIS,

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

Dividends paid during the year 1909, and how paid—None.

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

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PATERSON AND HUDSON RIVER RAILROAD.

The road extends from Paterson, N. J., to a point in Hudson county, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400 and taxes.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1910.

[L. S.]

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

Dividends paid during the year 1909, and how paid—None.

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

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THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

Capital stock paid in, ... $630,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $630,000 00

The road extends from 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 $53,400, including land in Jersey City.

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

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says that he is the Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct to the best of his knowlege and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me this fourth day of January, A. D. 1910.

CLARA BOSLAND,
Notary Public of New Jersey.

Dividends paid during the year 1909, and how paid—8 per cent. paid in cash, $50,400.

P. O. address of this company—Robert I. Hopper, secretary, Paterson, New Jersey.

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Sworn and subscribed before me, this 25th day of February, A. D. 1910.

[L. S.]

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

PASSAIC RIVER EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $7,700 00

Cost of organization and right of way, ... $7,700 00

Dividends paid during the year 1909, 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, county of New York, *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 1909, are correct and true to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this ninth day of March, A. D. 1910.

[L. S.]

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

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Sworn and subscribed before me, this fourteenth day of February, A. D. 1910.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Included in report of The Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1909, and how paid—$4,000 paid in cash directly to stockholders by The Delaware, Lackawanna & Western Railroad Company.

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

PASSAIC AND NEW YORK RAILROAD COMPANY.

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, N. J., to Passaic, Passaic county, N. J., a distance of 3.05 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $4,200 and taxes.

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

State of New Jersey, 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,

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

ACCIDENTS.

September 23d, 1909—Chas. Castle, passenger, fell while attempting to board moving train. Foot crushed. Stirling.

December 5th—John Maher, fatally injured; Albert Leisher, injured, non-trespassers. Struck while driving over crossing. Stirling.

THE PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

Capital stock paid in,	$100,000 00
Cost of road and equipments,	$100,000 00

The road extends from Bernardsville, N. J., to Gladstone, N. J., a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Passaic and Delaware Railroad Company, under an agreement to pay four per cent. on its stock. Report of operations is included in that of the Morris and Essex Railroad Company.

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

State of New York, New York county, *ss.*—E. E. Loomis, being duly sworn, on his oath says, that he is Vice-President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. E. LOOMIS.
Vice-President.

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PASSAIC AND DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$111,050 00
Floating debt,	30,721 35
Cost of road and equipments,	$141,771 35

The road extends from Summit Junction to Bernardsville, N. J., 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. Report of operations is included in that of the Morris and Essex Railroad Company.

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

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

B. D. CALDWELL.

Sworn and subscribed before me, this fifteenth day of February, A. D. 1910.

LUDWIG R. MILLER,
Foreign Commissioner of Deeds for New Jersey, in New York.

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Included in the report of The Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1909, and how paid—$5,552.50, paid in cash directly to stockholders by The Delaware, Lackawanna and Western Railroad Company.

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Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

[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, No. 50 Church street, New York City.

OGDEN MINE RAILROAD COMPANY.

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.

JOHN L. WILSON.

Sworn and subscribed before me this fourteenth day of March, A. D. 1910.

WM. T. STEEL,
Notary Public,
Commission Expires January 21st, 1911.

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accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

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

[L. S.]

THE NORTHERN RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	808,000 00
Floating debt—None.	
Cost of road and equipments,	$1,808,000 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 Company 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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tracks at John street, South Amboy, was struck and killed by P. R. R. passenger train No. 204. C. R. Evans, conductor; G. H. Burton, engineman.

December 22d—Hopkins Dangler, residence Oakhurst, N. J., while walking on track near West End station was struck and killed by C. R. R. passenger train No. 321. Thos. Flanigan, conductor; Frank Riddle, engineman.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,499,000 00
Floating debt,	753,137 08
Cost of road and equipments,	$33,978,359 06

Dividends paid during the year 1909, and how paid—None.

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of 101.00 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$603,251 06
Income from freight,	1,981,465 28
Income from other sources,	94,369 59
Total,	$2,679,085 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,651,340 53

P. O. address of the above company—No. 50 Church street, New York City.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says that he is President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of

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train No. 207 at Westwood avenue, was struck and killed. F. E. Wyckoff, conductor; G. H. Burton, engineman.

August 1st—Body of unknown man, was found alongside north bound track, at Bordentown avenue overhead crossing South Amboy, by crew of C. R. R. freight train No. 341. Cause of death unknown. Owen McVeigh, conductor; H. F. Lovell, engineman

August 7th—Edwin Mortin, Jr., residence Asbury Park, N. J., while attempting to board a moving excursion train (C. R. R. engine 161) at North Asbury Park station, fell under train and was seriously injured. F. X. Goger, conductor; J. Reilly, engineman.

August 9th—James Gunson, residence Jamesburg, N. J., a brakeman employed on P. R. R. freight train No. 438, was thrown from platform of caboose, while shifting cars at Spring Lake station, and was slightly injured. W. R. Richart, conductor; T. Irvin, engineman.

August 14th—Henry Peterson, residence Hazlet, N. J., while riding bicycle alongside of track near Hazlet avenue crossing, was struck by P. R. R. passenger train No. 217 and killed. B. I. Tallman, conductor; F. E. Croispin, engineman.

September 7th—James Murtha, residence Spring Lake, N. J., while attempting to drive across tracks at Monmouth avenue, Spring Lake, with a stage-load of persons, was struck and killed by P. R. R. passenger train No. 223. J. H. Moore, conductor; C. O. Eldridge, engineman.

November 1st—Gustaf Venstrand and Axel Benson, employed by N. A. Corlin, at Oakhurst, N. J., while attempting to drive across tracks at Sherman avenue, South Elberon, were struck and killed by P. R. R. passenger train No. 291. W. E. Van Dusen, conductor; James Cain, engineman.

November 30th—Willard Palmer, residence Belmar, N. J., while attempting to drive across tracks at Twelfth avenue, Belmar, was struck and fatally injured by C. R. R . passenger train No. 332. Walter Durling, conductor; Charles Mason, engineman.

December 1st—Cyrus F. Sproul, residence Keyport, N. J., superintendent of the Raritan River Railroad, while crossing

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ACCIDENTS.

January 1st, 1909—Samuel Glasser, residence Long Branch, N. J., while driving across tracks at Springwood avenue, Asbury Park, N. J., was struck and killed by C. R. R. freight train No. 345. A. Reid, conductor; D Ferguson, engineman.

January 15th—Thomas Coyne, residence Freehold, N. J., while attempting to board C. R. R. passenger train No. 320 at Monmouth street crossing, Red Bank, after train had started from station, fell and was seriously injured. A. P. Hetfield, conductor; Jos. Reagan, engineman.

February 5th—William Green, residence unknown, while attempting to board P. R. R. passenger train No. 222 at Red Bank station, by climbing over track fence, was struck and fatally injured by C. R. R. passenger train No. 329. C. A. Wyatt, conductor; John Manion, engineman.

April 20th—James West, residence Long Branch, N J., while attempting to board C. R. R. passenger train No. 301 at Long Branch, after train had started from station, fell and was seriously injured. J. E. Hess, conductor; Charles Mason, engineman.

May 22d—Jacob S. Applegate, residence Jamesburg, N. J., a brakeman employed on P. R. R. freight train No. 438, while walking on top of box car, struck overhead bridge north of Avon station and was seriously injured. W. R. Richart, conductor; W. H. Tilton, engineman.

May 30th—Patrick Carroll, residence Orange, N. J., a passenger on C. R. R. train No. 369, jumped from train after it had left Red Bank station and was seriously injured. H. E. Dowdell, conductor; Wm. Jacobs, engineman.

July 9th—Charles H. Barber, residence Jersey City, N. J., a brakeman employed on C. R. R. mixed train No. 301, while making a "fly" with car at Belmar, collided with car on siding and was thrown to the ground, sustaining slight injuries. J. E. Hess, conductor; Charles Mason, engineman.

July 28th—William Jeffrey, residence Long Branch, N. J., while attempting to cross tracks ahead of P. R. R. passenger

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THE NEW YORK AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$2,000,000 00
Bonded debt,	2,500,000 00

The road extends from Perth Amboy to Bayhead, a distance of 38.04 miles.

The road of this company is operated under an agreement, in accordance with which traffic trains of the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company only run over its tracks; said companies guaranteeing all charges for operation, and funds to meet interest on bonds and dividends on stock.

State of New York, County of New York, *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-fifth day of January, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES.

Receipts and expenses are assumed by the Central Railroad Company of New Jersey and Pennsylvania Railroad Company.

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

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The road extends from Meadow Junction, N. J., to Sterling Forest, N. J., a distance of 53.30 miles. (New York and Greenwood Lake, 40.90; Ringwood, 2.79; Caldwell, 4.50; Watchung, 4.16; Roseland, .95; total, 53.30.)

It is leased to the Erie Railroad Company at an annual rental of $73,580.00 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, inclues the Arlington Railroad, Caldwell Railroad, Roseland Railway, and Watchung Railroad.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

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

[L. S.]

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—Erie Railroad Company, No. 50 Church street, New York city.

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The road extends from Jersey City to the division line between the states of New Jersey and New York. The road built was about two miles from Weehawken north. That portion which extends from the north line of the Delaware and Hudson Canal Company's property, a distance of .24 miles, is leased to the New Jersey Junction Railroad Company, at an annual rental of taxes, assessments and expenses of organization not to exceed $1,000.00 per annum. The remaining portion of the constructed road is included in the report of the West shore Railroad Company.

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

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1910.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.
[L. S.] *Certificate filed in New York County (No. 671).*
My Commission expires March 30, 1910.

P. O. address of this company—Grand Central Station, New York.

NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

Capital stock paid in,	$100,000 00
Bonded debt,	1,471,600 00
Floating debt—None.	
Cost of road and equipments,	$1,571,600 00

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REMARKS.

The Pennsylvania Railroad Company, Lessee of the works and property of the United New Jersey Railroad and Canal Company, has trackage rights over the line of this company and furnishes the equipment. The arrangement is terminable at the close of any month.

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

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Rea being duly sworn, on his oath says, that he is President of the New York Bay Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me, this eleventh day of February, A. D. 1910.

[L. S.]

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1913.

ACCIDENTS.

Accidents, if any, reported by the Pennsylvania Railroad Company, Lessee of the property and works of the United New Jersey Railroad and Canal Company, which has trackage rights over the line of this company.

NEW YORK AND FORT LEE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Floating debt,	14,506 21

Cost of road and equipments, as shown by report of January 23d, 1871.

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NEW YORK BAY RAILROAD COMPANY.

Capital stock paid in,	$6,000,000 00
Bonded debt,	3,885,000 00
Floating debt,	7,316 97
Cost of road and equipments,	$9,902,395 49

Dividends paid during the year 1909, and how paid—One of 1½ per cent., paid in cash.

The road extends from

	Miles.
East end of draw span of bridge over Newark bay, east of Waverly Station, N. J., to 5,580 feet east of back wall of bridge over Morris Canal, Greenville, N. J.,	2.10
4,037 feet east of Waverly Station, N. J., to east end of drawbridge over Newark bay, east of Waverly Station,	4.57
253 feet east of Peddie street sewer bridge, Newark, east of Waverly Station, N. J., to 45 feet west of west abutment of bridge over main line at Meadows, west of Marion Station,	4.35
956 feet east of the face of east abutment of Manufacturer's Branch Bridge of Central Railroad Co. of New Jersey, east of Waverly Station, N. J., to Lister's Agricultural Chemical Works,	0.54
1,398 feet east of face of east abutment of Manufacturer's Branch Bridge of Central Railroad of New Jersey, east of Waverly, N. J., to terminus,	0.13
4,805 feet west of South Street Station, Newark, N. J., to south side of Eighteenth avenue, Newark, N. J.,	1.87
A total distance of,	13.56

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers, freight and other sources,	$503,258 92
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$413,258 92

* Includes $257,279.24 interest on bonds, taxes and other obligatory charges.

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NEW JERSEY RAILROAD TERMINAL COMPANY.

Capital stock paid in,	$500,000 00
Bonded debt,	250,000 00

The road extends from Rahway to Carteret, a distance of 5 61/100 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, county of New York, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Terminal Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me this ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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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August 7th—John P. Dawson, passenger, injured at South Amboy. Engineer, J. Rodenbaugh; conductor, W. Shaw.

August 10th—B. Bertram Riley, passenger, injured between Allenhurst and Deal Beach. Engineer, T. F. Brown; conductor, D. C. Johnson.

September 4th—Louis Elias, passenger, injured between Red Band and Matawan. Engineer, H. Ayres; conductor, S. Piatt.

September 6th—Mrs. J. Anketell, passenger; Mrs. E. Morris, passenger; both injured at Red Bank. Engineer, J. Logan; conductor, H. Amerman.

December 25th—Chas. Spies, passenger, injured at Middletown. Engineer, J. Coyne; conductor, W. Hayes.

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

February 26th, 1909—Eri Peliciion, trespasser, killed at Lakewood. Crew unknown.

August 1st—Unknown man, trespasser, killed at South Amboy. Crew unknown.

October 21st—W. Gaffey, trespasser, killed at Leonardo. Crew unknown.

November 3d—Joseph Travers, trespasser, injured at Long Branch (6th ave, crossing). Crew unknown.

Other Causes—Employes.

July 27th, 1909—Elton R. Jones, brakeman, injured, caused by falling while running to catch train at Atlantic Highlands. Engineer, W. Miles; conductor, H. Attison.

August 26th—Raymond Conover, fireman, sprained his ankle while walking on turn-table at Bridgeton Junction. Engineer, W. Dowdell; conductor, G. W. Bogart.

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

February 2d, 1909—Louis J. Cheetham, trespasser, killed at Branchport. Engineer, Gilbert Stout.

May 25th—Keyser Saunders, trespasser, injured at Landisville. Engineer, M. Maloney; conductor, W. C. Oliver.

December 18th—Russell Potter, trespasser, injured at Toms River. Engineer, W. L. Nivison; conductor, C. A. Wyatt.

December 22d—Hopping Dangler, trespasser, killed at West End. Engineer, F. Riddle; conductor, T. Flanagan.

December 29th—Daniel Finnegan, trespasser, killed at Belford. Engineer, R. Davis; conductor, W. G. Cline.

On or About Trains, Locomotives or Cars—Employes.

January 5th, 1909—Fred Table brakeman, injured at Vineland. Engineer, H. Warwick; conductor, A. Woolley.

March 8th—Geo. Lamberson, fireman, injured at Matawan. Engineer, M. C. Mooney; conductor, A. J. Dellett.

July 22d—C. H. Miller, brakeman, injured at Farmingdale. Engineer, J. Warwick; conductor, J. W. Creby.

November 8th—M. C. Mularvey, brakeman, injured at Matawan. Engineer, D. Ferguson; conductor, S. J. Briskey.

December 9th—Pasquallo Fenello, engine coaler, injured at Bridgeton. Engineer, ———; conductor, ———.

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

January 28th, 1909—John H. Skidmore, passenger, injured at East Long Branch. Engineer, D. R. Davis; conductor, R. C. Anderson.

June 18th—Mrs. Grace Marvin, passenger, injured at Normandie. Engineer, J. B. Hurley; conductor, W. G. Cline.

July 1st—Jos. J. Ferguson, passenger, injured at Red Bank. Engineer, W. Ferguson; conductor, E. Davis.

July 24th—Mary Beahan, passenger, injured between Low Moor and Galilee. Engineer, Frank Green; conductor, T. R. Bennett.

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December 3d—Howard Wooley, passenger, injured at Manasquan. Engineer, C. Hodge; conductor, T. Duane.

Struck by Overhead Obstructions—Employes.

May 5th, 1909—Phineas H. Perrine, brakeman, injured at Newport. Engineer, M. Connor; conductor, L. Poole.

June 5th—Harry Forrester, brakeman, killed at Winslow Junction. Engineer, W. Carpenter; conductor, J. C. Conley.

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

January 1st, 1909—Samuel Glazier, killed; Jacob Snyder, injured, at Springwood avenue crossing, Asbury Park. Engineer, D. Ferguson; conductor, A. Reid.

January 6th—Jas. McIlvaine, injured at Keyport. Engineer, W. H. Howland; conductor, G. H. Allen.

July 10th—Thos. Tolley, non-employe, killed between Shark River and Farmingdale (Asbury Park road crossing). Engineer, Garrett Stout.

August 7th—Lewis Livenson, non-employe, injured at Long Branch (Second and Pavilion avenues). Engineer, Jas. Thompson; conductor, T. A. Walklet.

November 30th—Willard Palmer, non-employe, killed at Belmar, N. J. Engineer, W. Mason; conductor, W. Durling.

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

September 11th, 1909—Fred N. Herring, brakeman, injured at South Amboy. Engineer, D. Ferguson; conductor, O. McVeigh.

September 23d—Wm. Cook, fireman, killed at Atlantic Highlands. Engineer, J. Thompson; conductor, W. G. Cline.

November 8th—W. Ditzel, brakeman, injured at Perth Amboy. Engineer, J. Stevens; conductor, J. H. Lane.

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Falling from Trains, Locomotives or Cars—Employes.

January 29th, 1909—Alfred Van Pelt, brakeman, injured at Matawan. Engineer, T. F. Brown; conductor, Jas. Phillips.

March 2d—Soren Johnson, brakeman, injured at Lorillards. Engineer, Samuel Warwick; conductor, J. H. Kilcommons.

May 13th—John E. Sheppard, brakeman, injured at Bridgeton Junction. Engineer, C. Rice; conductor, J. W. Buzby.

July 9th—Chas. H. Barber, brakeman, injured at Belmar. Engineer, C. Mason; conductor, J. Hess.

November 24th—Henry Ward Beecher McKeen, killed at Bivalve. Engineer, Samuel Harris; conductor, Jas. Craig.

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

August 3d, 1909—Mrs. Fannie Mick, passenger, injured at Chatsworth. Engineer, N. Dunham; conductor, L. Brightman.

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

March 13th, 1909—Geo. J. Walling, brakeman, injured at Matawan. Engineer, John Cousins; conductor, C. H. Skillman.

September 1st—H. S. Yarnell, brakeman, injured at Matawan. Engineer, F. White; conductor, N. L. Bonnell.

November 30th—Michael Connor, engineer, injured at Landisville. Engineer, Michael Connor; conductor, Lewis Poole.

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

January 12th, 1909—Fred Kane, trespasser, injured at Vineland. Engineer, J. B. Hurley; conductor, F. C. Woolley.

February 13th—Harry Brower, passenger, injured at Matawan. Engineer, Gilbert Stout; conductor, A. S. Wooding.

June 21st—Tony ————, trespasser, injured at Keansburg. Engineer, Frank Green; conductor, James Lamberson.

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the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this ninth day of March, A. D. 1910.

[L. S.]

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

ACCIDENTS.

Coupling or Uncoupling—Employes.

August 18th, 1909—John W. Pritchett, brakeman, injured at Whitings. Engineer, J. C. Green; conductor, G. H. Applegate.

September 25th—Frank B. Haley, brakeman, killed at East Long Branch. Engineer, Frank Green; conductor, James Lamberson.

Collisions—Employes.

January 20th, 1909—Edward H. Emmons, brakeman, killed at Red Bank. Engineers, E. Bouvier, J. O'Neill; conductors, J. Applegate, James Kane.

June 11th—B. Hackett, fireman; G. Dietz, brakeman, both injured at Atsion. Engineers, Thos. Edwards, Wm. Garon; conductors, G. W. Bogart, J. Applegate.

July 22d—Frank Peacock, engineer, killed; Herbert Hines, brakeman, killed; Frank B. Freen, fireman, injured, at Bridgeton Junction (W. J. & S. S. Railroad crossing). Engineer, R. C. White; conductor, G. W. Bogart.

Derailments—Employes.

October 5th—Frank Riddle, engineer, injured at Sea Girt. Engineer, F. Riddle; conductor, F. Shinafield.

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NEW JERSEY SOUTHERN RAILWAY COMPANY.

Capital stock paid in—preferred, $1,590,600; common, $1,000,000, $2,590,600 00

Dividends paid during the year 1909, 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 1909.

Income from passengers,	$485,339 59
Income from freight,	496,351 03
Income from other sources,	398,591 83
Total,	$1,380,282 45

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $1,127,363 43

Included in the operations of this company are the receipts and expenditures of the following companies: Buena Vista Railroad Company, Cumberland and Maurice River Railroad Company, Cumberland and Maurice River Extension Railroad Company, Freehold and Atlantic Highlands Railroad Company, Navesink Railroad Company, Toms River Railroad Company, Toms River and Barnegat Railroad Company, Vineland Branch Railroad Company, Vineland Railroad Company, West End Railroad Company; and also the steamboat route between New York and Atlantic Highlands.

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

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

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NEW JERSEY SHORT LINE RAILROAD.

Capital stock paid in,	$803,000 00
Bonded debt,	803,000 00

Cost of road and equipments—Uncompleted.

Dividends paid during the year 1909, and how paid—None.

The road, as proposed, extends from Bayway (Elizabeth) to near Milltown, N. J., a distance of 18.9 miles.

RECEIPTS AND EXPENSES FOR 1909.

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

REMARKS.

No part of the road is finished and none is in operation.

P. O. address of the above company—Receiver's office, No. 710 Broad Street Bank Building, Trenton, N. J.

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, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

DAVID F. CARVER.

Sworn and subscribed before me this fifth day of March, A. D. 1910.

EDWIN C. LONG,
M. C. C. of N. J.

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NEW JERSEY SHORE LINE RAILROAD COMPANY.

Capital stock paid in,	$31,000 00
Floating debt,	312,924 29
Cost of road and equipments,	$308,684 18

The road, as projected, is to extend from Weehawken to Harrington Park, a distance of 15.5 miles.

RECEIPTS AND EXPENSES FOR 1909.

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

REMARKS.

Road under construction.

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 1909 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me this sixteenth day of February, A. D. 1910.

D. H. HOUSE,
Notary Public in and for Westchester County, N. Y.
[L. S.] *Certificate filed in New York County (No. 671).*
My Commission expires March 30th, 1910.

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THE NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

Capital stock paid in,	$300,000 00
Bonded debt,	200,000 00
Floating debt (about),	105,000 00

Dividends paid during the year 1909, and how paid—None.

The road extends from Watnong station to White House station, a distance of 24 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers, freight and other sources,	$38,157 12
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$40,337 24

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 Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

FREDERIC V. PITNEY.

Sworn and subscribed before me, this third day of February, A. D. 1910.

FREDERICK B. COBBETT,
Comr. of Deeds, Morristown, New Jersey.

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PATERSON AND RAMAPO RAILROAD COMPANY.

The road extends from Paterson, N. J., to the State line between Bergen county and the State of New York, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500 and taxes.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

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

[L. s.]

Dividends paid during the year 1909, and how paid—None.

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

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PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
Floating debt—None.	
Cost of road and equipments,	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79, terminable at the end of any year upon six months' prior notice.

It is equipped and operated by the Union Transportation Company and the further information required by law is furnished by that company.

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

SAMUEL REA.

Sworn and subscribed before me, this eleventh day of February, A. D. 1910.

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

[L. S.]

Dividends paid during the year 1909, and how paid—None.

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

ACCIDENTS.

Accidents, if any, reported by the Union Transportation Company.

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PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

Capital stock paid in,	$228,400 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$356,970 79

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.43 miles.

It is operated by the Pennsylvania Railroad Company by authority of resolution adopted by each company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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

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

SAMUEL REA.

Sworn and subscribed before me this sixteenth day of February, A. D. 1910.

LEWIS NEILSON,
Notary Public,
Commission Expires February 25th, 1913.

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$126,660 92
Income from freight,	120,058 99
Income from other sources,	34,276 79
Total,	$280,996 70

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$185,897 38

Dividends paid during the year 1909, and how paid—December 16th, 10 per cent. in cash; December 16th, extra, 10 per cent. in cash.

* Includes $23,655.46 taxes and other obligatory charges.

P. O. address of this company—22 Federal street, Camden, N. J.

ACCIDENTS.

If any, reported by the Pennsylvania Railroad Company.

PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	253,434 85
Cost of road and equipments,	$200,000 00

The road extends from Manahawkin Junction with Tuckerton Railroad to Beach Haven, N. J.; from Barnegat City Junction to junction with Barnegat Railroad, 3,186 feet east therof; a distance of 12.81 miles.

It is operated by the Tuckerton Railroad Company for and on account of the Pennsylvania Railroad Company, which latter company is the agent of the Philadelphia and Beach Haven Railroad Company, under resolutions of the Boards of Directors of both companies, and pays all expenses in connection therewith and turns the net earnings over to it. This arrangement is effective for one year, and is terminable on three months' notice at the end of any year.

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Its equipment is supplied by the Tuckerton Railroad Company, and the further information required by law is furnished by that company.

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

SAMUEL REA.

Sworn and subscribed before me this fourteenth day of February, A. D. 1910.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1913.

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$12,198 32
Income from freight,	6,659 23
Income from other sources,	2,458 02
Total,	$21,315 57
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$32,050 61

Dividends paid during the year 1909, and how paid—None.

* Includes $2,481.42 taxes and other obligatory charges.

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

ACCIDENTS.

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

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PHILADELPHIA AND BRIGANTINE RAILROAD COMPANY.

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

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

Dividends paid during the year 1909, and how paid—None.

The road extends from Brigantine Junction, on the Philadelphia and Reading Railroad, to the Island of Brigantine, a distance of fourteen miles.

RECEIPTS AND EXPENSES FOR 1909.

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

REMARKS.

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

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

State of New York, New York county, *ss.*—John O. Heald, being duly sworn, on his oath says that he is the purchaser of the Philadelphia and Brigantine Railroad Company, and that

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the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

JOHN O. HEALD.

Sworn and subscribed before me this seventh day of March, A. D. 1910.

E. S. ROSS,
Notary Public, Rockland County,
Certificate filed in New York County.

PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$765,000 00
Bonded debt,	700,000 00
Floating debt,	622,994 50
Cost of road and equipments,	$1,547,638 68

The road extends from Birmingham, N. J., to Bay Head, N. J., 45.72 miles; Brown's Mills Junction, N. J., to Brown's Mills in the Pines, N. J., 1.82 miles; Island Heights Junction, N. J., to Island Heights, N. J., 1.20 miles; a total distance of 48.74 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net earnings. This arrangement terminable upon 60 days' notice.

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 eleventh day of February, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$131,933 53
Income from freight,	50,845 95
Income from other sources,	14,086 17
Total,	$196,865 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$281,695 07

Dividends paid during the year 1909, and how paid—None.

* Includes $57,615.56 interest on bonded debt, taxes and other obligatory charges.

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

ACCIDENTS.

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

THE POHATCONG RAILROAD COMPANY.

Bonded debt—None.
Floating debt—None.

Cost of road and equipments,	$34,234 52

Dividends paid during the year 1909, and how paid—No dividends paid.

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The road extends from Quarry, near Oxford, N. J., to D., L. & W. tracks, Oxford, N. J., a distance of 1.75 miles.

RECEIPTS AND EXPENSES FOR 1909.

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

REMARKS.

Private road operated by the Edison Portland Cement Company, who guarantee 6 per cent. on the amount invested.

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

State of New Jersey, Warren county, *ss.*—W. S. Mallory, being duly sworn, on his oath says that he is 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 1909 are correct and true, to the best of his knowledge and belief.

W. S. MALLORY.

Sworn and subscribed before me this seventeenth day of January, A. D. 1910.

EDGAR S. OPDYKE,
Notary Public.

[L. S.]

THE PORT READING RAILROAD COMPANY.

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments.	$3,805,335 20

Dividends paid during the year 1909, and how paid—None.

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 21.04 miles.

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RECEIPTS AND EXPENSES FOR 1909.

Income from passengers—None.	
Income from freight,	$1,124,659 55
Income from other sources,	11,720 66
Total,	$1,136,380 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$793,039 53

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

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Zeigler, 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 1909 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER,
Comptroller.

Sworn and subscribed before me, this seventh day of March, A. D. 1910.

C. K. KLINK,
Notary Public,
My Commission expires April 18th, 1911.

ACCIDENTS.

February 27th, 1909—William Bezner, employe, non-fatally injured, Metuchen, N. J. Working at fire. Isaac Carson, conductor; Horace Godshalk, engineer.

March 24th, 1909—Irvin W. Young, employe, non-fatally injured, Port Reading, N. J. Fell off car. Robert Mulvaney, conductor; Jos. Dale, engineer.

March 31st, 1909—Francesco Di Francisco, employe, non-fatally injured, Bound Brook, N. J. Unloading cross ties. Wm. J. Callahan, conductor; Wm. O'Donnell, engineer.

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April 16th, 1909—Nich Cerbus, employe, non-fatally injured, Port Reading, N. J. Getting on car. W. F. Turner, conductor; Wm. Cooper, engineer.

April 30th, 1909—Michael Mohnar, employe, non-fatally injured, Port Reading, N. J. Fell through hopper of car. ———, conductor; ———, engineer.

May 31st, 1909—Robert McBride, employe, non-fatally injured, Woodbridge Branch, N. J. Fell off car. Thos. Gallagher, conductor; T. J. Snyder, engineer.

June 22d, 1909—Domenico Capozzi, employe, fatally injured, Port Reading, N. J. Run over by car. ———, conductor; ———, engineer.

August 3d, 1909—James Duffy, employe, non-fatally injured, Woodbridge Branch, N. J. Jumping off car. T. Gallagher, conductor; T. Snyder, engineer.

October 28th, 1909—A. DeFazio, employe, non-fatally injured, Port Reading, N. J. Caught between cars. ———, conductor; ———, engineer.

December 2d, 1909—Walter E. Silley, employe, non-fatally injured, New Market Siding, N. J. Fell while shaking fire. H. Shaffer, conductor; H. Goyne, engineer.

December 6th, 1909—John Warka, employe, non-fatally injured, Port Reading, N. J. Releasing brake. ———, conductor; ———, engineer.

December 23d, 1909—P. E. G. Franke, non-employe, killed, Port Reading, N. J. Run over by cars. ———, conductor; ———, engineer.

December 23d, 1909—R. Martino, employe, non-fatally injured, Port Reading, N. J. Fell off ladder. ———, conductor; ———, engineer.

RAHWAY VALLEY COMPANY, LESSEE.

Capital stock paid in, ... $3,087 50
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $2,848 37

Dividends paid during the year 1909, and how paid—None.

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The road extends from Commonwealth Junction to Robinson, a distance of 0.75 miles.

RECEIPTS AND EXPENSES FOR 1909.

As shown below includes results of operation of Rahway Valley R. R. Co.

Income from passengers,	$4,311 07
Income from freight,	22,125 87
Income from other sources,	1,221 65
Total,	$27,658 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$22,213 60

P. O. address of the above company—Kenilworth, Union county, New Jersey.

State of New York, New York county, *ss.*—Edward G. Thompson, being duly sworn, on his oath says that he is Vice-President of the Rahway Valley Company, Lessee, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

E. G. THOMPSON.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

[L. S.]

CHAS. P. ROGERS,
Notary Public,
New York County.

RAHWAY VALLEY RAILROAD COMPANY.

Capital stock paid in,	$49,200 00
Bonded debt,	72,000 00
Floating debt,	371,103 12
Cost of road and equipments,	$419,521 99

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The road extends from Aldene, Roselle Park, to Summit, N. J., a distance of 10 miles.

It is leased to the Rahway Valley Company, lessee, at an annual rental of $9,200.

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

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

LOUIS KELLER.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1910.

E. G. THOMPSON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$761 06
Income from freight,	2,260 34
Income from other sources,	171 65
Total,	$3,193 05
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	$6,840 36

Dividends paid during the year 1909, and how paid—None.

P. O. address of this company—Kenilworth, Union county, New Jersey.

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RARITAN NORTH SHORE RAILROAD COMPANY.

Capital stock paid in, ... $66,400 00

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two branches, a total distance of 4.28 miles, of which there has been completed 1.75 miles.

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

State of New York, county of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

Capital stock paid in,	$400,000 00
Bonded debt,	400,000 00
Floating debt,	15,000 00
Cost of road and equipments,	$958,639 28

Dividends paid during the year 1909, and how paid—Two dividends of two and one-half (2½) and three (3) per cent., in all five and one-half (5½) 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 1909.

Income from passengers,	$5,441 53
Income from freight,	170,921 36
Income from other sources,	10,569 42
Total,	$186,932 31
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$107,050 15

P. O. address of the above company—15–21 Exchange Place, Jersey City, N. J.

State of New Jersey, Hudson county, *ss.*—Wm. G. Bumsted, being duly sworn, on his oath says that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the yer 1909, are correct and true to the best of his knowledge and belief.

WM. G. BUMSTED.

Sworn and subscribed before me this seventh day of February, A. D. 1910.

F. L. HOUGHTALING,
Notary Public of N. J.

[L. S.]

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ACCIDENTS.

April 8th—Andrew Priego was struck by train at street crossing, South Amboy, and slightly injured. Conductor, James French; engineer, John Sullivan.

May 4th—Frank Candy, brakeman, was slightly injured by being thrown against brake wheel while drilling cars at Sayreville. Conductor, Morris Lucitt; engineer, Thos. Sharkey.

May 9th—Chas. Riski, track laborer, was slightly injured while employed in bridge construction at South Amboy.

May 10th—John Lott, draw tender, was slightly injured by falling between platform and car while assisting in unloading freight at South River.

May 10th—Chas. Novock, brakeman, was slightly injured in jumping from train while drilling cars at Lyle's. Conductor, Wm. Prinka; engineer, John McGuire.

May 15th—Peter Welsh, a trespasser, while intoxicated was struck by train near Vandeventers and seriously injured. Conductor, James French; engineer, John Sullivan.

July 27th—James Martin, employe of Sayre & Fisher Company, was struck by cars while drilling at Sayreville and instantly killed. Conductor, Morris Lucitt; engineer, James Yetman.

August 17th—Chas. H. Stockton, general road foreman, had leg broken by being caught in land slide.

December 13th—Edward Fleming fireman, had leg broken in jumping from locomotive derailed at New Brunswick. Conductor, James French; engineer, John Sullivan.

RARITAN TERMINAL AND TRANSPORTATION COMPANY.

Capital stock paid in, ...	$40,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments, ...	$30,065 35
Dividends paid during the year 1909, and how paid—Cash, ...	$32,101 29

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The road extends from Lehigh Valley Railroad to Raritan Copper Works, Perth Amboy, N. J., a distance of about one mile.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$2,000 00
Total,	$2,000 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$494 63

P. O. address of the above company—42 Broadway, New York City.

State of New York, New York county, *ss.*—T. Wolfson, being duly sworn, on his oath says that he is President of the Raritan Terminal and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

T. WOLFSON.

Sworn and subscribed before me this eighth day of March, A. D. 1910.

MORRIS MEYERS,
Notary Public,
New York County.

ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

Capital stock paid in,	$30,000 00
Bonded debt—None.	
Floating debt,	30,000 00
Cost of road and equipments (including cost of abandoned portion),	$60,000 00

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The road extends from Quarry, in Montville township, Morris county, N. J., to junction with Morris and Essex Railroad Company, "Boonton Branch," a distance of 1.792 miles.

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

State of New Jersey, Hudson county, *ss.*—Joseph D. Bedle, being duly sworn, on his oath says that he is President of the Rockaway River and Montville Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOSEPH D. BEDLE.

Sworn and subscribed before me this fifteenth day of February, A. D. 1910.

FREDERICK S. KELLOGG,
Attorney-at-Law of New Jersey.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers—None.
Income from freight—None.

Dividends paid during the year 1909, and how paid—No dividends.

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

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

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 2.84 miles.

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It is leased to the United New Jersey Railroad and Canal Company. Lease assigned to the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $18,700 stock, taxes, and one hundred dollars for maintaining the organization.

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

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

SAMUEL REA.

Sworn and subscribed before me this eleventh day of February, A. D. 1910.

LEWIS NEILSON,
Notary Public,
Commission expires February 26th, 1913.

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$2,015 83
Income from freight,	18,478 23
Income from other sources,	1,239 55
Total,	$21,733 61
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$24,169 45
Dividends paid during the year 1909, and how paid—Two of 3 per cent. each on $18,700 stock paid in cash.	

* Includes $1,857.85 rental for use of road and taxes.

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

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ACCIDENTS.

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

SOUND SHORE RAILROAD COMPANY.

Capital stock paid in, ... $149,200 00

The road extends from Elizabeth (Broadway) to Carteret, which, with spurs, equals a distance of 6.17 miles.

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

State of New York, county of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

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ACCIDENTS.

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

SUSSEX RAILROAD COMPANY.

Capital stock paid in,	$1,638,600 00
Cost of road and equipments,	$1,930,530 90
Dividends paid during the year 1909, and how paid—Cash dividend paid direct to stockholders,	$32,772 00

The road extends from Netcong to Franklin and branch from Branchville Junction to Branchville, a distance of 30.55 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$64,378 95
Income from freight,	87,606 39
Income from other sources,	34,550 32
Total,	$186,535 66
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$129,539 20

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

State of New York, New York county, *ss.*—B. D. Caldwell, being duly sworn, on his oath says that he is President of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true to the best of his knowledge and belief.

B. D. CALDWELL,
President.

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Sworn and subscribed before me this fifteenth day of February, A. D. 1910.

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

ACCIDENTS.

Report of Accidents Occurring in the State of New Jersey during Year 1909, Sussex Railroad.

January 26th 1909—Simmons, Samuel, trespasser, found lying alongside of track, head and back cut; Ackerson.

May 22d—Meyers, Samuel, brakeman, fell under train, foot crushed; Branchville.

August 13th—Redding, Robert, trespasser, struck and killed while walking tracks; Andover.

TOMS RIVER RAILROAD COMPANY.

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, county of New York, *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 ninth day of March A. D. 1910.

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

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RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

Capital stock paid in, ... $75,300 00

The road extends from Toms River to Barnegat, a distance of 14.71 miles.

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

State of New York, county of New York, *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 ninth day of March, A. D. 1910.

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

[L. S.]

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RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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.

TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt,	100,000 00
Floating debt,	257,894 30
Cost of road and equipments,	$557,894 30

Dividends paid during the year 1909, and how paid—None.

The road extends from Trenton, N. J., to Stony Brook, a distance of 9.59 miles.

Trenton, Lawrenceville and Princeton Extension Railroad, Stony Brook to Princeton, 1.44 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$44,258 00
Income from freight,	6,617 96
Total,	$50,875 96
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$37,522 21

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

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State of New Jersey, Mercer county, *ss.*—C. M. Bates, being duly sworn, on his oath says that he is President of the Trenton, Lawrenceville and Princeton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this tenth day of March, A. D. 1910.

WILLIAM S. MILLS,
[L. S.] *Notary Public of N. J.*

ACCIDENTS.

No accidents involving injury to persons.

TRENTON AND NEW BRUNSWICK RAILROAD.

Capital stock paid in,	$1,000,000 00
Bonded debt,	1,000,000 00
Floating debt (includes interest, $125,000, on bonds due and accrued, unpaid),	213,299 60
Cost of road and equipments,	$1,859,054 41

The road extends from Milltown Junction to a point near Trenton, a distance of 23.107 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$58,203 82
Income from other sources,	562 94
Total,	$58,766 76
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,679 43

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

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State of New Jersey, Mercer county, *ss.*—Howard Fravel, being duly sworn, on his oath says that he is Superintendent of the Trenton and New Brunswick Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

HOWARD FRAVEL.

Sworn and subscribed before me this twenty-seventh day of January, A. D. 1910.

EDWIN C. LONG,
M. C. C. of N. J.

ACCIDENTS.

June 7th, 1909—Pasquale Fumaino, struck on shoulder by passenger car. Caused by victim attempting suicide, as per his story at hospital. Motorman, A. Vogt, not employed at present; conductor, H. Bohnenberger, still employed.

July 7th—Henry Saulters, struck by car at 11:45 P. M. near Deans, N. J., and killed instantly. Caused by victim sitting on ends of ties, evidently asleep, while under the influence of liquor. Motorman, A. Tomco, still employed; conductor, A. Rue, still employed.

July 10th—Michael Handehan, struck by car near Dayton, N. J., and died at hospital in New Brunswick. Caused by being intoxicated and lying asleep near track, and struck by car step. Motorman, C. Buckalew, not now employed; conductor, H. H. Bohnenberger, still employed.

July 2d—Pasquale Cavaloni, limb broken below knee. Caused by victim projecting a tie from the car on which he was working, the tie striking a telegraph pole and breaking his limb by the rebound of the tie.

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TRENTON TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$15,000 00
Bonded debt,	15,000 00
Cost of road and equipment,	$30,000 00

The road extends from Olden avenue and Liberty to Trenton and New Brunswick Railroad, a distance of 7/8ths miles.

REMARKS.

It is leased to the Camden and Trenton Railway Company at an annual rental of $1,000 per year.

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

P. O. address of the above company—Beverly, N. J. Mitchell B. Perkins, Treasurer.

State of New Jersey, Mercer county, *ss.*—Mitchell B. Perkins, being duly affirmed, on his solemn affirmation says that he is Treasurer of the Trenton Terminal Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

MITCHELL B. PERKINS.

Affirmed and subscribed before me this twelfth day of January, A. D. 1910.

OWEN W. KILE,
Notary Public of New Jersey.

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THE TUCKERTON RAILROAD COMPANY.

Capital stock paid in,	$552,241 54
Bonded debt,	99,882 50
Floating debt,	1,261 87
Cost of road and equipments,	$630,193 65

Dividends paid during the year 1909, and how paid—None.

The road extends from Whitings, N. J., to Tuckerton, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$36,547 76
Income from freight,	32,969 99
Income from other sources,	5,256 24
Total,	$74,773 99
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$63,542 36

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

State of Pennsylvania, Philadelphia county, *ss.*—Richard Ashhurst, being duly sworn, on his oath says that he is President of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST,
President.

Sworn and subscribed before me this seventeenth day of January, A. D. 1910.

JOHN STOCKBURGER,
[L. S.] *Notary Public.*
Commission expires January 21st, 1911.

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THE UNION TRANSPORTATION COMPANY.

Capital stock paid in, ... $20,250 00

The road extends from Pemberton to Hightstown, a distance of 24.42 miles.

It is leased from the Pennsylvania Railroad Company at an annual rental of $1,388.79.

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

State of New Jersey, Ocean county, *ss.*—F. S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1910.

W. SCOTT CHAFEY,
Justice of the Peace.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers, ...	$39,348 32
Income from freight, ...	23,009 03
Income from other sources, ...	6,250 73
Total, ...	$68,687 92
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$62,687 92
Dividends paid during the year 1909, and how paid—5 per cent. dividend was paid, ...	$1,012 50

P. O. address of this company—New Egypt, N. J.

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THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

Capital stock paid in,	$21,240,400 00
Bonded debt,	20,000,000 00
Cost of road and equipments,	$63,286,769 17

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 451.24 miles; also the canal from Bordentown to New Brunswick, 44 miles, and feeder 22 miles, in all 66 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of 10 per centum per annum on the capital stock and the interest on its bonds, organization expenses, etc.

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

State of New Jersey, Essex County, *ss.*—Thos. Oakes, being duly sworn, on his oath says, that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

[L. S.] THOS. OAKES.

Sworn and subscribed before me this third day of February, A. D. 1910.

JOHN M. HAGUE,

[L. S.] *Notary Public, New Jersey.*

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$11,204,673 32
Income from freight,	17,479,272 61
Income from other sources,	7,391,972 45
Total,	$36,075,918 38

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $33,750,830 83

$2,325,087 55

Dividends paid during the year 1909, and how paid—Ten per centum on capital stock, paid quarterly by The Pennsylvania Railroad Company, ... $2,124,040 00

P. O. address of the above company—P. O. Box 236, Trenton, N. J.

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on the Tracks.

January 22d, 1909—Thos. Dillon (colored), killed at Avenel, N. J. E. F. McMahon, conductor; A. Rogers, engineer.

January 24th—Alfred Palmatier, killed at Colonia, N. J. G. J. Tyrol, conductor; S. Simpson, engineer.

February 18th—M. Boice, killed at Rahway, N. J. L. D. Bunn, conductor; G. C. Moot, engineer.

March 20th—D. G. Donohue, injured at New Brunswick, N. J. J. Brown, conductor; J. Maloney, engineer.

March 24th—Abel Hallam, injured at Jersey City, N. J. E. Heaton, conductor; J. McKenzie, engineer.

July 26th—Carl Stek, killed at Millham, N. J. J. H. Mooney, conductor; B. Lupton, engineer.

August 29th—Sebastian Yarno, killed at Meadows, N. J. M. King, conductor; E. J. Brandis, engineer.

September 15th—Patrick Dugan, killed at Newark, N. J. F. Cole, conductor; H. Godley, engineer.

September 28th—Unknown man, killed at North Elizabeth, N. J. W. H. Washer, conductor; A. B. Ryan, engineer.

Persons Other Than Employes Killed or Injured in Other Ways Than as Above Mentioned.

February 13th, 1909—Miss A. Wageman, fell while alighting from train No. Ex. 1980 at Newark, N. J., left knee and ankle

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sprained. F. L. Hellings, conductor; O. H. Pancoast, engineer.

June 2d—Laura S. Drumbell, fell while alighting from train No. 367 at South street, Newark, N. J., bruising hand and back. W. Van Buskirk, conductor; J. I. Hubbs, engineer.

June 11th—John Lovesty, face cut by glass from broken car window in train No. 129, at Lawrence, N. J. T. Deltenre, conductor; M. Hogan, engineer.

June 23d—E. C. Ashback, face cut by glass from broken car window in train No. 348, at Newark, N. J. J. L. Riland, conductor; J. J. Fagan, engineer.

June 29th—Mary McNulty, fell while alighting from train No. 466 at Newark, N. J., slightly spraining right ankle. A. F. Waters, conductor; P. Schaller, engineer.

July 31st—C. Cohen, wrist cut by glass from broken car window in train No. 943 at Jersey City, N. J. J. M. Curran, conductor; W. B. Gurney, engineer.

August 4th—Miss Ahern, fell while alighting from train No. 214 at Elizabeth, N. J., slight injuries. W. Van Buskirk, conductor; T. J. Carroll, engineer.

September 4th—Mrs. H. Fisher, fell while alighting from train No. 220 at Newark, N. J., injuring her back. W. H. McGrath, conductor; A. E. Harris, engineer.

September 17th—C. V. Duryea, little finger on right hand cut by car door closing on hand in train No. 129 at Princeton Junction, N. J. J. F. Lyons, conductor; G. V. Plant, engineer.

September 20th—Mrs. J. Lloud, struck and killed by a piece of iron thrown through car window of train No. L. V. 608, at Harrison, N. J. L. C. Hiscock, conductor; A. Clark, engineer.

November 19th—F. M. Enler, finger cut and bruised by car door closing on hand in train No. 78 at Elizabeth, N. J. C. B. Kendig, conductor; M. Keller, engineer.

November 25th—William Carter, fell while alighting from train No. 324 at Jersey City, N. J., bruising right side. C. Campbell, conductor; W. Gordon, engineer.

December 8th—John Van Buskirk, struck and cut by a stone thrown through car window of train No. 116 at Deans, N. J. E. E. Bossert, conductor; H. C. Moore, engineer.

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Persons Found Killed or Injured, Lying Alongside of Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump Off or On Moving Trains, Circumstances, What Trains, What Conductors, or Enginemen—Unknown.

January 26th, 1909—Unknown man, killed at Trenton, N. J.
February 10th—Unknown man, killed at Iselin, N. J.
February 13th—Herbert Rose, killed at Marion, N. J.
February 17th—Unknown man, killed at Trenton, N. J.
February 28th—Willis Cook, injured at Waverly, N. J.
March 3d—Unknown man, killed at Metuchen, N. J.
March 11th—Unknown man, killed at Linden, N. J.
March 18th—Michael Kickinyke, injured at Rahway, N. J.
March 18th—Patrick McNally, killed at Elizabeth, N. J.
March 25th—Unknown man, killed at Monmouth Junction, N. J.
April 14th—Patrick Kearney, injured at Harrison, N. J.
May 3d—Unknown man, killed at Lawrence, N. J.
May 10th—Joseph Amison, injured at Trenton, N. J.
June 17th—William Harnisch, injured at Iselin, N. J.
June 18th—Mike Kenlei, injured at Menlo Park, N. J.
September 29th—Joseph Spencer, injured at South Elizabeth, N. J.
November 1st—Unknown man, killed at Millham Junction, N. J.
November 3d—Unknown man, killed at Elizabeth, N. J.
November 7th—Tony Nalpasonski, injured at Jersey City, N. J.
November 13th—J. Miller, injured at Lawrence, N. J.
November 14th—H. Robbinivisk, injured at Trenton, N. J.
December 27th—Hugo Fisher, killed at Waverly, N. J.

Persons Killed or Injured by Moving Trains While Crossing the Tracks.

June 9th, 1909—Antonio Krause, killed at Marion, N. J. L. M. Hampton, conductor; J. H. Voorhees, engineer.

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October 23d—William Seamen, killed at Trenton, N. J. E. E. Bossert, conductor; F. Smith, engineer.

December 4th—Thomas Evans, killed at Rahway, N. J. William J. Thomas, conductor; G. Quigley, engineer.

December 24th—Alfonzo Imenzer, killed at Jersey City, N. J. T. C. Morse, conductor; J. I. Hubbs, engineer.

December 30th—Joseph Krouse, killed at Marion, N. J. L. M. Hampton, conductor; G. Quigley, engineer.

December 31st—Unknown man, killed at Trenton, N. J. C. W. Park, conductor; B. Lupton, engineer.

Persons Killed or Injured in Attempting to Get Off or On Moving Trains.

January 2d, 1909—James Bedell, injured at Trenton, N. J. W. F. Kemble, conductor; R. F. Bruere, engineer.

January 11th—M. O'Shea, injured at Trenton, N. J. J. B. Eshelman, conductor; F. Krewson, engineer.

February 6th—Patrick Dougherty, injured at Waverly, N. J. T. Jordam, conductor; H. E. Craft, engineer.

February 19th—Fred Evans, injured at Elizabeth, N. J. C. E. Pettit, conductor; J. L. Ettenger, engineer.

February 24th—Marion Corwaski, injured at Harrison, N. J. R. B. Duncan, conductor; O. A. Shipley, engineer.

June 22d—Chas. Harkins, injured at Elizabeth, N. J. B. B. Huddell, conductor; C. R. Oves, engineer.

June 23d—John Rubeck, injured at Waverly, N. J. Andrew C. Horn, conductor; W. Van Middleworth engineer.

June 26th—Joseph Meredith (colored), injured at Millham Junction, N. J. E. B. Ellhoff, conductor; C. W. Huggins, engineer.

August 1st—John B. Goeke, injured at Trenton, N. J. J. F. Lyons, conductor; J. O. Young, engineer.

August 7th—R. H. Parkhurst, injured at Linden, N. J. A. White, conductor; O. Shipley, engineer.

October 3d—James Martin, injured at Trenton, N. J. H. E. Christian, conductor; S. S. Craig, engineer.

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November 6th—Unknown man, killed at Jersey City, N. J. G. S. Stults, conductor; J. Spille, engineer.

Employes Killed or Injured While Coupling or Handling Cars at Stations.

January 6th, 1909—A. C. Maphet, injured at Jersey City, N. J. W. A. Cuerten, conductor; George Brame, engineer.

January 10th—F. J. Frawley, injured at Marion, N. J. M. J. O'Rourke, conductor; W. H. Holland, engineer.

January 15th—Wm. H. Whitmore, injured at Harsimus Cove, Jersey City, N. J. G. W. McDermott, conductor; F. Lozier, engineer.

January 20th—L. T. Loihle, injured at Meadows, N. J. J. W. Castraux, conductor; W. A. Hyland, engineer.

January 21st—Jos. C. Woodington, injured at Waverly, N. J. H. B. Rue, conductor; T. Blakesley, engineer.

January 24th—F. C. Harken, injured at Jersey City, N. J. W. H. Washer, conductor; C. O. Eldridge, engineer.

January 29th—James Slater, injured at Jersey City, N. J. M. McLoughlin, conductor; J. H. Slater, engineer.

February 17th—C. H. Menschner, injured at South Elizabeth, N. J. S. J. Roberts, conductor; R. G. Sullivan, engineer.

March 25th—H. W. Pittman, injured at Trenton, N. J. W. T. Sharp, conductor; W. T. Knowles, engineer.

April 1st—Peter Hearden, injured at Waverly, N. J. J. J. Reese, conductor; J. S. VanNostrand, engineer.

April 9th—J. E. O'Neil, injured at Newark, N. J. L. H. Paxson, conductor; T. Sheerin, engineer.

April 9th—Geo. W. Franklin, injured at Newark, N. J. H. Booz, conductor; G. W. Franklin, engineer.

April 12th—J. H. Rockford, injured at Waverly, N. J. C. W. Peel, conductor; C. W. Weneke, engineer.

April 19th—A. Cadmus, injured at Newark, N. J. G. W. Skimmons, conductor; M. F. Garrigan, engineer.

May 5th—H. B. Personette, injured at Newark, N. J. J. L. Howlett, conductor; W. Hutchinson, engineer.

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May 8th—Geo. W. Wright, injured at Trenton, N. J. J. D. Dyer, conductor; L. Sharp, engineer.

May 10th—Chas. C. Hughes, injured at Waverly, N. J. G. W. Skimmons, conductor; M. F. Garrigan, engineer.

May 27th—Geo. F. McCarthy, injured at Jersey City, N. J. H. F. Brennan, conductor; R. O. Stillman, engineer.

May 28th—Orrin D. Mabey, injured at Trenton, N. J. J. D. Dyer, conductor; L. Sharp, engineer.

June 7th—Geo. L. Tench, injured at Jersey City, N. J. W. McLoughlin, conductor; C. Henderson, engineer.

June 5th—Jos. F. Lyons, killed at Meadows, N. J. P. H. Beresford, conductor; T. J. Hayes, engineer.

July 14th—Geo. C. Moot, injured at Rahway, N. J. L. D. Bunn, conductor; G. C. Moot, engineer.

July 26th—Paul S. Burke, injured at Jersey City, N. J. C. R. Stewart, conductor; W. Reynolds, engineer.

July 28th—Wm. J. Collins, injured at Waverly, N. J. S. R. Woodruff, conductor; J. J. Toomey, engineer.

July 29th—Theo. L. Ferree, injured at Newark, N. J. Theo. L. Ferree, conductor; F. Disbrow, engineer.

August 8th—H. J. Fackenthall, injured at Waverly, N. J. Geo. Wesley, conductor; H. L. Pickel, engineer.

August 9th—F. Widdekind, injured at Metuchen, N. J. H. H. Clayton, conductor; C. F. Barnes, engineer.

August 20th—H. A. Bishop, injured at Newark, N. J. Wm. H. Kent, conductor; S. P. Ross, engineer.

August 23d—Hugh McGovern, injured at Meadows, N. J. Wm. P. Gibbons, conductor; W. P. Ammerman, engineer.

August 31st—W. C. Robinson, killed at Rahway, N. J. W. J. Thomas, conductor; H. C. Moore, engineer.

September 15th—L. T. Loihle, injured at Meadows, N. J. Wm. Hopper, conductor; J. J. Daly, engineer.

September 27th—Wm. H. Hoeper, injured at Rahway, N. J. C. Linthurst, conductor; L. H. Forsyth, engineer.

September 29th—R. C. Chevalier, injured at Meadows, N. J. P. H. Beresford, conductor; J. M. Scheible, engineer.

October 2d—W. T. McGee, injured at Meadows, N. J. J. H. Stout, conductor; L. B. Mead, engineer.

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RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$5,869 88
Income from freight,	47,255 52
Income from other sources,	638 19
Total,	$53,763 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$44,156 73

REMARKS.

The above expenses do not include an item of bridge depreciation amounting to $4,345.14, which it may be decided to include in the expenses for year ending June 30th, 1910.

The above expenses do not include 6 per cent. interest on Bonded debt.

The above expenditures include taxes $4,805.33.

P. O. Address of the above company—Wharton, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Harrison S. Morris, being duly sworn, on his oath says, that he is President of the Wharton and Northern Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909, are correct and true, to the best of his knowledge and belief.

HARRISON S. MORRIS.

Sworn and subscribed before me this seventeenth day of March, A. D. 1910.

EDWARD RAMSEY,

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

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Sworn and subscribed before me this ninth day of March, A. D. 1910.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

ACCIDENTS.

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

WHARTON AND NORTHERN RAILROAD COMPANY.

Capital stock,	$500,000 00
Bonded debt,	350,000 00
Floating debt (against this item our current account receivable amounts to $42,391 86),	73,295 77
Cost of road and equipments (less equipment replacement, $913.50),	$512,995 67

Dividends paid during the year 1909, and how paid—None.

The road extends from Wharton to Green Pond Junction, a distance of 20.64 miles.

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he was thrown against side of car, account of slack running in; Weehawken.

December 5th—M. McIntyre, train No. 52; shoulder bruised; while cutting off road engine, yard engine backed against train and he was thrown against air pipe on engine; Weehawken.

December 7th—D. J. O'Brien, train WD 3; wrist strained; while jumping from car to engine on adjoining track he fell to ground; Weehawken.

December 8th—W. Colburn, engine No. 2166; scalp wound; struck by fire hook which projected; New Durham.

December 8th—W. Lewis, yard engine No. 265; middle finger left hand lacerated; was applying gas globe to car when engine backed against it and he was thrown down; Weehawken.

December 31st—J. W. Dietz; shoulder and leg bruised; slipped and fell while running to throw switch; Weehawken.

WEST SIDE CONNECTING RAILROAD COMPANY.

Capital stock paid in, ... $125,400 00

The road as constructed extends from Danforth Avenue to a connection with the Newark and New York Railroad, all in the city of Jersey City, a total distance of ninety-four one hundredths (.94) of a mile.

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

State of New York, county of New York, *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.

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August 16th—E. Coromina, train No. 43; killed; walked into the side of train; Ridgefield Park.

August 21st—A. B. Lynch, engine No. 2103; bruised about face; walked off top of last car in train; Weehawken.

August 22d—J. Kasien, train No. 76; right arm and shoulder bruised; claims that while getting train started ahead, throwing her down; Dumont.

August 22d—E. Quinn, train 2d No. 12; left ankle sprained; while alighting from train she landed in such a way that she turned her ankle; Weehawken.

August 25th—J. A. Casey; end of index finger on right hand mashed; accidentally struck by sledge in hands of another employe; New Durham.

August 28th—S. Manner, train No. 43; finger bruised; window fell on hand; Harrington Park.

September 7th—R. Devlin; back bruised; fell while crossing between cars; New Durham.

September 8th—G. Smith; left elbow and arm bruised; caught between truck and car door, account of cars being moved while he was unloading milk; Weehawken.

September 28th—F. J. Pettit; sprained wrist; struck by engine; Weehawken.

October 9th—A. O. deMensi, train No. 47; right hand, left elbow and head bruised; thrown off steps of coach, account of sudden application of air; Harrington Park.

October 12th—E. D. Stapler; head bruised and end of index finger mashed; thrown down account of train striking bumping post hard; Weehawken.

October 17th—Mrs. Lindemann, train No. 18; slightly bruised; slipped while coming down steps of coach; Weehawken.

November 5th—W. F. Odell, unknown; cut over left eye; jumped from moving train; Weehawken.

November 17th—P. Deveney, engine No. 238, with yard pull; head injured, slightly; caught between cars while making cut; Weehawken.

December 5th—R. V. Fowler, engines Nos. 465 and 323, with pull of cars; testicles bruised; engine broke away from train and

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July 9th—E. Heitz, engine No. 3985; back and head bruised; while walking on running board he fell to floor of shop; New Durham.

July 14th—J. J. Cummiskey, engine No. 2158; middle finger right hand crushed; fell from engine while taking down markers; Dumont.

July 16th—J. Cofey, engine No. 131; left leg cut; struck by piece of torpedo; Weehawken.

July 20th—W. Colburn; thumb smashed and chest bruised; struck by sledge hammer in hands of fellow-employe; New Durham.

July 22d—L. Cipullo; forefinger of left hand bruised; door of coach slammed shut on hand; Ridgefield Park.

July 22d—C. DuBois, engine No. 342; hips and legs squeezed; caught between engine tank and coach, account of drawheads slipping by; Weehawken.

July 24th—H. Deston, O. & W. train No. 115; right hand slightly bruised; window dropped on hand; Weehawken.

July 25th—D. O'Connell, train No. 65; index and ring finger of right hand smashed; trainman closed door on hand; Weehawken.

July 29th—N. Dicto, engine No. 922; right leg and right arm bruised; slipped and fell from engine tank; New Durham.

July 30th—R. McCanless, train No. 68; right wrist slightly bruised; window fell on his wrist; Ridgefield Park.

July 30th—D. R. Cohen, O. & W. train No. 107; right arm cut; struck by mail bag hanging on crane; Haworth.

August 2d—A. J. Dixon, engine No. 478; head bruised; struck by piece of coal which fell from engine tank; Weehawken.

August 5th—J. DuBois, engine No. 3925; bruised about the head, right hand and hip; fell from tank of engine to ground; New Durham.

August 9th—Mary A. Stack, train No. 35; ankle sprained and bruised; while boarding train stepping box tipped over; Weehawken.

August 14th—L. Mothner, train No. 59; right arm slightly bruised; window fell on arm; between Ridgefield Park and Bogota.

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April 18th—J. H. Conover, ex. engine No. 3878; two fingers on left hand bruised, struck by coal board from north bound O. & W. engine; West Norwood.

May 6th—W. Geiser, yard engine No. 131; hip and back bruised, struck by pilot beam of engine; Weehawken.

May 13th—W. Dusenberry, O. & W. ex. engine No. 277; killed, committed suicide by throwing himself under train; Bogota.

May 14th—F. Caspra, engine No. 3880; fourth finger on right hand cut, while shaking grates lever slipped and caught his finger; New Durham.

May 15th—L. Michaels, left leg broken; fruit rack in car fell and struck him; Weehawken.

May 16th—P. Slater, engine No. 113; killed; he went in between cars to open knuckles and was caught and killed; Weehawken.

May 16th—Mrs. Ella Tibbetts, train No. 88; back, side and arm scratched and bruised; while coming down coach steps heel of shoe came off and she fell; Weehawken.

May 18th—H. Sweeney, train No. 77; chin cut and bruised, shoulder and arm bruised and teeth loosened; stood too close to track and was struck by engine; Bogota.

June 9th—C. Covellio; neck and back sprained; struck by car door, which came off suddenly; New Durham.

June 11th—J. H. Knapp, ex. engine No. 1476; face and arm bruised; stepped off moving engine; Ridgefield Park.

June 23d—C. Steeger, train No. 77; face and hands cut and bruised; while getting off train it moved ahead and he was thrown; Bogota.

June 25th—N. Corcoon; large toe on left foot bruised; while lifting handcar from one track to another wheel came off and struck his foot; New Durham.

July 1st—G. Cavino, engine No. 1732, with work train; compound fracture of right leg; while loading timbers on to flat car engine backed down against car and Cavino was thrown off and run over; Weehawken.

July 6th—J. Baker, engine No. 1731; left foot cut off; struck by light engine backing up; Weehawken.

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February 13th—E. C. Klothe, extra work train, engine No. 1754; right knee badly wrenched, stepped on clinker while getting off engine; New Durham.

February 28th—H. Kreiger, train No. 61; left ankle sprained, stepped on frog while alighting from train; New Durham.

March 1st—Peter Deveney, yard pull engine No. 265; bruised and squeezed about chest and stomach, went between cars standing on adjoining tracks to remove gang planks and was caught and rolled; Weehawken.

March 3d—G. Schuster, engine No. 131; left cheek and left ear cut, while applying injector, spanner nut flew off and struck him; Weehawken.

March 4th—M. Murray, engine No. 466; third and fourth fingers on right hand badly burned, fingers caught between reverse lever and steam pipe; Weehawken.

March 10th—A. J. Johnston, engine No. 479; right eye and lid cut and scalded, water glass burst and struck him in the eye; Weehawken.

March 17th—A. Helble, train No. 42, engine No. 3889; killed, struck by train; Granton.

March 17th—C. E. Sherry, train No. 42, engine No. 3889; killed, struck by train; Granton.

March 17th—G. F. McCarthy, engine No. 113, with yard pull; back strained, grab iron pulled out and he fell to the ground; Weehawken.

March 19th—J. Turanamain; right ankle sprained, struck by engine; Weehawken.

March 27th—F. Schwetzer, engine No. 465, with yard pull; killed; struck by cars; Weehawken.

April 11th—W. Ryan, engine No. 311, with yard pull; hips and back bruised, struck by cars on adjoining track; Weehawken.

April 14th—P. Mehrhof, train WD1, engine No. 1564; shaken up, struck by train backing up while driving over crossing; Little Ferry.

April 16th—J. Boucher, engine No. 290; killed; Boucher went between cars to hook up chains and was caught between sill bolts; Weehawken.

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Sworn and subscribed before me this sixteenth day of February, A. D. 1910.

D. H. HOUSE,
Notary Public in and for Westchester County, N. Y.
[L. S.] *Certificate filed in New York County (No. 671).*
My Commission expires March 30th, 1910.

RECEIPTS AND EXPENSES FOR 1909.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, County of New York, *ss.*—R. A. White, General Auditor of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says, that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey, on the West Shore Railroad, during the year ended December 31st, 1909, is correct and true, to the best of his knowledge and belief.

R. A. WHITE,
General Auditor.

Sworn and subscribed before me this sixteenth day of February, A. D. 1910.

D. H. HOUSE,
Notary Public, in and for Westchester County, N. Y.
[L. S.] *Certificate filed in New York County (No. 671).*
My Commission expires March 30th, 1910.

ACCIDENTS.

January 30th—W. N. Warner, engine No. 290; right hip badly bruised, fell while attempting to board moving train; Weehawken.

February 12th—J. Stout, yard pull engine No. 265; squeezed about chest and left shoulder, went in between moving cars to disconnect them and was caught; Weehawken.

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July 22d—Herbert R. Hines, brakeman, killed at Bridgeton, N. J.; collision of W. J. & S. R. R. freight train with C. R. R. of N. J. freight train. H. E. Cartright, conductor; J. F. Peacock, engineman.

July 30th—Nicola Manastra, crossing watchman, killed at Atlantic City, N. J.; struck by train while on duty flagging. J. F. Gaffney, conductor; W. G. Preble, engineman.

October 16th—Edward J. Maloney, lampman, killed at North Woodbury, N. J.; fell from signal bridge.

November 4th—Charles Seagraves, brakeman, injured at Salem, N. J.; attempted to board moving engine and fell. R. D. Mason, conductor; J. Wendell, engineman.

WEST SHORE RAILROAD COMPANY.

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,000,000 00
Floating debt,	8,415,579 75
Cost of road and eqiupments,	$68,415,579 75

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 centum 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. W. CARSTENSEN,
Vice-President.

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W. Locke, Lena H. Miller, injured at Friendship, N. J. E. F. L. Charles, conductor; R. A. Cash, engineman.

Persons Other Than Employes Killed or Injured in Other Ways Than the Above Mentioned.

August 20th—Margaret Allan, injured at Winslow Junction, N. J. Struck by stone thrown through window of passenger coach. D. J. Dugan, conductor; Joseph Bodell, engineman.

Employes Killed or Injured While Coupling or Handling Cars at Stations.

February 17th—F. Lofland, brakeman, injured at Swedesboro, N. J. H. H. Smith, conductor; J. C. Dwyer, engineman.

December 21st—J. B. Steelman, brakeman, injured at Camden, N. J. G. B. Martin, conductor; W. S. Layton, engineman.

Employes Killed or Injured by Accident as Stated.

March 25th, 1909—Thomas Crane, bridge tender, injured at Atlantic City, N. J., stepped on piece of coal and fell from drawbridge.

March 30th—O. B. Hearn, brakeman, injured at Westville, N. J.; thrown from freight train when air was applied. J. Harrigle, conductor; J. Bodell, engineman.

July 4th—Frank Lambert, brakeman, injured at Glassboro, N. J.; sitting on track asleep and was run over by freight train. E. I. Ayars, conductor; F. Ireton, engineman.

July 22d—J. F. Peacock, engineman, killed at Bridgeton, N. J.; collision of W. J. & S. R. R. freight train with C. R. R. of N. J. freight train. H. E. Cartwright, conductor; J. F. Peacock, engineman.

July 22d—Frank B. Treen, fireman, injured at Bridgeton, N. J.; collision of W. J. & S. R. R. freight train with C. R. R. of N. J. freight train. H. E. Cartwright, conductor; J. F. Peacock, engineman.

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November 19th—Elmer Corson, injured at Ocean City, N. J. O. J. McCann, conductor; E. P. Hand, engineman.

November 22d—Herbert Fish, killed at Swedesboro, N. J. J. B. Furber, conductor; John Kennedy, engineman.

December 13th—Clarence C. Cheeseman, injured at Bridgeton, N. J. G. D. Moore, conductor; Clarence Letts, engineman.

December 25th—William Hagerman, killed at Malaga, N. J. M. S. Askew, conductor; T. J. Price, engineman.

December 25th—Mary Price, killed at Malaga, N. J. M. S. Askew, conductor; T. J. Price, engineman.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on the Tracks.

February 6th, 1909—Pierce Brown, injured at Camden, N. J. W. S. Johnson, conductor; S. Morton, engineman.

June 16th—John Locke, injured at Repaupo, N. J. E. F. L. Charles, conductor; R. A. Cash, engineman.

August 25th—Aniela Srpiska, killed at Camden, N. J. W. S. Laurie, engineman.

August 25th—Czesa Koualska, killed at Camden, N. J. W. S. Laurie, engineman.

September 4th—Olie Olson, killed at Anglesea, N. J. George Alexander, conductor; G. Groff, engineman.

October 11th—George Walters, injured at Waterford, N. J. Jervis Sharp, conductor; George Wood, engineman.

Persons Killed in Consequence of Coming in Contact with Third Rail—Trespassers.

September 21st—I. W. Sherman, killed at Atlantic City, N. J.

September 23d—Frank Kunish, killed at Pitman, N. J.

September 23d—Andrew Lucavitch, killed at Pitman, N. J.

September 24th—R. T. Johnson, killed at Mays Landing, N. J.

Persons Injured in Consequence of Derailment of Train.

December 28th—Frederick W. Sherrerd, Jennie Sherrerd, William H. Johnson, Daisy M. Johnson, Ollie D. Johnson, Emma

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June 21st—William Wyand, injured at Camden, N. J. T. C. Wallace, conductor; T. Fitzgerald, engineman.

June 27th—Frederick Seitter, killed at Mays Landing, N. J. W. S. Askew, conductor; R. S. Doughty, engineman.

July 26th—Franklin J. VanValin, killed at Iona, N. J. H. H. Hawkins, conductor; J. Horan, engineman.

July 26th—Amanda Mead, injured at Newkirk, N. J. F. W. Blake, conductor; J. Carey, engineman.

July 26th—James Armstrong, injured at Penns Grove, N. J. E. F. L. Charles, conductor; R. A. Cash, engineman.

July 30th—Savino Morrone, injured at Vineland, N. J. A. L. Sparks, conductor; L. G. Haines, engineman.

August 3d—Emma Kastner, injured at Woodbury, N. J. W. R. Witherow, conductor; C. Richman, engineman.

August 3d—Eugene L. Kastner, injured at Woodbury, N. J. W. R. Witherow, conductor; C. Richman, engineman.

August 3d—I. Catherine Sparks, injured at Woodbury, N. J. W. R. Witherow, conductor; C. Richman, engineman.

August 23d—Mary Jane Fraser, killed at South Westville, N. J. J. H. Heisler, conductor; S. R. Stinson, engineman.

August 23d—Harriet Driscol, killed at South Westville, N. J. J. H. Heisler, conductor; S. R. Stinson, engineman.

September 8th—John H. Hand, killed at Cape May Court House, N. J. G. C. Taylor, conductor; J. M. Wheaton, engineman.

September 11th—Lawrence Heimerl, killed at Gloucester, N. J. G. A. Drummond, conductor; J. D. McClintock, engineman.

September 18th—George Supplee, killed at Pitman, N. J. H. B. Mathues, conductor; W. G. Hand, engineman.

September 20th—Caroline Kurtz, killed at Waterford, N. J. C. D. Harrold, conductor; Frank Husted, engineman.

October 24th—Francis Weber, killed at Malaga, N. J. L. C. Wright, conductor; E. S. Horner, engineman.

October 30th—Charles E. Kump, injured at Bridgeton, N. J. J. C. Sweeten, conductor; Charles Brenn, engineman.

October 30th—Reba L. Kump, injured at Bridgeton, N. J. J. C. Sweeten, conductor; Charles Brenn, engineman.

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Sworn and subscribed before me, this sixteenth day of February, A. D. 1910.

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

ACCIDENTS.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

January 12th, 1909—Eugene T. Oliphant, injured at Bridgeport, N. J. W. Montgomery, conductor; T. J. Firestone, engineman.

February 18th—Stanley Miller, injured at Camden, N. J. C. W. McNeil, conductor; D. C. Hand, engineman.

March 22d—Henry Clark, injured at Ashland, N. J. A. G. Clement, conductor; William McCollough, engineman.

April 2d—William Smith, injured at Paulsboro, N. J. W. C. Montgomery, conductor; T. J. Firestone, engineman.

June 12th—Lizzie Walsh, injured at Atlantic City, N. J. W. S. Johnson, conductor; J. Carter, engineman.

July 29th—Joseph DeFalco, injured at Vineland, N. J. W. S. Lord, conductor; John Bruden, engineman.

August 13th—Elizabeth Gleason, injured at Wildwood, N. J. C. B. Sharp, conductor; W. K. Lovett, engineman.

August 14th—U. A. Creamer, injured at Pleasantville, N. J. J. T. Sayre, conductor; George Huff, engineman.

August 23d—Daniel Bast, injured at Clarksboro, N. J. J. B. Furber, conductor; G. Bennett, engineman.

August 28th—George H. Crist, injured at Millville, N. J. A. Shinn, conductor; F. T. Clayton, engineman.

October 13th—Fred Storz, injured at Egg Harbor, N. J. T. C. Wallace, conductor; F. A. Potts, engineman.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

June 21st, 1909—Glenn H. Dobbs, killed at Camden, N. J. T. C. Wallace, conductor; T. Fitzgerald, engineman.

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	Miles.
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,	9.19
Wildwood Junction, 295 feet north of station, to Wildwood Crest, 1,861 feet south of station,	8.36
Camden (Cooper's Point) to Atlantic City, 618 feet south of station,	58.78
Connection with Atlantic City Railroad at Winslow Junction, 173 feet south of station, to Winslow Junction, 3,023 feet, south of station,	0.54
Camden, 389 feet south of Starr station, to South Camden, 865 feet south of station,	0.98
Haddonfield, 445 feet south of station, to Medford, 1,615 feet south of station,	11.90
Junction, 410 feet north of Drawbridge station, Atlantic City, to junction with Atlantic City and Longport Branch, 51 feet south of centre of Providence avenue,	1.23
Atlantic City, Absecon Inlet, to Longport, 760 feet south of station,	8.38
A total distance of,	336.72

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$3,520,871 48
Income from freight,	1,604,486 01
Income from other sources,	467,399 92
Total,	$5,592,757 41
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*4,783,957 39

* Includes $669,984.43 interest on bonded debt, taxes and other obligatory charges.

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1909 are correct and true, to the best of his knowledge and belief.

SAMUEL REA.

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

ACCIDENTS.

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

WEST JERSEY AND SEASHORE RAILROAD CO.

Capital stock paid in,	$9,681,650 00
Bonded debt,	8,214,950 00

Floating debt—None.

Cost of road and equipments, ... $19,122,921 66

Dividends paid during the year 1909, and how paid—One of 2 per cent., one of 2½ per cent. on common capital stock, and two of 3 per cent each on the special guaranteed stock; all paid in cash.

The road extends from—

	Miles.
Camden Electric Terminal to Cape May, Grant Street Station,	81.62
Connection with Atlantic City Railroad at Mt. Pleasant station, 860 feet north of station, to 4,362 feet north of Mt. Pleasant station,	0.71
Woodbury, 1,759 feet south of station, to 140 feet south of south abutment of bridge 213,	21.71
Woodbury, 1,759 feet south of station, to Salem, 38 feet north of the station,	28.35
Riddleton Junction, 39 feet north of station, to Elmer, 255 feet north of station,	10.38
Alloway Junction, 428.5 feet north of station, to Quinton, 41 feet south of station,	4.22
Salem, 902 feet north of station, to 1,580 feet south of Broadway, Salem,	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 center of Penn street, to 242 feet south of old passenger station,	0.53
Newfield, 623 feet north of station, to Atlantic City, 40 feet north of Tennessee avenue station,	34.55

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

ACCIDENTS.

January 25th, 1909—A. Pierson, trespasser, struck and fatally injured while walking track, Port Washington.

WEST END RAILROAD COMPANY.

Capital stock paid in, ... $43,700 00

The road extends from East Long Branch to West End, a distance of 1.36 miles.

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

State of New York, county of New York, 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 ninth day of March, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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THE WARREN RAILROAD COMPANY.

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	2,820 38
Cost of road and equipments,	$3,196,820 38

The road extends from Hampton 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 that of the Morris and Essex Railroad Company.

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

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

B. D. CALDWELL,
Vice-President.

Sworn and subscribed before me, this fifteen day of February, A. D. 1910.

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

RECEIPTS AND EXPENSES FOR 1909.

Included in report of The Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1909, and how paid—$126,000 paid in cash directly to stockholders by The Delaware, Lackawanna & Western Railroad Company.

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VINELAND BRANCH RAILROAD COMPANY.

Capital stock paid in, ... $8,000 00

The road extends from a point on the Vineland Railroad near Bowentown Station, to a point in Bridgeton near Broad street, a distance of 3.655 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, and how paid—None.

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

ACCIDENTS.

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

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VINELAND RAILROAD COMPANY.

Capital stock paid in, ... $600,000 00

The road extends from Atsion to Bayside, a distance of 46.82 miles.

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

State of New York, County of New York, *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 ninth day of March, A. D. 1910.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1909.

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 1909, 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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State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Vincentown Branch of the Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me, this eleventh day of February, A. D. 1910.

LEWIS NEILSON,
Notary Public.

[L. S.]

Commission expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1909.

Income from passengers,	$1,247 77
Income from freight,	3,092 97
Income from other sources,	1,332 66
Total,	$5,673 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$7,977 00

Dividends paid during the year 1909, and how paid—Two of 3 per cent. each on $15,000 stock, paid in cash.

* Includes$1,324 rental paid for use of road and taxes.

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

ACCIDENTS.

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

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December 19th—Szyman Wilcxewski, topman, left side bruised by falling into chute at South Amboy.

December 21st—John Deveney, car builder, head and hand injured by fall at Pavonia.

December 25th—A. L. Berkeley, freight conductor, head injured by switch lever throwing switch at Whitings.

December 26th—Chester E. Archer, engineman, fatally injured by striking telegraph pole near Rusling. C. E. Archer, engineer; W. B. Gaskill, conductor.

All the above named conductors and enginemen, with the exception of C. E. Archer, who died from the results of his injury, are still retained in the employ of the Company.

VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

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, as lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $15,000 of the capital stock, and taxes, bonded debt assumed by the Pennsylvania Railroad Company at maturity and interest ceased.

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

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October 28th—Harry L. Jobes, engineman, arm fractured, struck by passing train at Jamesburg. William Joiner, engineer; S. R. Way, conductor.

October 29th—Joseph J. Hutchinson, baggage porter, knee bruised by baggage crate as Camden.

November 19th—Natale Sgarrata, track laborer, hand injured handilng rail at Camden.

November 19th—M. F. High, foot bruised handling freight at Camden.

November 22d—Mattio Mariconi, track laborer, left foot injured by lining bar at Bordentown.

November 25th—Franciszek Kubat, track laborer, left side and head injured, struck by train at Jamesburg. W. H. Tilton, engineer; ———, conductor.

November 26th—H. M. Harrington, freight flagman, hip injured by fall from car at Camden. B. Hargrove, engineer; A. L. Berkley, conductor.

November 30th—Thomas Holton, foreman, right wrist broken by fall at South Amboy.

December 3d—Geo. W. Voorhees, blacksmith, hand injured handling machinery at South Amboy.

December 7th—C. W. Middelton, freight brakeman, head injured by striking car standing on siding at Burlington. S. Jones, engineer; C. B. McCue, conductor.

December 15th—Wladyslaw Czikacz, track laborer, hand cut handling rails at Jamesburg.

December 15th—Frank Phillips, car repairman, hand injured handling piece of iron at South Amboy.

December 15th—Geo. W. Jamerson, car builder, back and head bruised by ball at Pavonia shops

December 16th—William F. Kelly, freight conductor, head injured by fall at Florence. P. F. Mount, engineer; W. F. Kelly, conductor.

December 17th—John H. Carty, fireman, ankle sprained getting off engine at Hightstown.

December 17th—Anton Kanis, topman, back, arm and legs bruised by falling into chute at South Amboy.

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August 20th—August Ely, switchman, knee injured by fall at South Amboy.

August 24th—J. F. Griffin, freight flagman, left wrist fractured and side bruised by falling from car at Old Bridge. F. Jennings, engineer; W. S. Thorpe, conductor.

August 25th—Edward Snedeker, laborer, left hand bruised by piece of stone ballast at Howell.

August 26th—W. A. Thompson, passenger brakeman, right foot bruised, caught between buffers at Asbury Park. Geo. E. Morris, engineer; C. Hinchman, conductor.

September 10th—J. D. Wharton, freight brakeman, wrist sprained getting on train at Camden. William Burch, engineer; William Hennessy, conductor.

September 10th—Joseph Tadeusiak, topman, back sprained lifting a chute at South Amboy.

September 15th—E. Z. Groff, freight brakeman, cut and bruised about head by falling from cabin car at Pavonia. F. Elbertson, engineer; A. Robinson, conductor.

September 16th—Thomas J. Grace, freight car repairman, right hand bruised handling piece of iron at South Amboy.

September 25th—I. D. Peak, freight conductor, finger cut by fall at Bordentown.

September 27th—L. A. Vadakin, freight brakeman, back bruised, struck by car at Camden. W. Lawson, engineer; H. C. McCall, conductor.

September 30th—Chas Gennett, freight brakeman, sprained carrying barrel at White Hill.

October 2d—Nicholas J. Delaney, freight brakeman, head slightly injured striking an electric light pole at South Amboy.

October 8th—John J. Nugent, trackman, left hand injured handling maul at Moorestown.

October 12th—Ernst Ohle, brakeman, injured about head, body and limbs by falling from train at Jamesburg. J. W. Foster, engineer; J. McBride, conductor.

October 21st—James Donovan, trimmer, ankle sprained by slipping on piece of plank at South Amboy.

October 27th—William H. Atkinson, Jr., painter, ankle sprained by fall from scaffold at Mount Holly.

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July 9th—F. J. Messler, freight brakeman, left side bruised, loading machinery at East Spotswood.

July 12th—W. L. McCommons, freight brakeman, severely bruised and cut, struck by overhead bridge at Newtown. E. P. King, engineer; C. B. McCue, conductor.

July 12th—Wm. Lawrence, switchman, left arm broken by switch lever at Camden.

July 20th—Thos. J. Grace, freight car repairman, arm injured by falling over tie at South Amboy.

July 20th—Frank C. Eckel, freight car repairman, foot punctured by nail at Pavonia shops.

July 20th—Walter Denniston, extra service man, wrist sprained by fall at Camden.

July 21st—John H. Mangan, laborer, side bruised by falling between cars at Camden.

July 30th—F. C. Morgan, freight brakeman, back sprained, falling over signal wire at Monmouth Junction.

July 31st—D. S. A. Lapp, freight brakeman, leg and arm fractured by falling from train at Camden. H. P. Wilson, engineer; Wm. Bessey, conductor.

August 2d—W. C. Petty, freight brakeman, right hand injured by car door at Jamesburg. Wm. Stratton, engineer; W. R. Richart, conductor.

August 7th—Ed. Carty, fireman, ankle sprained by slipping on engine tank at Newtown. Geo. Danford, engineer; Geo. Johnson, conductor.

August 9th—Michael Macuncki, topman, foot bruised, handling wrench at South Amboy.

August 9th—J. Gunson, freight flagman, back, leg and head bruised by fall from cabin car at Spring Lake. T. Ervin, engineer; W. R. Richart, conductor.

August 10th—Emanuel Hagar, Jr., freight brakeman, right wrist broken, throwing switch at South Amboy.

August 12th—Walter P. Bird, clerk, wrist sprained handling trunk at Edgewater Park.

August 19th—John T. Gately, helper, injured about head and back by fall, jumping off train at Camden. T. Joiner, engineer; C. A. Nesbitt, conductor.

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May 7th—Wm. F. Kelley, freight conductor, foot bruised by barrel of castings falling on same at East Burlington.

May 12th—W. F. Larkins, freight brakeman, hand bruised by fall from car at Bordentown. C. Jobes, engineer; H. McCue, conductor.

May 13th—J. J. Martin, freight brakeman, head cut by fall against window in cabin car at Camden. W. Joiner, engineer; W. W. Patterson, conductor.

May 18th—Jacob Sulwinski, topman, hand bruised handling wrench at South Amboy.

May 22d—Jacob S. Applegate, freight brakeman, head and neck injured, struck by overhead bridge at Avon. W. H. Tilton, engineer; W. H. Richart, conductor.

May 27th—Edward C. Bloodgood, carpenter, ankle bruised by fall at South Amboy.

May 28th—John F. Rhoades, derrick engineer, right hand injured by wheel of derrick at Jamesburg.

June 2d—Peter J. Corbert, car repairman, fatally injured, falling under cars at Bordentown. T. C. Eckman, engineer; C. R. Stewart, conductor.

June 3d—Federico Mazzarella, track laborer, foot mashed, loading ties at Camden.

June 10th—J. D. Hutton, freight brakeman, wrist bruised, applying brakes to car at Jamesburg.

June 17th—Capitani Battisti, laborer, ruptured handling rail at Florence.

June 22d—Andrew Nelson, track laborer, left hand injured, handling rail at Bordentown.

June 26th—Felice Dabate, track laborer, left foot mashed, handling jack at Camden.

June 29th—John McCormack, trimmer, foot slightly injured by lump of coal, South Amboy.

July 7th—Robert Jackson, air brake inspector, hand cut, repairing rain pipe at South Amboy.

July 8th—R. S. Browne, freight brakeman, head injured by fall from train at Bordentown. F. A. Burness, engineer; D. Wilson, conductor.

July 9th—James Boland, gang foreman, back and neck bruised by car door falling on him at Camden.

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April 12th—H. J. Armington, freight brakeman, back slightly sprained by fall in car at Pavonia. C. H. Downs, engineer; W. J. Thompson, conductor.

April 14th—E. A. Jemisen, freight conductor, ankle sprained by fall at Merchantville. E. Trout, engineer; E. A. Jemison, conductor.

April 15th—Lawrence Fey, topman, ankle injured by lump of coal at South Amboy.

April 16th—Romaldy Malkewicz, topman, hand bruised handling wrench at South Amboy.

April 20th—C. W. Barnes, freight brakeman, arm fractured, struck by overhead bridge at Bordentown. A. Fennimore, engineer; C. T. Trout, conductor.

April 21st—John Messler, freight flagman, legs injured by fall at Hightstown. T. Eckman, engineer; C. R. Stewart, conductor.

April 22d—Andrzj Yankowiski, topman, head cut by fall at South Amboy.

April 24th—Geo. C. Boone, passenger brakeman, body squeezed, caught between wall and car at Camden. W. Cole, engineer; L. R. Corson, conductor.

April 24th—Ed. W. Countiss, car repairman, hand injured by brake rigging at Pavonia shops.

April 28th—Geo. L. Smith, freight brakeman, foot mashed, run over by car at Broadway, Camden. H. Cline, engineer; J. L. Richey, conductor.

May 2d—Frank Johnson, carpenter, head and back injured by fall at Camden.

May 3d—Adam Henrick, freight car repairman, leg cut handling timber at South Amboy.

May 3d—Geo. Mangold, freight car repairman, leg and foot bruised by car wheel at Pavonia shops.

May 5th—Ed. Grover, car repairman, arm injured handling chisel at Pavonia shops.

May 5th—Jas. W. Hackett, gang foreman, ankle sprained by fall at South Amboy.

May 6th—Geo. Herbert, freight flagman, foot sprained by fall at Trenton.

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March 8th—H. S. Diblin, freight brakeman, leg bruised by fall from car at Asbury Park. J. Doory, engineer; A. J. Steinmetz, conductor.

March 11th—Chas. W. Morrow, fireman, foot caught and injured between stand pipe and engine at Hightstown. E. Emmons, engineer; L. Hansel, conductor.

March 12th—F. B. White, freight brakeman, ribs fractured, caught between end of car and platform, Prospect Plains. N. Forman, engineer; T. Cake, conductor.

March 16th—Carmine Maratea, track laborer, left hand mashed by plank at Riverton.

March 16th—J. H. Doyle, freight brakeman, wrist sprained by brake wheel at Bordentown. Geo. Willetts, engineer; D. Elms, conductor.

March 18th—Wm. H. Cake, laborer, hand injured handling freight at Camden.

March 22d—Frank Kwiecinski, freight car repairman, hand injured handling hammer at South Amboy.

March 24th—O. A. Jedlicka, freight car inspector, ankle sprained testing air on train at Camden.

March 24th—Herbert R. Hines, freight brakeman, head slightly bruised by fall at Camden.

March 24th—R. E. Lang, freight brakeman, back and head injured by fall from train at Trenton. J. Sypherd, engineer; H. M. Fritzinger, conductor.

March 26th—Geo. B. Hedrick, laborer, back and head injured by fall at Pavonia shops.

March 26th—A. T. Zelley, passenger brakeman, foot bruised by bar falling on same at Brown's Mills. R. Andrews, engineer; A. L. Johnson, conductor.

April 2d—Felix Golets, laborer, head and body injured by fall from engine at Jamesburg.

April 5th—Antoni Flegar, trimmer, hand injured by lump of coal at South Amboy.

April 7th—Jos. Hisna, freight car repairman, side injured by fall at South Amboy.

April 8th—Robt. B. Wood, laborer, finger cut handling rail at Lamberton.

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January 30th—F. Deirks, trimmer, wrist cut by lump of coal at South Amboy.

January 30th—B. F. Wilson, laborer, head injured by fall at South Amboy.

February 1st—N. M. Magill, track laborer, side bruised by falling walking on track at Freehold.

February 5th—Harry Hope, air brake inspector, ankle bruised by air hose on car uncoupling at Camden.

February 6th—Anton Prszkowski, topman, left ankle bruised by wrench at South Amboy.

February 9th—Wiktor Goscila, topman, arm bruised handling wrench at South Amboy.

February 10th—Patrick Caulfield, laborer, hand bruised handling iron pipe at Camden.

February 18th—G. S. Pine, freight brakeman, head slightly injured by lever at Birmingham. B. Hargrove, engineer; A. L. Berkley, conductor.

February 23d—L. D. Emens, freight brakeman, head injured by steps of car at Allaire. H. L. Jobes, engineer; J. M. Hampton, conductor.

February 24th—John F. Walk, car repairman, arm cut handling machinery at Pavonia shops.

February 24th—Frederico Mazzarella, track laborer, foot bruised by rail at Camden.

February 25th—Abram Hubbs, trimmer, side injured by fall at South Amboy.

February 27th—Julian Morris, cabinetmaker, laceration of hand by tools at Pavonia shops.

February 27th—Chas. W. Fetters, Sr., laborer, hand mashed handling castings at Pavonia shops.

March 1st—Jos. Cooper, laborer, hand mashed handling machinery at Lavallette.

March 4th—Pietr Yaworski, laborer, leg and arm slightly cut, struck by engine at South Amboy. P. H. King, engineer; Geo. Drum, conductor.

March 9th—Wojcieck Kriszkowski, topman, ankle sprained at South Amboy.

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January 11th—Wm. Langan, coal handler, right shoulder bruised by machinery at South Amboy.

January 13th—W. W. Thorne, freight brakeman, fatally injured by collision at Bordentown. T. C. Jobes and A. Fennimore, engineers.

January 14th—Chas. Peterson, topman, head cut handling tools at South Amboy.

January 15th—Gerardo D'Arpino, track laborer, foot injured handling rail at Camden.

January 18th—Stanislaw Urewicz, topman, left hand bruised by pinching bar at South Amboy.

January 18th—Charles E. Poinsett, track foreman, back sprained lifting rails at Juliustown.

January 18th—H. Z. Mount, freight brakeman, ankle wrenched jumping off train at Freehold. H. L. Jobes, engineer; J. M. Hampton, conductor.

January 19th—Walter Dean, mail messenger, foot injured handling trunk at Palmyra. Thos. Jobes, engineer; A. L. Johnson, conductor.

January 22d—Romaldy Malkewicz, topman, hand bruised by lump of coal at South Amboy.

January 22d—Szyman Wilczewski, topman, foot bruised handling wrench at South Amboy.

January 26th—F. D. Deacon, freight conductor, stomach injured by pushing pole breaking at East Burlington. T. D. Bunting, engineer; F. D. Deacon, conductor.

January 26th—Pierce Cantwell, laborer, hand injured by piece of iron at Camden.

January 27th—Geo. W. Allen, freight conductor, head injured by fall from car at South Amboy.

January 28th—E. J. Mackin, clerk, fatally injured by collision at Pavonia. Chas. R. Roe, engineer; J. Wilhelm, conductor.

January 29th—J. Walburn, freight brakeman, head injured striking car on adjoining track at Bordentown. C. Archer, engineer; C. H. Wainwright, conductor.

January 29th—John J. Elwinger, trimmer, head cut by lump of coal at South Amboy.

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fall, alighting from train at Windsor. J. Kugler, engineer; D. R. Blizard, conductor.

October 1st—Jas. Taylor, slightly injured by fall, getting off train at Jamesburg. T. J. Berrien, engineer; E. C. Ayres conductor.

October 7th—Pat H. Egan, hand bruised by car window at Asbury Park. Geo. E. Morris, engineer; C. Hinchman, conductor.

November 7th—W. D. Upperman, wrist injured by fall getting off train at Camden. W. Laurie, engineer; J. D. Parke, conductor.

Employes Killed or Injured Coupling or Uncoupling Cars.

January 19th—T. A. Vivien, freight yard brakeman, left hand injured, uncoupling at Pavonia. E. A. Starkey, engineer; W. H. Lewis, conductor.

February 27th—Terrance McGuire, gang foreman, ribs fractured, coupling at South Amboy.

April 1st—Frank W. Whitcraft, freight yard brakeman, left hand crushed, uncoupling at Pavonia. F. Richman, engineer; Geo. Fletcher, conductor.

Employes Killed or Injured by Other Causes.

January 1st, 1909—John O'Neill, ash pan cleaner, left shoulder bruised by fall at South Amboy.

January 2d—Stanislaw Zaleskie, topman, shoulder bruised handling chute at South Amboy.

January 2d—F. O. Bacon, freight conductor, head injured by electric light pole side of track in Camden yard.

January 4th—John Holland, car cleaner, hand burned while burning paint from side of car at Pavonia shops.

January 9th—Karol Woronvwicz, topman, left hand bruised handling tools at South Amboy.

January 9th—A. Nelson, track laborer, left foot injured handling ties at Florence.

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July 26th—Chas. Brean, slightly bruised by fall getting off train, Sea Side Park. H. Crispin, engineer; Wm. Tapper, conductor.

August 1st—Mrs. A. W. Dresser, ankle sprained by fall getting off train, Burlington. H. Cline, engineer; T. A. Robertson, conductor.

August 12th—Jas. Conley, left arm injured by fall in car at Camden. W. Fennimore, engineer; L. B. Maggioncalda, conductor.

August 13th—E. Gates, H. Etter, E. Fenny, J. Trevis, H. Knoell, Fred Ritter, G. Knoell and Harry Knoell. W. H. Parker, motorman; M. W. Kee, conductor.

August 13th—Pat Madden, hand mashed by car wheel while asleep under car at Kinkora. H. Southard, engineer; D. Elms, conductor.

August 15th—May E. Fry, hand injured by fall alighting from train at Camden. H. Trueax, engineer; W. B. Gaskill, conductor.

August 19th—Geo. Kreer, hand cut by car window at Island Heights. F. Jones, engineer; W. N. Tapper, conductor.

August 26th—Jos. Copeland, head injured by obstruction, side of track, while having head out of car window. Joc. Compton, engineer; W. G. Van Marter, conductor.

August 26th—Unknown lady, hand bruised by car door closing on same at Delair. H. Swain, engineer; A. L. Johnson, conductor.

August 26th—C. D. Smith, hand bruised getting on train at Englishtown, N. J.

August 28th—Mrs. Josephine Schussler, arm bruised by car window near Windsor. J. Kugler, engineer; D. R. Blizard, conductor.

September 6th—Peter Messler, legs and head injured by fall alighting at Allaire. T. Joiner, engineer; C. A. Nesbitt, conductor.

September 13th—H. Behal, arm injured by window falling on same at Spring Lake. Geo. Wilkinson, engineer; W. B. Gaskill, conductor.

October 2d—Mrs. R. H. Severns, head and back injured by

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January 11th—Anderson Shinn, hand injured on nail in seat of car. H. Harker, engineer; W. W. Gaskill, conductor.

January 21st—Unknown man, hand injured by car door closing at Burlington, N. J. B. F. Lucas, engineer; E. A. Gross, conductor.

January 25th—Mrs. Harrison G. Wright, arm bruised by fall getting on train at Camden. W. Jobes, engineer; A. L. Johnson, conductor.

February 14th—Miss Elsie V. Kester, right ankle sprained by fall at Ewanville.

February 17th—Mrs. Mary E. Clevenger, Joshua Reeve, Mrs. E. Branin, Ed. McKenna and Wm. Haines, all slightly injured by derailment at Medford Junction. W. G. Morgan, engineer; T. A. Robertson, conductor.

March 3d—Samuel S. Brown, back and head injured by fall at Pemberton, N. J. H. Trueax, engineer; E. A. Gross, conductor.

March 23d—L. G. Biddle, left leg injured by fall at Old Bridge, N. J. J. Kugler, engineer; H. P. Lewis, conductor.

April 10th—D. Paynter, thumb slightly bruised by car window at Fish House, N. J. B. F. Lucas, engineer; S. G. Crockford, conductor.

April 30th—Miss Lydia Henderson, ankle injured by fall at Masonville, N. J. H. Crispin, engineer; G. W. Slimm, conductor.

May 13th—Jas. Flynn, slightly injured by baggage truck at Bordentown, N. J.

May 24th—Jos. Engle, Jr., eye injured by air hose on train disconnecting at Camden.

May 26th—Mrs. Kleinz, bruised by fall in aisle of car at Camden. Geo. E. Morris, engineer; C. Hinchman, conductor.

May 27th—Mrs. Chas. Van Sciver, injured by helper at station running into her at Beverly Station.

May 24th—Miss Ada Carr, body and arm injured by fall getting off train at Bordentown, N. J. J. Jones, engineer; E. Stout, conductor.

July 1st—Giovanni Zamberrilli, left arm bruised by baggage crate at Camden.

July 8th—A. C. Hartshorn, head injured by fall alighting from train at Long Branch. C. Smith, engineer; E. C. Ayers, conductor.

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Persons Killed or Injured by Trains While Walking or Standing on Tracks.

January 5th, 1909—Herbert Purvis, slightly injured at Bordentown, N. J. E. P. Wortley, engineer; C. T. Trout, conductor.

March 1st—Andrew Berdak, killed at Roebling, N. J. Geo. Willetts, engineer; D. Elms, conductor.

March 3d—Geo. Huggins, killed at Pavonia, N. J. Unknown.

March 22d—Unknown man (foreigner) seriously injured at Browns Mills, N. J. I. T. Rodgers, engineer; W. S. Thorp, conductor.

August 14th—Chas. Anderson, killed at Main street crossing, Pemberton, N. J. Unknown.

Persons Killed and Injured Getting On or Off Moving Trains.

January 29th, 1909—Chas. Tyler, right arm crushed jumping on and off at Burlington, N. J. V. Walker, engineer; A. Davidson, conductor.

April 3d—Robert McDougall, killed, jumping on at Camden, N. J. Frank Dixon, engineer; J. L. Richey, conductor.

May 10th—Mike Scott and unknown Italian slightly injured jumping off at East Burlington. J. T. Robbins, engineer; H. M. Fritzinger, conductor.

September 14th—Geo. McCabe, head bruised getting off at Hightstown, N. J. J. Compton, engineer; H. G. Van Marter, conductor.

December 21st—J. H. Harding, slightly injured getting on at Riverside, N. J. J. Conrad, engineer; Jos. Allen, conductor.

Persons Killed or Injured by Other Causes.

January 5th, 1909—Mrs. Madaline Webb, injured by fall on platform at Roebling, N. J. W. Riley, engineer; H. P. Lewis, conductor.

January 7th—Raymond Aumack, head slightly injured by fall on platform at Whitings. C. M. Cable, engineeer; R. H. Robbins, conductor.

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June 3d—Wm. Huston, killed at Fish House, N. J. Train unknown.

July 18th—Mrs. Catherine Rothermel, killed at Thirty-sixth street crossing, Camden, N. J. H. Swain, engineer; A. L. Johnson, conductor.

November 1st—Gus. Vanstrand, killed at Deal Beach, N. J. Jas. Cain, engineer; W. E. Van Dusen, conductor.

Persons Injured by Trains While Crossing Tracks.

March 13th, 1909—Chas. D. Jones, seriously injured at Lenola, N. J.; Harry Jones, slightly injured at Lenola, N. J. H. Southard, engineer; Geo. W. Slimm, conductor.

April 12th—J. R. Way, injured about head and body at Burlington, N. J. I. B. Stults, engineer; R. Thorp, conductor.

April 17th—C. H. Johnson, badly injured at Lenola, N. J. Geo. E. Morris, engineer; C. Hinchman, conductor.

May 31st—John Murphy, injured about head and body at Masonville, N. J. Geo. E. Morris, engineer; C. Hinchman, conductor.

July 3d—Chas. Patton, injured about head and body at Cambridge, N. J. Train unknown.

July 9th—E. Obus, injured about head, arms and body at Merchantville, N. J. Wm. Bowe, engineer; Jos. Dowell, conductor.

September 7th—Cornelius Upton, back and head injured at West Palmyra, N. J. B. F. Lucas, engineer; E. A. Gross, conductor.

November 1st—Alex. Benson, slightly injured at Deal Beach, N. J. Jas. Cain, engineer; W. E. Van Dusen, conductor.

November 10th—Mrs. Lilly Rumbold, injured about body and head at Riverton, N. J. J. Pierce, engineer; H. W. Smith, conductor.

December 23d—Rudolph Kleim, right foot and leg mashed at Roebling. J. Pearce, engineer; C. H. Wainwright, conductor.

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November 19th—A. Santors, struck and killed by an unknown train while patroling tracks at Newark, N. J. ———, conductor; ———, engineer.

November 24th—Alesio Tapelli, right arm broken by being struck by train No. 362 while working on the track at Newark, N. J. J. B. Thatcher, conductor; J. Freeman, engineer.

November 27th—Lajos Fulop, struck and killed by train No. 16 while working on tracks at Iselin, N. J. T. J. Thomas, conductor; J. H. Warren, engineer.

December 2d—Frank Van Pelt, struck and killed by train N. Y. S. & W. R. R. No. 522 at Jersey City, N. J., while walking on the track. F. Smith, conductor; J. Clopman, engineer.

December 19th—Alfred Heizler, struck and killed while crossing the tracks at West Side avenue, Marion, N. J., by train No. 44. J. M. Jacobs, conductor; Wm. Robinson, engineer.

December 23d—Anthony Ozezki, while crossing the tracks at Jersey City was struck and killed by train No. ex. 784. Geo. F. Roberts, conductor; A. C. Terhune, engineer.

December 25th—Guiseppe Avala, struck and killed by train No. 89 while shoveling snow at South Elizabeth, N. J. L. W. Wickward, conductor; L. Mahoney, engineer.

December 25th—Patrick Lacy, struck and killed by train No. 222 while shoveling snow at Perth Amboy Junction, Rahway, N. J. F. Wyckoff, conductor; R. Blake, engineer.

December 31st—G. Ramero, struck and killed by train No. 106 while shoveling snow at Monmouth Junction, N. J. S. Knowles, conductor; S. Hafner, engineer.

All of the above named enginemen and conductors are still retained in the employ of the company, except the following:

A. G. Heald and John J. Wheelihan, conductors, deceased.

John W. Monroe and John Spille, engineman, deceased.

Persons Killed by Trains While Crossing Tracks.

March 13th, 1909—Mrs. Hannah L. Jones, killed at Lenola Station, N. J. H. Southard, engineer; Geo. W. Slimm, conductor.

April 10th—Mrs. Nettie Archer, killed at New Lisbon, N. J. Wm. Bowe, engineer; C. Hinchman, conductor.

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June 28th—Jonas Razz, struck and killed by train No. 1st No. 2 while working on the tracks at Trenton, N. J. C. S. Neal, conductor; W. Furman, engineer.

July 16th—Wm. Chesko, while passing between two cars at Waldo Avenue Yard, Jersey City, N. J., he was caught and squeezed. J. Meany, conductor; P. Metz, engineer.

August 14th—Antonio Coppolo, struck and bruised by engine No. 612 while walking on the tracks at Trenton, N. J. ———, conductor; A. E. Lott, engineer.

September 6th—Francesco Pugliese, fell while jumping off train at Plainsboro, N. J., lacerating left elbow. A. F. Waters, conductor; P. Schaller, engineer.

September 13th—Patrick Green, struck and killed by train No. 28 while crossing the tracks at Millstone Junction, New Brunswick, N. J. C. E. Eberly, conductor; J. Brady, engineer.

September 16—Frank R. Burton, right side bruised by being struck by engine No. 1,553 while walking on viaduct at Jersey City, N. J. M. McLoughlin, conductor; J. Stebler, engineer.

September 19th—Fred Crotjan, fell while alighting from empty draft of cars at Jersey City, N. J., breaking right knee cap. ———, conductor; ———, engineer.

September 18th—Frank Lugio, struck and killed by train No. 339 while crossing the tracks at Newark, N. J. A. White, conductor; J. Fagan, engineer.

September 23d—Guiseppe Arelli, struck and killed by train No. 27 while crossing the tracks at Lawrence, N. J. T. J. Thomas, conductor; C. H. Traphagen, engineer.

November 5th—Lajos Horvath, struck and killed by unknown train at New Brunswick, N. J. ———, conductor; ———, engineer.

November 6th—John W. Monroe, John Spille, John McClure, killed in collision of train No. 104 and engine No. 3,175 at "R. U." Tower, Jersey City, N. J. G. S. Stults, conductor; J. Spille, engineer.

November 12th—Thos. Halle, while oiling cars at Jersey City, N. J., was caught between cars and fence, cutting and bruising face. D. J. Kilfoyle, conductor; M. F. Lee, engineer.

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February 2nd—W. Leber, struck and killed by train No. 134 while crossing tracks at Milton avenue, Rahway, N. J. H. P. Everitt, conductor; H. Martindale, engineer.

February 16th—Peter Tennison, fell from platform of car in train No. 326 at South Elizabeth, N. J., injuring his head. A. V. Bergen, conductor; J. Monroe, engineer.

February 27th—John Richter, while flagging Rose street crossing on N. Y. B. R. R. at West Newark, N. J., was struck by engine sustaining a scalp wound. J. W. Scott, conductor; E. G. Salter, engineer.

February 28th—Stony Dziedieo, while crossing the tracks at Jersey City, N. J., was struck by engine injuring his right side. W. V. Putnam, conductor; J. VanSant, engineer.

March 24th—E. Schneider, right foot cut off by falling from off Extra No. 274 at Waverly, N. J. H. S. Blake, conductor; R. DeKolf, engineer.

April 7th—M. Martuchi, struck and killed by train No. 490 while working cleaning up tracks at Trenton, N. J. H. L. Ostrander, conductor; G. Goeling, engineer.

April 10th—Jozef Kovacs, right arm crushed by being struck by train No. 146 while working on the track at New Brunswick, N. J. H. W. Feaster, conductor; Wm. Conk, engineer.

April 17—Majak Szabo, struck and killed by train No. 362 while patroling tracks at Rahway, N. J. W. Vanbuskirk, conductor; C. O. Eldridge, engineer.

May 14th—Wm. Rivers, fell from train No. 140 at Jersey City, N. J., right arm broken and contusion of face. R. H. Shank, conductor; G. Dougherty, engineer.

May 26th—Anna K. Tanfenbach, struck and killed by train No. 78 while crossing tracks at Waldo Avenue Yard, Jersey City, N. J. Geo. Tyrol, conductor; G. Quigley, engineer.

June 14th—David W. Post, struck by iron bar thrown over by passing train at Jersey City, N. J., compound fracture of right leg. D. F. Kilfoyle, conductor; M. F. Lee, engineer.

June 23d—Fred Grotgan, right hand crushed by being struck by mail crane while throwing package off train No. 130 at Menlo Park, N. J. J. W. Mooney, conductor; B. Lupton, engineer.

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October 8th—Wm. R. Walker, injured at Millstone Junction, N. J. F. Ammerman, conductor; W. C. Provost, engineer.

October 10th—Edgar M. Cain, injured at Millham Junction, N. J. E. M. Cain, conductor; C. F. Gilkeson, engineer.

October 13th—Howard C. Parker, injured at Monmouth Junction, N. J. A. L. Smith, conductor; H. Mahan, engineer.

November 18th—Robt. F. Herring, injured at Trenton, N. J. Geo. W. Wedler, conductor; C. F. Gilkeson, engineer.

December 11th—J. C. Meyers, injured at Waldo Avenue Yard, Jersey City, N. J. J. J. Wheelihan, conductor; C. Dewey, engineer.

December 11th—J. J. Wheelihan, killed at Waldo Avenue Yard, Jersey City, N. J. J. J. Wheelihan, conductor; C. Dewey, engineer.

December 13th—John J. Egan, injured at Harrison, N. J. J. J. Egan, conductor; Jos. Sweeney, engineer.

December 17th—J. W. Fry, injured at Meadows, N. J. J. F. Mack, conductor; G. H. Clarke, engineer.

December 25th—H. C. Smith, injured at Waldo Avenue Yard, Jersey City, N. J. John Mooney, conductor; P. Metz, engineer.

December 29th— J. J. Costigan, injured at Waldo Avenue Yard, Jersey City, N. J. J. J. Kenyon, conductor; Wm. E. Bennett, engineer.

Employes Killed or Injured by Accident as Stated.

January 13th, 1909—John A. Klothe, back sprained by being struck by stand pipe lever and knocked off engine while taking water at Meadows, N. J. J. T. Mason, conductor; J. Herbert, engineer.

January 18th—C. Scanlon, while jumping on engine at Harsimus Cove, Jersey City, N. J., slipped and fell dislocating his shoulder. J. Boss, conductor; E. P. Hutton, engineer.

January 28th—James J. Degnan, supposed to have been struck and killed by an unknown train at Marion N. J. ———, conductor; ———, engineer.

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INDEX.

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You Are Viewing an Archived Copy from the New Jersey State Library

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INDEX.

PAGE

Comptroller's Report, ... 3
State Director's Report, ... 5
Mileage of Lines Comprising the United Railroads of New Jersey Division of the Pennsylvania R. R., ... 7
Earnings and Expenses of United N. J. R. R. and Canal Company, ... 8
State of Amounts Charged and Credited to "Construction" and "Real Estate" Accounts, ... 12

REPORTS OF RAILROAD COMPANIES.

Atlantic City Railroad Company, ... 15
Atlantic City and Ocean City Railroad Company, ... 21
Atlantic City and Shore Railroad Company, ... 22
Baltimore and New York Railway Company, ... 31
Barnegat Railroad Company, ... 32
Bay Shore Connecting Railroad Company, ... 34
Belvidere Delaware Railroad Company, ... 35
Bergen County Railroad, ... 36
Bergen and Dundee Railroad, ... 37
Brigantine Transportation Company, ... 38
Buena Vista Railroad Company, ... 39
Camden and Burlington County Railroad Company, ... 40
Cape May, Delaware Bay and Sewell's Point Railroad Company, ... 42
Carteret Extension Railroad Company, ... 43
Carteret and Sewaren Railroad Company, ... 44
Central Railroad Company of New Jersey, ... 45
Chester Railroad Company, ... 71
Cumberland and Maurice River Railroad Company, ... 72
Cumberland and Maurice River Extension Railroad Company, ... 73
Delaware and Bound Brook Railroad Company, ... 74
Delaware River and Atlantic Railroad Company, ... 80
Delaware River Railroad and Bridge Company, ... 81
Docks Connecting Railway Company, ... 82
Dover and Rockaway Railroad Company, ... 83
East Jersey Railroad and Terminal Company, ... 84
East Trenton Railroad Company, ... 85
Elizabeth Extension Railroad Company, ... 86
Erie Railroad Company, ... 87
Ferro Monte Railroad Company, ... 88
Freehold and Atlantic Highlands Railroad Company, ... 90

You Are Viewing an Archived Copy from the New Jersey State Library

PAGE

Freehold and Jamesburg Agricultural Railroad Company, ... 91
Hackensack and Lodi Railroad Company, ... 93
Hibernia Mine Railroad Company, ... 94
Hoboken Manufacturers' Railroad Company, ... 95
Hoboken Railroad, Warehouse and Steamship Connecting Company, ... 96
Hopatcong Railroad Company, ... 97
Hopatcong Shore Railroad Company, ... 98
Hudson and Manhattan Railway Company, ... 99
Inter-City Link Railroad Company, ... 107
Jersey City and Bayonne Railroad Company, ... 108
Jersey City Belt Line Railway Company, ... 109
Kinkora and New Lisbon Railroad Company, ... 110
Lafayette Railroad Company, ... 112
Lehigh and Hudson River Railway Company, ... 113
Lehigh and New England Railroad Company, ... 115
Lehigh Valley Railroad Company of New Jersey, ... 117
Lodi Branch Railroad Company, ... 118
Long Dock Company, ... 119
Lucaston Railroad Company, ... 120
Macopin Railroad Company, ... 122
Manufacturers' Extension Railroad Company, ... 123
Middle Brook Railroad Company, ... 124
Middle Valley Railroad Company, ... 125
Millstone and New Brunswick Railroad Company, ... 126
Morris and Essex Railroad Company, ... 127
Morris and Essex Extension Railroad Company, ... 132
Morristown and Erie Railroad Company, ... 133
Mount Holly, Lumberton and Medford Railroad Company, ... 135
Mount Hope Mineral Railroad Company, ... 136
Navesink Railroad Company, ... 137
Newark Bay Railway Company, ... 138
Newark and Bloomfield Railroad Company, ... 139
Newark and Hudson Railroad Company, ... 140
New Jersey Junction Railroad Company, ... 141
New Jersey and New York Railroad Company, ... 144
New Jersey and Pennsylvania Railroad Company, ... 145
New Jersey Shore Line Railroad Company, ... 146
New Jersey Short Line Railroad Company, ... 147
New Jersey Southern Railway Company, ... 148
New Jersey Terminal Railroad Company, ... 154
New York Bay Railroad Company, ... 155
New York and Fort Lee Railroad Company, ... 156
New York and Greenwood Lake Railway Company, ... 157
New York and Long Branch Railroad Company, ... 159
New York, Susquehanna and Western Railroad Company, ... 162
Northern Railroad Company of New Jersey, ... 163
Ogden Mine Railroad Company, ... 164

You Are Viewing an Archived Copy from the New Jersey State Library

PAGE
Passaic and Delaware Railroad Company, ... 165
Passaic and Delaware Extension Railroad Company, ... 166
Passaic and New York Railroad Company, ... 167
Passaic River Extension Railroad Company, ... 168
Paterson and Hudson River Railroad Company, ... 169
Paterson and Hudson River Railroad, ... 170
Paterson, Newark and New York Railroad Company, ... 171
Paterson and Ramapo Railroad Company, ... 172
Paterson and Ramapo Railroad, ... 173
Pemberton and Hightstown Railroad Company, ... 174
Perth Amboy and Woodbridge Railroad Company, ... 175
Philadelphia and Beach Haven Railroad Company, ... 176
Philadelphia and Brigantine Railroad Company, ... 178
Philadelphia and Long Branch Railroad Company, ... 179
Pohatcong Railroad Company, ... 180
Port Reading Railroad Company, ... 181
Rahway Valley Railroad Company, Lessee, ... 183
Rahway Valley Railroad Company, ... 184
Raritan North Shore Railroad Company, ... 186
Raritan River Railroad Company, ... 187
Raritan Terminal and Transportation Company, ... 188
Rockaway River and Montville Railroad Company, ... 189
Rocky Hill Railroad and Transportation Company, ... 190
Sound Shore Railroad Company, ... 192
Sussex Railroad Company, ... 193
Toms River Railroad Company, ... 194
Toms River and Barnegat Railroad Company, ... 195
Trenton, Lawrenceville and Princeton Railroad Company, ... 195
Trenton and New Brunswick Railroad Company, ... 197
Trenton Terminal Railroad Company, ... 199
Tuckerton Railroad Company, ... 200
Union Transportation Company, ... 201
United New Jersey Railroad and Canal Company, ... 202
Vincentown Branch of Burlington County Railroad Company, ... 226
Vineland Railroad Company, ... 228
Vineland Branch Railroad Company, ... 229
Warren Railroad Company, ... 230
West End Railroad Company, ... 231
West Jersey and Seashore Railroad Company, ... 232
West Shore Railroad Company, ... 238
West Side Connecting Railroad Company, ... 244
Wharton and Northern Railroad Company, ... 245

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Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1909.

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 1909.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad,	166.54	$3,625,000 00	$4,538,617 00		$8,770,883 85	$1,003,467 53	$687,813 23	$117,707 67	$1,808,988 43	$1,671,599 29	None,		
Atlantic City and Ocean City Railroad,	2.61	180,000 00	180,000 00		329,534 98			19,525 16	19,525 16		$10,800 in cash,		Atlantic City and Shore Railroad Company.
Atlantic City and Shore Railroad,	24.00	1,000,000 00	939,000 00	$101,000 00	1,923,144 03	437,715 02		7,254 70	444,969 72	241,053 67	None,	See report in reference to receipts and expenditures,	
Baltimore and New York Railway,	5.35	350,000 00	350,000 00	175,501 91	875,501 91		361,129 74		361,129 74	313,018 71	None,		
Barnegat Railroad,	8.15	50,000 00		9,572 94	50,000 00	1,478 15	739 59	412 56	2,630 30	13,675 75	None,		Tuckerton Railroad Company.
Bay Shore Connecting Railroad,	1.194	34,777 06		1,657 86	34,798 92						None,		Lehigh Valley R. R. Co. of N. J. and Central R. R. Co. of N. J.
Belvidere-Delaware Railroad,	81.06	1,253,000 00	2,692,000 00		4,134,836 86	396,312 11	1,323,929 50	93,313 46	1,813,555 07	1,664,233 51	Three, 10 per cent., Feb. 8, 1909; 5 per cent., June 23, 1909; and 5 per cent., Dec. 31, 1909, 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,	7.00										None,	See remarks in report,	
Buena Vista Railroad,	1.03	21,400 00									None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	New Jersey Southern Railway Company.
Camden and Burlington County Railroad,	29.86	381,925 00	350,000 00	32,151 54	763,968 75	184,948 71	96,723 08	60,934 28	342,606 07	376,107 69	Two of 3 per cent. each, paid in cash,		Pennsylvania Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	6.29	150,000 00	150,000 00		324,296 63	15,672 23	3,274 36	992 17	19,938 76	32,735 13	None,		
Carteret Extension Railroad,	1.82	23,600 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Carteret and Sewaren Railroad,	1.25	24,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Central Railroad Company of New Jersey,	156.59	27,436,800 00	51,471,000 00			3,492,319 67	8,318,551 69	3,213,938 57	15,024,809 93	8,965,353 59	Five of 2 per cent. each, in all 10 per cent. on par value of stock, paid in cash,	Report includes receipts and expenditures of the Carteret and Sewaren R. R., Carteret Extension R. R., Dover and Rockaway R. R., Elizabeth Extension R. R., Hibernia Mine R. R., Lafayette R. R., Manufacturers' Extension R. R., Middle Brook R. R., Middle Valley R. R., New Jersey Terminal R. R., Ogden Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R.,	
Chester Railroad,	10.04	98,500 00		127,654 78	228,188 91						None,	Receipts and expenses included in report of Morris and Essex R. R. Co.; scrip stock, $2,034.13,	Delaware, Lackawanna & Western R. R. Co.
Cumberland and Maurice River Railroad,	21.20	252,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Cumberland and Maurice River Extension Railroad,	1.23	16,200 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Delaware and Bound Brook Railroad,	30.72	1,800,000 00	1,800,000 00		3,545,688 83						Four quarterly of 2 per cent. each, Feb., May, Aug. and Nov.,		Philadelphia and Reading Railway Company.
Delaware River and Atlantic Railroad,	52.00*							5,232 70	5,232 70	671 10	None,	See remarks in report,	
Delaware River Railroad and Bridge Company,	9.52	1,300,000 00	1,300,000 00		2,600,000 00	154,872 04	141,666 82	2,447 99	298,986 85	168,168 79	June 26, 2 per cent., $26,000; Dec. 22, 4 per cent., $52,000,		Pennsylvania Railroad Company.
Docks Connecting Railroad,	3.448	9,000 00			9,187 50								Erie Railroad Company.
Dover and Rockaway Railroad,	5.12	140,000 00	35,000 00								Six per cent., paid in cash,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
East Jersey Railroad and Terminal Company,	.48	82,000 00		21,923 68	93,848 57		99,365 00	4,955 40	104,320 40	93,628 97	March 30, 1909, 3 per cent., in cash, $2,460; Sept. 30, 1909, 3 per cent., in cash, $2,460,		
East Trenton Railroad,	2.97	59,000 00			59,000 00						None,	Operations included in report of Delaware and Bound Brook R. R.,	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.,	Central Railroad Company of New Jersey.
Erie Railroad,	136.11	176,271,300 00	226,833,939 40	20,838,680 12	397,623,504 09	1,132,501 83	1,695,837 31	283,445 60	3,111,784 74	2,428,302 88	None,	Report includes earnings and expenses of Long Dock Co., Paterson and Hudson River R. R., Paterson and Ramapo R. R., Bergen County R. R., Bergen and Dundee R. R., Docks Connecting R. R., Paterson, Newark and New York R. R., Newark and Hudson R. R., New York and Greenwood Lake Ry., Northern R. R. of New Jersey,	
Ferro Monte Railroad,	2.52	30,000 00			50,309 27			658 02	658 02	235 86	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	382,050 00		794,200 00	154,787 30	100,091 14	33,482 07	288,360 51	264,984 98	One of 2 per cent. on $294,800 stock, paid in cash,		Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00						None,	Operations and expenditures included in report of New York, Susquehanna and Western Railroad,	New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.20	200,000 00			179,941 17			13,120 52	13,120 52	16,622 19	April, 1909, $6,000; Oct., 1909, $6,000; in cash, $12,000,		
Hoboken Manufacturers' Railroad,	1.125	400,000 00	300,000 00	329,796 38	775,972 65		106,933 84	6,686 59	113,620 43	140,645 33	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.607	300,000 00	185,500 00		196,762 45			22,000 00	22,000 00		Two of 1½ per cent., in cash,		Hoboken Manufacturers' R. R. Co.
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Hopatcong Shore Railroad,	2.25	19,000 00	9,000 00								None,		
Hudson and Manhattan Railroad,	6.439	44,823,653 75	61,016,000 00	2,698,847 79	107,985,787 82	1,310,678 30		797,206 84	2,107,885 14	1,995,571 34	None,		
Hudson Railroad and Transportation Company,	†	2,000 00			2,000 00						None,	See report,	
Inter-City Link Railroad,	‡	6,000 00		2,066 81	4,066 81						None,	In process of construction,	
Jersey City and Bayonne Railroad,	5.00*	13,500 00		1,195 92	1,195 92							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,	10.46	40,000 00		64,466 06	40,000 00	9,857 27	10,621 35	6,575 13	27,053 75	32,475 90	None,		Pennsylvania Railroad Company.
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	73.90	897,800 00	2,196,937 88	316,676 62	3,061,391 44	23,658 87	971,948 93	8,427 17	1,004,034 97	695,778 37	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R.,	
Lehigh and New England Railroad,	169.82	1,000,000 00	4,706,046 00	250,000 00	5,735,878 29	14,650 23	795,857 55	13,228 42	823,736 20	783,830 91	None,	Receipts and expenses given cover operation of entire line,	
Lehigh Valley Railroad Company of New Jersey,	85.87	20,433,000 00	16,475,000 00	139,616 44	27,855,221 51	811,669 83	5,316,645 69	255,483 72	6,383,799 24	4,128,178 49	None,		Lehigh Valley Railroad Company.
Lodi Branch Railroad,	.32	60,000 00			60,000 00						None,	Operations and expenditures included in report of New York, Susquehanna and Western Railroad,	New York, Susquehanna & Western R. R. Co.

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Ferro Monte Railroad,	2.52	30,000 00			50,309 27			658 02	658 02	285 36	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	382,050 00		794,200 00	154,787 30	100,091 14	33,482 07	288,360 51	264,984 98	One of 2 per cent. on $294,800 stock, paid in cash,		Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000 00			25,000 00						None,	Operations and expenditures included in report of New York, Susquehanna and Western Railroad,	New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.20	200,000 00			179,941 17			13,120 52	13,120 52	16,622 19	April, 1909, $6,000; Oct., 1909, $6,000; in cash, $12,000,		
Hoboken Manufacturers' Railroad,	1.125	400,000 00	300,000 00	329,796 38	775,972 65		106,933 84	6,686 59	113,620 43	140,645 33	None,		Hoboken Manufacturers' R. R. Co.
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.607	300,000 00	185,500 00		196,762 45			22,000 00	22,000 00		Two of 1½ per cent., in cash,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,		
Hopatcong Shore Railroad,	2.25	19,000 00	9,000 00								None,		
Hudson and Manhattan Railroad,	6.439	44,823,653 75	61,016,000 00	2,698,847 79	107,985,787 82	1,310,678 30		797,206 84	2,107,885 14	1,995,571 34	None,	See report,	
Hudson Railroad and Transportation Company,	†	2,000 00			2,000 00						None,	In process of construction,	
Inter-City Link Railroad,	‡	6,000 00		2,066 81	4,066 81						None,	Road not constructed,	
Jersey City and Bayonne Railroad,	5.00*	13,500 00		1,195 92	1,195 92								
Jersey City Belt Line Railway,	5.83	56,800 00		83 76	47,403 76						None,	Construction work not yet completed,	Pennsylvania Railroad Company.
Kinkora and New Lisbon Railroad,	10.46	40,000 00		64,466 06	40,000 00	9,857 27	10,621 35	6,575 13	27,053 75	32,475 90	None,		
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	73.90	897,800 00	2,196,937 88	316,676 62	3,061,391 44	23,658 87	971,948 93	8,427 17	1,004,034 97	695,778 37	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R.,	
Lehigh and New England Railroad,	169.82	1,000,000 00	4,706,046 00	250,000 00	5,735,878 29	14,650 23	795,857 55	13,228 42	823,736 20	783,830 91	None,	Receipts and expenses given cover operation of entire line,	Lehigh Valley Railroad Company.
Lehigh Valley Railroad Company of New Jersey,	85.87	20,433,000 00	16,475,000 00	139,616 44	27,855,221 51	811,669 83	5,316,645 69	255,483 72	6,383,799 24	4,128,178 49	None,		
Lodi Branch Railroad,	.32	60,000 00			60,000 00						None,	Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
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	612 87	1,512 85	156 33	2,282 05	2,282 05	None,	Road operated solely in the interests of John Lucas & Co.,	
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00						None,	Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
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. Pennsylvania Railroad Company.
Millstone and New Brunswick Railroad,	6.56	95,750 00		239,181 62	113,404 42	4,812 70	2,681 75	879 30	8,373 75	25,629 73	None,		
Morris and Essex Railroad,	119.01	15,000,000 00	32,077,000 00	1,403,159 16	47,338,971 90	3,925,404 30	5,322,032 92	717,418 47	9,964,855 69	5,799,946 31	$1,050,000 paid direct 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 direct to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Morristown and Erie Railroad,	10.68	400,000 00	300,000 00	9,985 33	719,481 25	9,481 01	74,883 32	2,789 63	87,153 96	47,196 15	None,		
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00		170,650 00	3,438 59	4,839 51	799 19	9,077 29	19,839 86	Two of 3 per cent. each on $45,050 stock, paid in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.28	160,000 00		3,228 49	155,169 70		43,186 90	652 27	43,839 17	20,944 90	8 per cent., Dec. 7, 1909, $12,800; extra, Dec. 20, 1909, $5,000; $17,800,		
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		515,197 81	619,047 81						$6,231 paid direct to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	5.62	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		1,694,756 41							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	27,212 98	3,347,262 66	475,921 76	157,109 98	27,772 55	660,804 29	430,463 02	None,		
New Jersey and Pennsylvania Railroad Company,	24.00	300,000 00	200,000 00	105,000 00					38,157 12	40,337 24	None,		
New Jersey Shore Line Railroad,	15.50*	31,000 00		312,924 29	308,684 18							Road under construction,	
New Jersey Short Line Railroad,	18.90*	803,000 00	803,000 00								None,	No part of road is finished and none in operation,	
New Jersey Southern Railway,	75.66	2,590,600 00				485,339 59	496,351 03	398,591 83	1,380,282 45	1,127,363 43	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., Vineland Branch R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	500,000 00	250,000 00								None,	Receipts and expenses included in report of Central R. R. of N. J.,	Central R. R. Co. of N. J.
New York Bay Railroad,	13.56	6,000,000 00	3,885,000 00	7,316 97	9,902,395 49				503,258 92	413,258 92	One of 1½ per cent., paid in cash,		
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21								Remaining portion of constructed road included in report of West Shore Railroad,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	53.30	100,000 00	1,471,600 00		1,571,600 00						None,	Operations and expenses included in report of Erie R. R. Co. Includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung Railroad,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	2,500,000 00									Receipts and expenses assumed by operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	753,137 08	33,978,359 06	603,251 06	1,361,465 28	94,369 59	2,679,085 93	1,651,340 53	None,		
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	808,000 00		1,808,000 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		30,721 35	141,771 35						$5,552.50 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.05	70,000 00	70,000 00		140,000 00							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 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						8 per cent., paid in cash, $23,840,		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 Railroad,	6.43	228,400 00			356,970 79	126,660 92	120,058 99	34,276 79	280,996 70	185,897 38	Dec. 16, 1909, 10 per cent., in cash; Dec. 16, 1909, extra, 10 per cent., in cash,		Pennsylvania Railroad Company. Tuckerton Railroad Company.
Philadelphia and Beach Haven Railroad,	12.81	200,000 00		253,434 85	200,000 00	12,198 32	6,659 23	2,458 02	21,315 57	32,050 61	None,		
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.74	765,000 00	700,000 00	622,994 50	1,547,638 68	131,933 53	50,845 95	14,086 17	196,865 65	281,695 07	None,		Pennsylvania Railroad Company.
Pohatcong Railroad,	1.75				34,234 52						None,	See remarks in report,	
Port Reading Railroad,	21.04	2,000,000 00	1,500,000 00		3,805,335 20		1,124,659 55	11,720 66	1,136,380 21	793,039 53	None,		
Rahway Valley Company,	.75	3,087 50			2,848 37	4,311 07	22,125 87	1,221 65	27,658 59	22,213 60	None,	See remarks in report,	
Rahway Valley Railroad,	10.00	49,200 00	72,000 00	371,103 12	419,521 99	761 06	2,260 34	171 65	3,193 05	6,840 36	None,		Rahway Valley Company.
		66,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.

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Morristown and Erie Railroad,	10.68	400,000 00	300,000 00	9,985 33	719,481 25	9,45					None,		
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00		170,650 00	3,438 59	4,839 51	799 19	9,077 29	19,839 86	Two of 3 per cent. each on $45,050 stock, paid in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.28	160,000 00		3,228 49	155,169 70		43,186 90	652 27	43,839 17	20,944 90	8 per cent., Dec. 7, 1909, $12,800; extra, Dec. 20, 1909, $5,000; $17,800,		
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		515,197 81	619,047 81						$6,231 paid direct to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	5.62	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		1,694,756 41							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	27,212 98	3,347,262 66	475,921 76	157,109 98	27,772 55	660,804 29	430,463 02	None,		
New Jersey and Pennsylvania Railroad Company,	24.00	300,000 00	200,000 00	105,000 00					38,157 12	40,337 24	None,		
New Jersey Shore Line Railroad,	15.50*	31,000 00		312,924 29	308,684 18							Road under construction,	
New Jersey Short Line Railroad,	18.90*	803,000 00	803,000 00								None,	No part of road is finished and none in operation,	
New Jersey Southern Railway,	75.66	2,590,600 00				485,339 59	496,351 03	398,591 83	1,380,282 45	1,127,363 43	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., Vineland Branch R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	500,000 00	250,000 00								None,	Receipts and expenses included in report of Central R. R. of N. J.,	Central R. R. Co. of N. J.
New York Bay Railroad,	13.56	6,000,000 00	3,885,000 00	7,316 97	9,902,395 49				503,258 92	413,258 92	One of 1½ per cent., paid in cash,		
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21								Remaining portion of constructed road included in report of West Shore Railroad,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	53.30	100,000 00	1,471,600 00		1,571,600 00						None,	Operations and expenses included in report of Erie R. R. Co. Includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung Railroad,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	2,500,000 00									Receipts and expenses assumed by operating companies,	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	101.00	26,000,000 00	12,499,000 00	753,137 08	33,978,359 06	603,251 06	1,981,465 28	94,369 59	2,679,085 93	1,651,340 53	None,		
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	808,000 00		1,808,000 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		30,721 35	141,771 35						$5,552.50 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.05	70,000 00	70,000 00		140,000 00							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 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						8 per cent., paid in cash, $23,840,		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 Railroad,	6.43	228,400 00			356,970 79	126,660 92	120,058 99	34,276 79	280,996 70	185,897 38	Dec. 16, 1909, 10 per cent., in cash; Dec. 16, 1909, extra, 10 per cent., in cash,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.81	200,000 00		253,434 85	200,000 00	12,198 32	6,659 23	2,458 02	21,315 57	32,050 61	None,		Tuckerton Railroad Company.
Philadelphia and Brigantine Railroad,	14.00										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.74	765,000 00	700,000 00	622,994 50	1,547,638 68	131,933 53	50,845 95	14,086 17	196,865 65	281,695 07	None,		Pennsylvania Railroad Company.
Pohatcong Railroad,	1.75				34,234 52						None,	See remarks in report,	
Port Reading Railroad,	21.04	2,000,000 00	1,500,000 00		3,805,335 20		1,124,659 55	11,720 66	1,136,380 21	793,039 53	None,		
Rahway Valley Company,	.75	3,087 50			2,848 37	4,311 07	22,125 87	1,221 65	27,658 59	22,213 60	None,	See remarks in report,	
Rahway Valley Railroad,	10.00	49,200 00	72,000 00	371,103 12	419,521 99	761 06	2,260 34	171 65	3,193 05	6,840 36	None,		Rahway Valley Company.
Raritan North Shore Railroad,	4.28	66,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	21.65	400,000 00	400,000 00	15,000 00	958,639 28	5,441 53	170,921 36	10,569 42	186,932 31	107,050 15	Two, of 2½ per cent. and 3 per cent., in all 5½ per cent., paid in cash,		
Raritan Terminal and Transportation Company,	§	40,000 00			30,065 35			2,000 00	2,000 00	494 63	$32,101.29, in cash,		
Rockaway River and Montville Railroad,	1.792	30,000 00		30,000 00	60,000 00						None,		Morris and Essex Railroad Company.
Rocky Hill Railroad and Transportation Company,	2.84	45,600 00			45,654 14	2,015 83	18,478 23	1,239 55	21,733 61	24,169 45	Two of 3 per cent. each on $18,700 stock, paid in cash,		Pennsylvania Railroad Company.
Sound Shore Railroad,	6.17	149,200 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Sussex Railroad,	30.55	1,638,600 00			1,930,530 90	64,378 95	87,606 39	34,550 32	186,535 66	129,539 20	$32,772, cash dividend direct to stockholders,		
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	237,894 30	557,894 30	44,258 00	6,617 96		50,875 96	37,522 21	None,		
Trenton and New Brunswick Railroad,	23.107	1,000,000 00	1,000,000 00	213,299 60	1,859,054 41	58,203 82		562 94	58,766 76	38,679 43			
Trenton Terminal Railroad Company,	.875	15,000 00	15,000 00		30,000 00								Camden and Trenton Railway Company.
Tuckerton Railroad,	29.00	552,241 54	99,882 50	1,261 87	630,193 65	36,547 76	32,969 99	5,256 24	74,773 99	63,542 36	None,		
Union Transportation Company,	24.42	20,250 00				39,348 32	23,009 03	6,250 73	68,608 08	62,687 92	One of 5 per cent., $1,012.50,		
United New Jersey Railroad and Canal Company,	517.24	21,240,400 00	20,000,000 00		63,286,769 17	11,204,673 32	17,479,272 61	7,391,972 45	36,075,918 38	33,750,830 83	10 per cent. on capital stock, paid quarterly by Pennsylvania R. R., $2,124,040,		Pennsylvania Railroad Company.
Vincentown Branch Railroad,	2.77	25,000 00	15,000 00		40,000 00	1,247 77	3,092 97	1,332 66	5,673 40	7,977 00	Two of 3 per cent. each on $15,000 stock, paid in cash,		Pennsylvania Railroad Company.
Vineland Railroad,	46.82	600,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.	New Jersey Southern Railway Company.
Vineland Branch Railroad,	3.655	8,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Warren Railroad,	18.82	1,800,000 00	1,394,000 00	2,820 38	3,196,820 38						$126,000 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
West End Railroad,	1.36	43,700 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
West Jersey and Seashore Railroad,	336.72	9,681,650 00	8,214,950 00		19,122,921 66	3,520,871 48	1,604,486 01	467,399 92	5,592,757 41	4,783,957 39	One of 2 per cent., one of 2½ per cent. on common capital stock, and two of 3 per cent. on the special guaranteed stock—all paid in cash,		
West Shore Railroad,	423.50	10,000,000 00	50,000,000 00	8,415,579 75	68,415,579 75							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	73,295 77	512,995 67	5,869 88	47,255 52	638 19	53,763 59	44,156 73	None,		

* As projected.
† 1,900 feet.
‡ Between 1 and 2 miles.
§ About 1 mile.