

1903

State of New Jersey.



Railroad and Canal Reports.

1903

09 08 1903
ANNUAL STATEMENTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY

TOGETHER WITH

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

FOR THE YEAR 1903

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

TRENTON, N. J.:
MACCRELLISH & QUIGLEY, PRINTERS.

1904

STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 5th, 1904.

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 1903, and the reports of all railroads and canal companies for said year.

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

Very respectfully,

J. WILLARD MORGAN,
Comptroller of the Treasury.

State Director's Report.

TRENTON, N. J., February 3d, 1904.

To His Excellency Franklin Murphy, Governor of the State of New Jersey:

DEAR SIR—I have the honor to submit my annual report for the year 1903, as State Director of the United New Jersey Railroad and Canal Company.

The statements herewith attached show :

First—The mileage comprising the lines covered by this report, viz., 535.88.

Second—The results of the operations of the lines included in Statement No. 1, showing a net profit of \$45,179.83.

Third—The amounts charged and credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1903, inclusive, showing a debit balance, January 1st, 1904, of \$18,675,882.29.

The State of New Jersey owns 3,242 shares of stock, par value \$324,200.00, on which a dividend of ten per cent. (10%) has been paid, and received by the State, for the details of which I beg to refer you to the Annual Report of the State Treasurer for 1903.

The terms of the lease under which the Pennsylvania Railroad Company operate the property of the United New Jersey Railroad and Canal Company have been fully complied with, and the property is in a highly efficient condition.

Very respectfully,

CHARLES BRADLEY,

State Director.

Statements.

The Following Statement Shows the Mileage of the Lines Comprising the United Railroads of New Jersey Division of the Pennsylvania Railroad Company, the Earnings and Expenses of which are Included with Operations of the United New Jersey Railroad and Canal Company for the Year 1903, as Shown on Accompanying Sheets.

United New Jersey Railroad and Canal Company (Railroads and Ferries)—	<i>Miles.</i>
New Jersey and Pennsylvania State Line in Delaware river at Trenton, N. J., to Jersey City, N. J.,	56.68
Hudson River Ferries,	1.00
Camden, N. J., to South Amboy, N. J.,	61.22
Branch, Bergen Hill, N. J., to Harsimus Cove, N. J.,	1.55
Branch, Harrison, N. J., to Canal Street, Newark, N. J.,	1.34
Branch, Metuchen, N. J., to Bonhampton, N. J.,	1.89
Branch, Monmouth Junction, N. J., to Kingston, N. J.,	4.16
Branch, Monmouth Junction, N. J., to Jamesburg, N. J.,	5.58
Branch, Princeton Junction, N. J., to Princeton, N. J.,	3.11
Branch, Millham Junction, N. J., to Coalport, in Trenton, N. J.,	1.11
Branch, Trenton, N. J., to Bordentown, N. J.,	6.10
Branch, Florence, N. J., to Wood's Iron Works, N. J.,	2.14
	145.88
Pennsylvania Annex,	1.00
New York Bay Railroad,	10.92
Perth Amboy and Woodbridge Railroad,	6.40
Millstone and New Brunswick Railroad,	6.64
Rocky Hill Railroad and Transportation Co.,	2.38
Belvidere Delaware Railroad,	81.00
Philadelphia and Trenton Railroad,	26.40
Pennsylvania Railroad (Junction P. & T. R. R. at Morrisville, Pa., to Delaware Division Canal), .....	.54
*River Front Railroad,	3.77
Connecting Railway,	36.71

* Acquired by The Pennsylvania Railroad Company, April 1st, 1903.

8 RAILROAD AND CANAL REPOPTS.

	<i>Miles.</i>
Delaware River Railroad and Bridge,	10.27
Freehold and Jamesburg Agricultural Railroad,	27.57
Kinkora and New Lisbon Railroad,	10.84
Camden and Burlington County Railroad,	29.61
Mount Holly, Lumberton and Medford Railroad,	5.95
Vincentown Branch Railroad,	2.84
Philadelphia and Long Branch Railroad,	49.07
Philadelphia and Beach Haven Railroad,	12.09
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Total railroads and ferries,	469.88
Delaware and Raritan Canal (U. N. J. R. R. & C. Co),	65.00
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Grand Total United Railroads of New Jersey Division,	535.88

Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company for the Year Ending December 31st, 1903.

GROSS EARNINGS FROM OPERATION.

From Freight Traffic,	\$15,469,066 87
Passenger Traffic,	10,092,868 91
Express Traffic,	1,044,458 45
Transportation of Mails,	504,490 99
Miscellaneous Sources,	257,287 81
Rents,	305,779 95
Delaware and Raritan Canal,	293,952 89
<hr/>	
Total,	\$27,958,915 87

OPERATING EXPENSES.

For Maintenance of Way and Structures,	\$3,050,752 62
Maintenance of Equipment,	3,070,390 52
Conducting Transportation,	13,943,727 46
General Expenses,	441,521 70
Delaware and Raritan Canal,	405,275 94
<hr/>	
Total,	20,922,668 24
<hr/>	
Net Earnings from Operation,	\$7,046,247 63

RAILROAD AND CANAL REPORTS.

To which add—

Dividend on Belvidere Delaware Railroad Company Stock,	\$50,420 00	
West Jersey and Seashore Railroad Company Stock,	43,427 50	
Associates of the Jersey Company Stock,	50,000 00	
Philadelphia and Camden Ferry Company Stock,	17,530 00	
Camden and Burlington County Railroad Company Stock,	11,418 00	
Trenton Delaware Bridge Company Stock,	7,912 00	
Paterson and Ramapo Railroad Company Stock,	600 00	
Perth Amboy and Woodbridge Railroad Company Stock,	3,000 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds,	5,136 00	
Income from Miscellaneous Sources,	32,038 21	
		221,481 71

Total income, \$7,267,729 34

Comptroller's Office,

The Pennsylvania Railroad Company,
Philadelphia, Pa., January 30th, 1904.

R. W. DOWNING,
Comptroller.

Total income, \$7,267,729 34

From which deduct as follows:

United New Jersey Railroad and Canal Company—

Dividend on \$21,240,400.00 stock at ten per cent.,	\$2,124,040 00
Interest on loan of 1908, \$841,000.00 at six per cent.,	50,460 00
Interest on loan of 1923, \$1,824,000.00 at four per cent.,	72,960 00
Interest on loan of 1929, \$6,020,000.00 at four per cent.,	240,800 00
Interest on loan of 1944, \$5,646,000.00 at four per cent.,	225,840 00
Interest on loan of 1951, \$5,669,000.00 at three and one-half per cent.,...	198,415 00
Organization,	10,000 00
Taxes (including Transit Duty),...	422,584 59
Interest on Mortgages and Ground Rents,	86,199 78
Interest on \$2,000,000.00 P. R. R. Co. First Mortgage four per cent. Bonds, issued account purchase N. Y. Pier Properties,	80,000 00
	\$3,511,299 37

10 RAILROAD AND CANAL REPORTS.

Philadelphia and Trenton Railroad Company—
 Dividend on \$494,100.00 stock at
 ten per cent., \$49,410 00
 Tax on capital stock paid State of
 Pennsylvania, 10,878 28

\$60,288 28

*Camden and Burlington County Railroad
 Company—*
 Dividend on \$381,925.00 stock at six
 per cent., \$22,915 50
 Interest on \$350,000.00 bonds at four
 per cent., 14,000 00
 Organization, 500 00

37,415 50

Vincentown Branch Railroad Company—
 Dividend on \$15,000.00 stock at six
 per cent., 900 00

*Mt. Holly, Lumberton and Medford Railroad
 Company—*
 Dividend on \$45,050.00 stock at six
 per cent., \$2,703 00
 Organization, 200 00

2,903 00

*Rocky Hill Railroad and Transportation
 Company—*
 Dividend on \$18,700.00 stock at six
 per cent., \$1,122 00
 Organization, 100 00

1,222 00

Connecting Railway Company—
 Dividend on \$3,613,650.00 stock at
 four per cent., \$144,546 00
 Interest on \$399,000.00 bonds at six
 per cent., 23,940 00
 Interest on \$1,000,000.00 bonds at four
 and one-half per cent., 45,000 00
 Interest on \$588,000.00 bonds at one
 and three-quarters per cent., 10,290 00
 Interest on \$592,000.00 bonds at one
 and three-quarters per cent., 10,360 00
 Taxes, 34,865 79

259,001 79

Trenton Delaware Bridge Company—
 Rental and taxes, 35,050 69

River Front Railroad Company—
 Rental and taxes, 14,431 07

RAILROAD AND CANAL REPORTS.

New York Bay Railroad Company—

Dividend on \$500,000.00 stock at four per cent.,	\$20,000 00	
Interest on \$467,073.99 debenture certificates at four per cent.,	18,682 96	
	<hr/>	\$38,682 96

Delaware River Railroad and Bridge Company—

Net earnings,	\$143,006 76	
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Perth Amboy and Woodbridge Railroad Company—

Net earnings,	57,110 68	
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Belvidere Delaware Railroad Company—

Net earnings,	235,255 03	
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Freehold and Jamesburg Agricultural Railroad Company—

Net earnings,	43,858 76	
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Kinkora and New Lisbon Railroad Company—

Net earnings,	257 55	
	<hr/>	479,488 78

Real Estate Expenditures in 1903:

United Railroads of New Jersey,....	\$57,001 14	
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Right of Way and Real Estate Expenditures in 1903:

Harsimus Cove,	8,032 82	
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Construction Expenditures in 1903:

United New Jersey Railroad and Canal Company,	1,697,405 90	
Harsimus Cove,	201,180 10	
Freehold and Jamesburg Agricultural Railroad,	4,400 00	
Camden and Burlington County Railroad,	11,080 70	
Philadelphia and Trenton Railroad, ..	193,891 50	
*Connecting Railway,	107,751 91	
Equipment, tug boats and car floats,..	345,900 00	
Shop tools and machinery,	145,222 00	
	<hr/>	\$2,771,866 07

\$7,222,549 51

Net profit, \$45,179 83

R. W. DOWNING,
Comptroller.

* Portion of.

RAILROAD AND CANAL REPORTS.

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, 1903, inclusive.

COST OF CONSTRUCTION.

<i>Dr.</i>		
To amount expended to December 31st, 1902,	\$19,779,709 43	
Amount expended in 1893,	1,699,785 90	
		\$21,479,495 33
<i>Cr.</i>		
By proceeds from sale of bonds, equipment and other property to December 31st, 1902,...	\$6,980,403 92	
Proceeds from sales in 1903,	2,380 00	
		6,982,783 92
Debit balance, January 1st, 1904,		\$14,496,711 41

REAL ESTATE.

<i>Dr.</i>		
To Amount expended to December 31st, 1902,...	\$3,467,381 09	
Amount expended in 1903,	73,526 14	
		\$3,540,907 23
<i>Cr.</i>		
By Proceeds from sale of real estate, materials, etc., to December 31st, 1902,	1,095,231 13	
Proceeds from sales in 1903,	16,525 00	
		1,111,756 13
Debit balance, January 1st, 1904,		\$2,429,151 10

HARSIMUS COVE CONSTRUCTION.

<i>Dr.</i>		
To Amount expended to December 31st, 1902,...	\$3,387,983 99	
Amount expended in 1903,	201,180 10	
		\$3,589,164 09
<i>Cr.</i>		
By United New Jersey Railroad and Canal Com- pany's stock,	\$2,258,708 55	
Proceeds from sale of buildings and materials to December 31st, 1902,	61,518 49	
Proceeds from sales in 1903,		
		2,320,227 04
Debit balance, January 1st, 1904,		\$1,268,937 05

RAILROAD AND CANAL REPORTS.

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1902, ..	\$1,214,641 36	
Amount expended in 1903,	8,032 82	
	<u> </u>	\$1,222,674 18

Cr.

By United New Jersey Railroad and Canal Com- pany's stock,	\$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1902,	300 00	
Proceeds from sales in 1903,	<u> </u>	741,591 45
Debit balance, January 1st, 1904,		\$481,082 73

SUMMARY.

Dr.

To Cost of Construction,	\$21,479,495 33	
Real Estate,	3,540,907 23	
Harsimus Cove Construction,	3,589,164 09	
Harsimus Cove—Right of Way and Real Estate,	1,222,674 18	
	<u> </u>	\$29,832,240 83

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property,	\$8,156,358 54	
United New Jersey Railroad and Canal Com- pany's stock,	3,000,000,00	
	<u> </u>	11,156,358 54
Debit balance, January 1st, 1904,		\$18,675,882 29

E. and O. E.

Philadelphia, Pa., January 30th, 1904.

R. W. DOWNING,

Comptroller.

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, 1903:

Capital stock paid in,	\$3,625,000 00
Bonded debt,	3,757,492 00
Floating debt—None.	

Cost of road and equipments,	\$7,830,582 50
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Dividends paid during the year 1903, and how paid—None.

The road extends from Camden, N. J., to Atlantic City, N. J.; Atco, N. J., to Mullica Hill, N. J.; Gloucester, N. J., to Mount Ephraim, N. J.; 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 167.56 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$921,777 43
Income from freight,	528,888 02
Income from other sources,	43,736 55
Total,	\$1,494,402 00

Expenditures during the year for working road including repairs, maintenance of way, motive power and contingencies,	\$1,370,422 31
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16 RAILROAD AND CANAL REPORTS.

P. O. address of the above company—Camden, N. J., and Reading Terminal, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler being duly sworn, on his oath says that he is Assistant Comptroller of Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER.

Sworn and subscribed before me this eighth day of February, A. D. 1904.

C. K. KLINK,
Notary Public.

My Commission Expires April 18th, 1907.

ACCIDENTS.

January 15th, 1903.—John Sondig, non-employe, fatally injured; struck by engine, Camden, N. J. — — —, conductor; E. McConaghy, engineer.

February 5th.—Charles C. Clark and Neil Clark, non-employes, non-fatally injured; struck by train, Camden, N. J. N. Laycock, conductor; P. Stohlberger, engineer.

February 8th.—George Swan, non-employe, fatally injured; struck by engine, Camden, N. J. A. W. Pinkerton, conductor; William H. Ward, engineer.

February 10th.—Lewis Allison, employe, non-fatally injured; fell from freight platform, Williamstown, N. J. L. Allinson, conductor; J. Black, engineer.

February 26th.—Mrs. Anna Bott, non-employe, fatally injured; struck by engine, Camden, N. J. A. F. Arthur, conductor; D. V. Smith, engineer.

RAILROAD AND CANAL REPORTS.

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March 26th.—J. C. Lugar, non-employe, non-fatally injured; collision, Cedar Brook, N. J. G. W. Morrison, conductor; W. R. Hammel, engineer.

April 6th.—Philip Strohlberger, employe, non-fatally injured; fell from car, Camden, N. J. — — —, conductor; P. Stohlberger, engineer.

May 17th.—Ferdinand S. Cobb, non-enmpolye, fatally injured; run over by engine, Ben Hands bridge, N. J. Little, conductor; Chas. Haglegans, engineer.

June 2d.—Henry Herderhaust, non-employe, fatally injured; struck by train, Magnolia, N. J. I. C. Stokes, conductor; E. M. Chaney, engineer.

June 10th.—William D. Hendrickson, employe, fatally injured; run over by cars, Camden, N. J. William Lodge, conductor; W. Atkinson, engineer.

June 23d.—Frank J. Weber, employe, non-fatally injured; fell from engine, Camden, N. J. A. J. Hernessey, conductor; H. Hummel, engineer.

July 25th.—William L. James, non-employe, non-fatally injured; jumped from train, Lawnside, N. J. G. A. Clark, conductor; G. M. Smith, engineer.

July 29th.—John Smith, non-employe, non-fatally injured; struck by train, Bellmawr, N. J. P. E. Smith, conductor; Chas. E. Smith, engineer.

August 3d.—Hunter F. Souders, non-employe, non-fatally injured; fell from car, Atlantic City, N. J. Geo. W. Morrison, conductor; Chas. H. Fahl, engineer.

August 9th.—Charles Husted, non-employe, non-fatally injured; struck by train, Egg Harbor, N. J. A. F. Arthur, conductor; D. Smith, engineer.

August 20th.—George W. Robinson, non-employe, fatally injured; struck by train, Haddon Heights, N. J. C. P. McLain, conductor; D. W. Short, engineer.

August 31st.—Charles Kiefer, non-employe, fatally injured; struck by train, Clementon, N. J. L. E. Mood, conductor; W. H. Murns, engineer.

September 3d.—Earl Chamberland, non-employe, non-fatally injured; jumping on train, Gloucester, N. J. W. H. McIntire, conductor; J. Barkham, engineer.

September 6th.—Henry Kauffman, Peter Hoppe, non-employes, fatally injured; struck by train, Gloucester, N. J. P. E. Smith, conductor; Chas. E. Smith, engineer.

October 17th.—William Kenney, non-employe, suicide, Kaighn's Point, Camden, N. J. ———, conductor; William Eagen, engineer.

November 4th.—James C. Barnhill, non-employe, non-fatally injured; struck by train, E. Gloucester, N. J. A. W. Pinkerton, conductor; E. E. Fraas, engineer.

December 11th.—Jacob Fill, employe, non-fatally injured; coupling cars, Camden, N. J. G. Dill, conductor; F. Laird, engineer.

December 17th.—Charles H. Oliver, non-employe, fatally injured; struck by train, Cape May, N. J. C. S. Hand, conductor; R. Finch, engineer.

RAILROAD AND CANAL REPORTS.

BALTIMORE AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$350,000 00
Bonded debt,	350,000 00
Floating debt,	106,644 49
Cost of road and equipments,	\$806,644 49

Dividends paid during the year 1903, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers—None.	
Income from freight,	\$180,429 50
Income from other sources—None.	

Total,	\$180,429 50
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Expenditures during the year for working road including repairs, maintenance of way, motive power and contingencies,	\$198,869 40
Deficit,	\$18,439 90

P. O. address of the above company—Foot of Whitehall street, New York City.

State of New York, New York county, *ss.*—George F. Randolph, 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 1903 are correct and true, to the best of his knowledge and belief.

GEO. F. RANDOLPH.

Sworn and subscribed before me this seventh day of January, A. D. 1904.

P. H. CASSIDY,
Notary Public, Queens County.
Certificate Filed in New York County.

ACCIDENTS.

February 10th.—William Post, brakeman, whilst assisting in putting cars away at Cranford, jumped from car to ground, sustaining a sprained ankle. Engineer, W. Rogers; conductor, Ira E. Kruser.

September 10th.—Albert J. Radcliffe, conductor on the B. & N. Y. Ry., was run over and instantly killed by Philadelphia and Reading Railroad Engine No. 566, at Cranford Junction, New Jersey. Engineer, John Shea; conductor, T. Fardy.

October 26th.—T. F. Brennan, conductor; J. H. Weeks and B. Travers, trainmen, slightly bruised in collision with dead train of cars at Lehigh Junction, near Cranford. Engineer, B. O'Connor; conductor, T. F. Brennan.

November 17th.—Chester R. Galloway, fireman on Engine 337, B. & N. Y. Ry., was badly scalded by escaping steam whilst on the Arthur Kill trestle; was taken to the Alexian Brothers Hospital in Elizabeth, where he died on November 23d, 1903. Engineer, George W. Ford; conductor, T. F. Brennan.

RAILROAD AND CANAL REPORTS.

BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Barnegat Railroad Company presents the following report for the year ending December 31st, 1903:

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

The road extends from Barnegat City Junction to Barnegat City, N. J., a distance of seven and seventy-three hundredths miles.

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

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

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

SAM'L REA.

Sworn and subscribed before me this thirtieth day of January, A. D. 1904.

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

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

Dividends paid during the year 1903, and how paid—None.

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

RAILROAD AND CANAL REPORTS.

BELVIDERE DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$1,253,000 00
Bonded debt,	2,749,000 00
Floating debt—None.	

Cost of road and equipments,	\$4,134,836 86
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The road extends from—	Miles.
Trenton, N. J., to Manunka Chunk, N. J.,	67.49
Coalport, in Trenton, N. J., to East Trenton, N. J.	1.67
Lambertville, N. J., to Flemington, N. J.,	11.55
Martin's Creek, N. J., to Bangor and Portland Ry. Junc., Penna.,	0.29
Total,	81.00

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

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

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

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

JNO. P. GREEN.

Sworn and subscribed before me this thirtieth day of January, A. D. 1904.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$314,393 03
Income from freight,	1,046,889 05
Income from other sources,	33,093 16
	<hr/>
Total,	\$1,394,375 24

Expenditures during the year for working road including repairs, maintenance of way, motive power and contingencies, \$1,159,120 21
Dividends paid during the year 1903, and how paid—One of five per cent., payable in cash.

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

BERGEN COUNTY RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies or the State, the Erie Railroad Company, as lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1903:

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

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

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

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

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

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

F. D. UNDERWOOD.

26 RAILROAD AND CANAL REPORTS.

Sworn and subscribed before me this 23d day of February,
A. D. 1904.

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

RECEIPTS AND EXPENSES FOR 1903.

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

January 22d.—Chas. Kuller, right foot cut off; fell from
moving train; trespasser.

February 28th.—Martin Stupel, back and shoulder bruised;
struck by train.

March 19th.—M. L. Ramsey, brakeman, head bruised, body
shocked; struck by electric wire.

May 14th.—M. Alexander, laborer; cut over eye while un-
loading car of iron.

May 23d.—T. H. Van Blarcom, killed; struck by train.

May 23d.—P. Griffith, killed; struck by train.

May 27th.—H. E. Taylor, fireman, head bruised; fell from
engine.

November 2d.—E. Jeandran, right forearm contused; struck
by piece of iron.

November 8th.—D. Hopper, carpenter, head cut; working on
bridge.

BERGEN AND DUNDEE RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Bergen and Dundee Railroad, presents the following report for the year ending December 31st, 1903:

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

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

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

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this 23d day of February,
A. D. 1904.

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

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

Nothing to report.

BRIGANTINE TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Brigantine Transportation Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$350,000 00
Bonded debt,	75,000 00
Floating debt,	62,331 06
Cost of road and equipments,	\$413,535 37

Dividends paid during the year 1903, and how paid—None.

The road extends from Absecon Inlet to Brigantine Inlet, a distance of 5.91 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$7,293 18
Income from freight,	178 34
Income from other sources,	662 82

Total, \$8,134 34

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$15,938 95

REMARKS.

This company was placed in the hands of a Receiver November 18th, 1903. The road has not been in operation since that date.

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P. O. address of the above company—R. D. A. Parrott, Secretary, P. O. Box 253, Atlantic City, N. J.

State of New Jersey, Atlantic county, ss.—R. D. A. Parrott, being duly sworn, on his oath says, that he is Secretary of the Brigantine Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

R. D. A. PARROTT.

Sworn and subscribed before me this 24th day of March, A. D. 1904.

ALBERT W. IRVING,
Notary Public of N. J.

ACCIDENTS.

None.

BUENA VISTA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following for the year ending December 31st, 1903:

Capital stock paid in,	\$21,400 00
Floating debt,	1,705 57
Cost of road and equipments,	\$23,105 57

The road extends from Greenwich to Cohansey creek, a distance of one and three-hundredths miles.

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

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

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

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 1903, 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.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$381,925 00
Bonded debt,	350,000 00
Floating debt,	32,162 75
Cost of road and equipments,	\$764,087 75

The road extends from Camden, N. J., to Pemberton, N. J., 22.46 miles; from Burlington, N. J., to Mount Holly, N. J., 7.15 miles—a total distance of 29.61 miles.

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

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

State of Pennsylvania, Philadelphia county, ss.—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Camden and Burlington County Railroad, and that the fore-

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

SAM'L REA.

Sworn and subscribed before me this thirtieth day of January, A. D. 1904.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$184,321 40
Income from freight,	99,283 29
Income from other sources,	47,993 48
	<hr/>
Total,	\$331,598 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$310,385 26	
Dividends paid during the year 1903, and how paid—Two of three per cent. each, payable in cash.	

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

RAILROAD AND CANAL REPORTS.

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

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Cape May, Delaware Bay and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	\$307,757 06

Dividends paid during the year 1903, and how paid—None.

The road extends from Sewell's Point, N. J., to Cape May Point and Cape May City, N. J., a distance of 7.458 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$19,042 20
Income from freight—None.	
Income from other sources,	63 26
Total,	\$19,105 46

Expenditures during the year for working road including repairs, maintenance of way, motive power and contingencies, \$31,439 99

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

RAILROAD AND CANAL REPORTS.

Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER.

Sworn and subscribed before me this eighth day of February,
A. D. 1904.

C. K. KLINK,
Notary Public.

My Commission Expires April 18th, 1907.

ACCIDENTS.

None.

CARTERET EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$23,600 00
Floating debt,	9,938 33
Cost of road and equipments,	\$33,538 33

The road extends from Carteret to Staten Island Sound, a distance of 1 82/100 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, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the Carteret Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

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

Dividends paid during the year 1903, 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.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret and Sewaren Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$24,800 00
Cost of road and equipments,	\$23,984 02

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

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

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

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February,
A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

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

Dividends paid during the year 1903, 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.

RAILROAD AND CANAL REPORTS.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$27,418,800 00
Bonded debt,	52,087,100 00

Dividends paid during the year 1903, and how paid—Four (4) dividends of two (2) per cent. each, in all eight (8) per cent., on par value of stock paid in cash.

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

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

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$2,501,431	34
Income from freight,	6,953,810	50
Income from other sources,	2,240,580	85
	<hr/>	
Total,	\$11,695,822	69
Expenditures during the year for working road, including re-		
pairs, maintenance of way, motive power and contingencies,	\$7,898,651	92

REMARKS.

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

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

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

GEO. F. BAER.

RAILROAD AND CANAL REPORTS. 43

Sworn and subscribed before me this 23d day of February,
A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

ACCIDENTS.

Coupling or Uncoupling—Employees.

January 14th, 1903.—Geo. Romer, driller, injured at Jersey City yard. Engineer, Thos. Benjamin; conductor, Chas. Harvey.

January 22d.—John Murphy, driller, injured, Jersey City yard. Engineer, E. VanBilliard; conductor, M. Lyman.

Jan. 23d.—Danl. Edeline, machinist, injured at Phillipsburg shops.

January 29th.—Nathan Sutton, brakeman, finger injured at Elizabethport. Engineer, S. Walters; conductor, Geo. Barnes.

February 17th.—Morris D. Bauer, brakeman, injured at Elizabeth. Engineer, Thos. Bowe; conductor, P. J. Cahill.

February 27th.—P. J. Mahoney, conductor, injured at DeLamar. Engineer, — Rowlands; conductor, P. J. Mahoney.

February 28th.—Harry R. Wilson, brakeman, hand crushed at Jersey City freight yard. Engineer, Edw. Book; conductor, Jas. McGowan.

March 8th.—Samuel Strain, driller, ankle injured at Jersey City. Engineer, G. N. Hadden; conductor, G. F. Stocknet.

March 11.—S. H. Phipps, conductor, injured at Sewaren. Engineer, A. C. Shank; conductor, S. H. Phipps.

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March 16.—Geo. F. Stocknet, conductor, injured at Jersey City. Engineer, M. F. Hearn; conductor, Geo. F. Stocknet.

April 6th.—W. H. Henderson, brakeman, injured at Phillipsburg. Engineer, Geo. Voight; conductor, D. Honley.

April 13th.—Fred. A. Miller, brakeman, injured at Maurers. Engineer, A. C. Shank; conductor, S. H. Phipps.

April 19th.—Thos. Keelan, driller, injured at Jersey City yard. Engineer W. H. Pierce; conductor, Wm. Wilson.

April 30th.—Chris Halke, brakeman, injured at Jersey City. Engineer, J. R. Hill; conductor, Jas. Leonard.

May 4th.—J. C. Medenbach, conductor, injured at Jersey City. Engineer, John Funk; conductor, J. C. Medenbach.

May 4th.—Tony Salve, laborer, injured at Elizabeth. Engineer, H. Klein; conductor, Cyrene Warman.

May 8th.—Ike Waters, carpenter helper, injured at East 22d street round house, Bayonne.

May 13th.—Con. Dwyer, brakeman, injured at Jersey City freight yard. Engineer, Edw. Book; conductor, Jas. Walsh.

May 27th.—W. L. Tinsman, brakeman, injured, Dunellen yard. Engineer, Smith Watson; conductor, O. H. Day.

June 20th.—J. E. Rinehart, brakeman, injured at Roselle. Engineer, F. Wilkinson; conductor, W. J. Cullen.

June 6th.—Felix McTiernan, car inspector, injured at West 8th street. Engineer, P. H. Willever; conductor, H. Shuck.

July 1st.—A. B. Struthers, conductor, injured at Elizabethport. Engineer, Wm. O'Brien; conductor, A. B. Struthers.

RAILROAD AND CANAL REPORTS.

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July 1.—E. Hockenberry, brakeman, injured at Bound Brook. Engineer, W. W. Snyder; conductor, J. Degnan.

July 15th.—A. R. Painter, brakeman, injured at West 8th street. Engineer, Chas. Friendt; conductor, Jos. Harrison.

July 17th.—T. F. Walsh, brakeman, injured at Jersey City yard. Engineer, Jas. McIntyre; conductor, Frank Schultz.

August 17th.—Jos. N. Graham, brakeman, slightly injured at Jersey City freight yard. Engineer, Wm. Lewis; conductor, F. A. Boyd.

August 12th.—Wm. Keyser, brakeman, injured at Elizabethport. Engineer, J. Crowley; conductor, Thos. Marley.

August 17th.—F. Willis, brakeman, injured at Wharton. Engineer, J. M. Hance; conductor, L. Stametz.

August 22d.—Robert Elliott, brakeman, injured at Jersey City. Engineer, S. Walters; conductor, E. J. Kuk.

August 23d.—J. A. McDonald, brakeman, injured at Jersey City. Engineer, H. S. Painter; conductor, Geo. Dumphey.

September 10th.—D. J. Young, brakeman, injured at Elizabethport. Engineer, Geo. Carey; conductor, H. M. Haggerty.

November 12th.—A. Nixon, brakeman, injured at Phillipsburg. Engineer, W. Kelly; conductor, P. Bloom.

November 23d.—Martin Olds, brakeman, injured at Jersey City. Engineer, M. Ahearn; conductor, Thos. C. Lowndes.

December 4th.—P. McGrath, driller, injured at Jersey City freight yard. Engineer, Stephen Brown; conductor, W. Wilson.

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December 8th.—Frank Willard, brakeman, injured at Elizabethport. Engineer, W. H. Condit; conductor, C. H. Yeagle.

December 12th.—M. Corbin, brakeman, injured at Claremont. Engineer, C. Hodge; conductor, L. Homler.

December 18th.—T. W. Marshall, conductor, injured at High Bridge. Engineer, Lodi Smith; conductor, T. W. Marshall.

December 27th.—C. C. Genung, driller, injured at Jersey City freight yard. Engineer, Stewart Walters; conductor, Geo. F. Reader.

Coupling or Uncoupling—Non-employes.

January 7th, 1903.—Mrs. A. R. Newhall, passenger, injured at Plainfield. Engineer, F. Wyncoop; conductor, W. E. Case.

Collisions—Employes.

January 27th, 1903.—J. F. Davis, engineman, killed at Westfield; S. F. McCarthy, fireman, injured at Westfield. Engineer, J. F. Davis; conductor, T. McEwan. Engineer, J. Lutz; conductor, J. R. Day.

February 4th.—J. Hogan, fireman, injured at Elizabeth; Engineers, M. Wall and P. Harsell; conductors, A. E. Brown and S. Waidman.

February 10th.—W. B. Meyer, conductor, injured at Bloomsbury. Engineer, Thos. Shutt; conductor, W. B. Meyer.

February 13th.—Edward Conley, fireman, slightly injured at Avenue yard, Elizabethport. Engineer, Chas. Leyh; conductor, S. W. Rant.

February 16th.—Thos. Bird, driller, and John Kirk, conductor, injured at Jersey City passenger yard. Engineer, A. Quaife; conductor, J. T. Kirk.

RAILROAD AND CANAL REPORTS. 47

March 25th.—C. T. Murtha, engineman, injured at Elizabethport. Engineer, C. T. Murtha; conductor, — — —.

April 11th.—M. Bowlby, conductor, and F. P. Wendell, brakeman, injured at White House. Engineer, Chas. Toomey; conductor, M. Bowlby.

April 12th.—Geo. Churchill, flagman, injured at Plainfield (Clinton avenue.) Engineer, H. Dumke; conductor, John Burke.

April 28th.—Harry Kennedy, brakeman, injured at Elizabethport. Engineer, Wm. Hunt; conductor, J. F. Walsh.

May 2d.—Jacob Goff, brakeman, injured at Jersey City passenger yard. Engineer, Peter Snyder; conductor, W. B. Appleton.

May 17th.—A. Dilling, engineman, and A. Creighton, fireman, injured at Green Brook. Engineers, A. Dilling and Fred. Price; conductors, John Whilley and Chris. Urbach.

June 13th.—Geo. Leggett, engineman; Frank Miller, fireman, and Thomas Haggerty, baggagemaster, injured at county line. Engineer, Geo. Leggett and A. A. McDevitt; conductors, J. W. Cummins and W. H. Snyder.

August 15th.—J. McAllister, flagman, injured at Phillipsburg. Engineer, H. Bellamy; conductor, W. B. Meyers.

August 28th.—T. Hopkins, fireman, injured at Jersey City. Engineers, S. Walter and M. Rausch; conductors, F. Kronk and J. Anderson.

September 16th.—A. J. Mink, brakeman, killed; J. VanFleet, engineer; D. Hummer, engineer; F. Haelig, fireman; C. Burke, fireman; injured at Spring street, Elizabeth. Engineers, J.

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VanFleet and D. Hummer; conductors, F. VanAtta and J. P. English.

September 27th.—Wm. Sanderson, driller, injured at Jersey City. Crew unknown.

October 9th.—Patrick Norton, fireman, injured at Perth Amboy. Engineer, J. Butler; conductor, J. T. Dolbeer.

December 9th.—M. C. Holman, fireman, injured at Netherwood. Engineers, Jas. Durbarow and F. Rheinling; conductors, A. E. Streeper and E. Lichtenwalter.

Collisions—Non-employees.

January 27th, 1903.—W. V. M. Clark, R. B. Chandler, T. A. Cummings, J. Currid, E. A. Flynn, E. Giles, J. Hallett, Jr., H. G. Hand, R. W. Happersett, F. J. Hardingham, Miss Lena Linbarger, H. L. Mahan, N. Patterson, G. E. Reed, E. Reighten, A. G. Rogers, F. A. Smith, C. T. Thayer, H. W. Tomlinson, C. A. Waldron, E. W. Williams, one unidentified body. Passengers killed at Westfield. Engineers, J. Lutz and J. F. Davis; conductors, J. R. Day and T. McEwan.

January 27th.—Miss C. Alberts, R. M. Apgar, Mrs. A. Balch, J. W. Beekman, C. M. Bennett, Miss F. Bilyer, Mrs. A. M. Boone, Mrs. C. L. Boone, Miss E. C. Boone, C. A. Braider, E. Britton, R. E. Burke, E. Burr, F. A. Burr, N. Burscher, A. A. Cannon, A. E. Case, Miss F. Casenove, G. L. Chandler, L. L. Chatel, J. F. Clark, H. Cohen, W. A. Conger, Miss M. M. Conover, J. E. Cooper, D. J. Courain, Geo. Creveling, Miss E. E. Cutter, T. M. Day, M. P. Dempsey, Ira DeCamp, R. H. Dunn, W. E. Dunn, Miss M. E. Everett, G. Force, W. S. Fredericks, J. H. Freeman, H. A. George, W. Giddes, Mrs. A. C. Greenleaf, Mrs. L. Harris, Miss Rose Haynes, H. Henry, E. M. Honeyman, P. M. Ising, A. J. Johnson, F. Kanan, A. L. Laggren, C. R. Langworthy, A. M. Line, Miss Mary Line, Miss

RAILROAD AND CANAL REPORTS.

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B. Lord, H. V. Lough, Miss Margaret Meaney, Mrs. R. Mitchell, J. Mulholland, W. J. Keefer, J. C. Ogden, A. Osman, Miss C. Pangborne, J. K. Parker, G. D. Patten, A. L. Quernan, Wolf Richmond, H. J. Runyon, Mrs. W. F. Runyon, W. M. Sampson, Miss Nina Seargent, Miss Kitty Shey, W. S. Shotwell, Miss E. Simonson, Miss E. Strauss, H. E. Stryker, E. W. Thomas, Mrs. S. Tinkham, T. E. Touseau, Mrs. J. A. Tyler, W. Vanderverter, H. R. Voorhees, C. J. Ward, Jr., G. A. Wegefarth, W. T. Windle, J. V. Woodruff, W. Zerkman. Passengers injured at Westfield. Engineers, J. Lutz and J. F. Davis; conductors, J. R. Day and T. McEwan.

February 4th.—J. L. Johnson, passenger, injured at Elizabeth. Engineers, M. Wall and P. Harsell; conductors, A. E. Brown and S. Waidman.

May 12th.—Ignatz Moskwitz, passenger, injured at White House. Engineers, R. Arthur and Wm. Smith; conductors, C. Stein and John Burke.

November 26th.—Thos. V. McLaughlin, Wm. Duane, Howard Calmar, John Sterling, Samuel T. Beans, J. L. Frank, John Fulson, Jos. Miller, Dan Coogan, Herman Oberst, Harry Woods, Archibald Moore, Wm. Tracey, Fred. Shultz, John McAteer, Thos. P. McGlennon, Alex. Regan, Thomas Moran, Louis Blum and T. H. Donahue, passengers, injured at Elizabethport. Engineer, A. Smith; conductor, J. J. Kennedy.

Derailments—Employes.

February 16th, 1903.—H. J. Miller, brakeman, slightly injured at avenue yard, Elizabethport. Engineer, W. H. Condit; conductor, C. H. Yeagle.

April 10th.—Arthur M. Bogart, engineman, and C. E. Brooks, fireman, killed; Theo. Leiss, brakeman, fatally injured at Elizabethport. Engineer, A. M. Bogart; conductor, A. B. Struthers.

May 11th.—H. Shirrey, engineman, killed at Bound Brook. Engineer, H. Shirrey; conductor, C. N. Shafer.

July 11th.—D. L. Cain, brakeman, injured at Bayonne. Engineer, I. Funk; conductor, Chas. Bennis.

September 18th.—F. Rehm, fireman, injured at Lister's works, on Manufacturers' Branch. Engineer, S. Curtis; conductor, T. M. Turbett.

September 24th.—T. McAuliffe, brakeman, injured at Jersey City. Engineer, Wm. Grant; conductor, L. D. Bates.

Falling from Trains, Locomotives or Cars—Employes.

January 1st, 1903.—A. Kaplan, brakeman, injured at Jersey City freight yard. Engineer, John Allen; conductor, H. J. Wertman.

January 14th.—S. C. Rorer, fireman, injured seriously at Communipaw round house.

January 31st.—Edw. Gorman, fireman, injured at Hampton. Engineer, J. Vanatta; conductor, ———.

February 1st.—J. E. Platt, brakeman, injured near Lebanon. Engineer, Wm. Creveling; conductor, P. W. Cowell.

February 2d.—Jas. Cyphers, fireman, injured near Bloomsbury. Engineer, J. Powelson; conductor, ———.

February 6th.—B. O'Brien, brakeman, slightly injured at Sewaren. Engineer, W. O'Brien; conductor, J. H. Lane.

February 17th.—Andrew Burke, driller, injured at Jersey City freight yard. Engineer, Thos. Benjamin; conductor, Wm. Wilson.

RAILROAD AND CANAL REPORTS.

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February 18th.—Andrew Struthers, conductor, injured at avenue yard, Elizabethport. Engineer, A. Bogart; conductor, A. B. Struthers.

February 20th.—J. C. Russell, brakeman, injured at Plainfield. Engineer, J. E. Haynes; conductor, F. A. Bowlby.

February 27th.—Jas. W. Payne, brakeman, injured at Jersey City freight yard. Engineer, R. Leasher; conductor, Geo. Gooley.

March 6th.—Jas. Slear, assistant yard master, injured at Jersey City yard. Engineer, Fred. August; conductor, Edw. Fitzpatrick.

March 7th.—Chester R. Cole, driller, injured at Elizabethport. Engineer, A. Bogart; conductor, A. B. Struthers.

March 18th.—Martin Olds, brakeman, injured at Jersey City yard. Engineer, C. Marton; conductor, M. Langman.

March 21st.—Wm. Covert, brakeman, injured at Rockaway yard. Engineer, E. Butler, conductor, W. Kelsey.

March 31st.—W. E. Schackel, shop employe, injured at Elizabethport. Train unknown.

April 3d.—Wm. Hoffman, brakeman, injured at Bound Brook. Engineer, M. Rausch; conductor, John Anderman.

April 21st.—Paul Cavanaugh, brakeman, injured at Elizabethport. Engineer, B. S. Moore; conductor, T. H. Berry.

April 22d.—Jos. M. Kelly, conductor, injured at Claremont. Engineer, Edw. Manning; conductor, J. M. Kelly.

May 2d.—Dennis McMullen, brakeman, injured at Hampton. Engineer, Wm. Taylor; conductor, W. H. Snyder.

May 11th.—Geo. Van Riper, driller, injured at Newark. Engineer, A. C. Bradley; conductor, E. Burns.

May 19th.—G. Gartz, fireman, injured at Elizabeth. Engineer, J. Potts; conductor, E. Fry.

May 29th.—E. E. Kiyler, driller, injured at Elizabeth. Engineer, Thos. Bowe; conductor, Chas. McGinty.

May 29th.—Chas. Hack, brakeman, injured at Plainfield. Engineer, J. Ianson; conductor, F. A. Bowlby.

May 30th.—Frank H. Crane, brakeman, injured at Westfield. Engineer, C. VanMiddlesworth; conductor, M. A. Knapp.

June 18th.—Thos. E. Kegan, brakeman, injured at Newark. Engineer, S. Lowry; conductor, W. J. Magee.

June 27th.—Jas. Conley, brakeman, injured at Minnisink, Pa. Engineer, W. R. Hunt; conductor, J. F. Walsh.

July 19th.—John McLaughlin, brakeman, injured near Westfield. Engineer, John Shea; conductor, J. M. Kelly.

July 27th.—L. Stockbower, brakeman, injured at Lake Junction. Engineer, R. H. Nixon; conductor, C. F. Hockenberry.

July 30th.—A. Craig, brakeman, injured at Plainfield. Engineer, J. Ianson; conductor, F. A. Bowlby.

August 2d.—H. P. Lawder, conductor, injured at Cranford Junction. Engineer, C. Tomey; conductor, H. P. Lawder.

September 2d.—Geo. Dolbeer, brakeman, injured at Perth Amboy. Engineer, G. W. Ahle; conductor, Thos. Prendergast.

September 14th.—P. J. Ganter, fireman, injured at White House. Engineer, P. Eder; conductor, E. E. Fry.

RAILROAD AND CANAL REPORTS. 53

September 15th.—J. J. Carney, brakeman, injured at Jersey City. Engineer, A. Simms; conductor, M. Dougherty.

September 18th.—Geo. Bimler, brakeman, injured at Bloomsbury. Engineer, Edgar Person; conductor, Robert Greeg.

October 16th.—Oscar Forner, fireman, injured at Green Brook. Engineer, Aaron Martin; conductor, J. R. Day.

October 22d.—Douglas Keck, fireman, injured at Lincoln. Engineer, H. Bellamy; conductor, Wm. Burke.

November 2d.—A. F. Guest, brakeman, injured at Hopatcong Junction. Engineer, G. Bodine; conductor, John Baughart.

December 3d.—T. K. Young, yardmaster, injured at Port Johnston. Engineer, W. Steiner; conductor, P. Galvin.

December 5th.—Willard Stout, brakeman, injured at Phillipsburg. Engineer, R. Hill; conductor, H. S. Davidson.

December 24th.—W. S. Struthers, brakeman, injured at Elizabethport. Engineer, W. O'Brien; conductor, A. B. Struthers.

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

January 20th, 1903.—Rev. B. J. Coltorti, passenger, injured at Elizabeth. Engineer, Geo. Leggett; conductor, W. S. Campbell.

January 28th.—H. Sullivan, trespasser, injured at German Valley. Engineer, J. McCormick; conductor, D. W. Sliker.

February 5th.—Wm. Burns (age 9 years), trespasser, killed at Elizabethport. Engineer, J. Donovan; conductor, Geo. Gerard.

March 20th.—John McMill (age 3½ years), injured at Elizabethport. Engineer, Martin Maloney; conductor, D. C. Johnson.

May 11th.—Agnes McMahon (2 years), slightly injured at Elizabethport. Engineer, A. F. Shedd; conductor, G. B. VanNortwick.

May 30th.—John J. Hill, passenger (claims), injured at Pacific avenue, Jersey City. Engineer, J. Pettit; conductor, L. H. Taylor.

June 17th.—E. A. Robinson, passenger, injured at Jackson avenue, Jersey City. Engineer, W. Bennett; conductor, T. J. McCabe.

July 1st.—Mrs. Annie Murphy, passenger (claims), injured at Jersey City. Engineer, Wm. Dunham; conductor, Geo. Terrill.

July 13th.—Mamie Orlski, trespasser, injured at Centreville. Engineer, Jos. Leaming; conductor, W. Isaacson.

July 29th.—Charles Murphy, trespasser, slightly injured near Valley. Engineer, — — —; conductor, — — —.

August 14th.—Peter Belger, trespasser, killed west of North Branch. Engineer, P. Reed; conductor, J. H. Meehan.

August 16th.—Floyd Drake, trespasser, killed at Asbury. Engineer, R. Bonner; conductor, John Flinn.

September 26th.—C. G. Bowers, M. D., trespasser, killed near E. 49th street. Engineer, J. Creedon; conductor, J. L. Fryburg.

November 24th.—Lewis Price, trespasser, injured at Phillipsburg; Engineer, Wm. J. McLaughlin; conductor, Jas. McGowan.

RAILROAD AND CANAL REPORTS. 55

December 4th.—A. T. Wolf, passenger (claims), injured at Jersey City. Engineer, C. Clapp; conductor, W. P. Hibler.

December 12th.—Jos. Engle, fatally injured near High Bridge. Engineer, J. E. Dineen; conductor, H. Kenwick.

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

January 6th, 1903.—Geo. Papon, sectionman, slightly injured at Brills. Engineer, S. L. Jones; conductor, F. S. Lewis.

January 13th.—D. C. Manning, injured at Cranford Junction. Engineer, Geo. Koehler; conductor, F. L. Hooven.

January 13th.—Walter H. Evans, engineman, injured at Green Brook. Engineer, W. H. Evans; conductor, T. L. Blair.

January 13th.—R. G. Farrington, brakeman, injured at Plainfield. Engineer, Wm. Garrity; conductor, C. H. Dineen.

March 2d.—Jas. A. Welsh, driller, injured at Jersey City freight yard. Engineer, Frank August; conductor, Frank Boyd.

April 10th.—Frank Boyd, conductor, injured at Jersey City freight yard. Engineer, M. Ahearn; conductor, Frank Boyd.

April 24th.—Thos. Treanor, brakeman, injured at Hampton. Engineer, J. Pettit; conductor, H. S. Davidson.

May 5th.—John Detit, laborer, injured at Elizabeth creek draw.

May 9th.—Jos. Keating, brakeman, injured at Jersey City freight yard. Engineer, S. Walters; conductor, M. Lyman.

56 RAILROAD AND CANAL REPORTS.

May 28th.—Geo. Harper, brakeman, injured at Jersey City freight yard. Engineer, M. Wall; conductor, Frank Boyd.

July 24th.—L. D. Alpaugh, brakeman, injured at High Bridge. Engineer, C. Bowe; conductor, S. A. Crook.

August 17th.—Frank A. Boyd, conductor, injured at Jersey City freight yard. Engineer, Wm. Lewis; conductor, F. A. Boyd.

August 31st.—J. Harrington, brakeman, injured at Port Johnston. Engineer, P. H. Willover; conductor, John Kennedy.

October 3d.—Clarence Laubach, fireman, injured at Glen Gardner. Engineer, C. Quick; conductor, F. W. Reed.

October 16th.—Nelson Seip, brakeman, injured at Ferremont Junction. Engineer, J. F. Perry; conductor, J. F. Snyder, Sr.

December 2.—T. K. Young, employe, injured at Port Johnston. Engineer, W. Steiner; conductor, P. Galvin.

December 13th.—R. M. Sherman, brakeman, injured at Jersey City freight yard. Engineer, Edw. Space; conductor, Geo. F. Ridder.

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

February 7th, 1903.—James Grau, passenger, injured at Newark. Engineer, P. Lowery; conductor, W. J. McGee.

February 23d.—Oscar Frederick, passenger, killed at Newark. Engineer, B. Wolverton; conductor, J. H. Saylor.

March 7th.—Dr. R. B. Dearborn, passenger, injured at Elizabeth. Engineer, John Kiple; conductor, Wm. Meehan.

RAILROAD AND CANAL REPORTS. 57

March 12th.—Mrs. A. Staples, passenger (claims), injured at Pacific avenue, Jersey City. Engineer, R. Wolverton; conductor, W. Creveling.

March 16th.—Unknown woman, passenger, injured at Broad street, Newark. Engineer, J. A. Butler; conductor, Samuel Waidman.

March 23d.—John Olson, passenger, injured at Claremont. Engineer, G. Jackson; conductor, W. E. Ming.

March 25th.—C. Alloway, passenger, slight injury at Jersey City. Engineer, J. Regan; conductor, M. M. Henry.

April 11th.—T. Bailey, passenger, injured at Elizabethport. Engineer, G. Fox; conductor, R. A. Bellis.

April 11th.—M. B. Bloomer, passenger, injured at Cranford. Engineer, Frank Wynkoop; conductor, M. L. Rarick.

April 15th.—Chas. E. Utter, passenger (claims) injured at Plainfield. Engineer, — — —; conductor, Wm. Barnes.

April 18th.—W. Wallace, trespasser, injured at Elizabethport. Engineer, Edw. Person; conductor, Robt. Gregg.

April 29th.—John Vussler, passenger, injured at High Bridge. Engineer, Peter Reed; conductor, John Harrison.

May 5th.—R. G. Leggren, passenger, injured at Elizabethport. Engineer, Geo. Clinckner; conductor, M. R. Mulford.

May 8th.—M. Dougherty, passenger, injured at Jersey City Terminal. Engineer, O. Rudden; conductor, P. C. Jeffers.

May 19th.—Andrew Moske, trespasser, injured at Hampton. Engineer, Chas. Edwards; conductor, Reuben Hoats.

58 RAILROAD AND CANAL REPORTS.

May 20th.—Unknown man, trespasser, injured at Elizabeth. Engineer, W. Murphy; conductor, H. S. Davidson.

May 21st.—W. Hinckey, trespasser, injured at Greenville. Engineer, G. Jackson; conductor, W. E. Ming.

May 22d.—Mrs. F. J. Bissinger, passenger, injured at Jackson avenue, Jersey City. Engineer, Jas. Butler; conductor, L. L. Brightman.

May 22d.—Geo. Lanning, trespasser, injured at Asbury. Engineer, Geo. Leggett; conductor, J. W. Crimins.

May 23d.—Unknown man, passenger, injured at Jersey City. Engineer, J. F. Frech; conductor, M. H. Henry.

May 30th.—Chas. Gargano, trespasser, injured at Elizabeth creek draw. Engineer, John Mulford; conductor, Wm. Batson.

June 1st.—Cornelius Newman, passenger, injured at Jersey City. Engineer, Lloyd Clarke; conductor, J. W. VanHouten.

June 16th.—Walter Rotsizner, passenger, injured at Perth Amboy; Engineer, A. Galloway; conductor, E. R. Brant.

June 7th.—Thos. Johnson, passenger, injured at Newark. Engineer, Wm. McLaughlin; conductor, J. J. Kennedy.

June 29th.—Miss Lafkowitz, passenger, slightly injured at East 22d street.

June 29th.—E. Luther, passenger, slightly injured at East 22d street. Engineer, S. Walters; conductor, C. W. Keyser.

July 1st.—C. W. Keuss, slightly injured at Elizabethport. Engineer, N. Sheridan; conductor, Phil. Backer.

July 1st.—John Thoop, trespasser, injured at Bound Brook. Engineer, P. Hartzell; conductor, H. O. Davidson.

RAILROAD AND CANAL REPORTS.

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August 5th.—Dr. J. T. Fritts, passenger, injured at Somerville. Engineer, F. Wilcox; conductor, W. W. Barnes.

August 9th.—Julius Kuleskow, passenger, killed at West 8th street. Crew unknown.

August 14th.—John Hughes, passenger, injured at West 8th street. Engineer, S. Lowery; conductor, J. W. VanHouten.

August 22d.—W. B. Carrew, passenger, killed at Spring street, Elizabeth. Engineer, John VanFleet; conductor, Frank VanAtta.

August 22d.—Unknown man, slightly injured at East 22d street. Engineer, John Rich; conductor, D. Kirk.

September 6th.—Edward Conway, passenger, killed at West Side avenue. Engineer, C. Clapp; conductor, Geo. K. McVey.

October 1st.—Thos. Jozwiak, trespasser, injured at Woodbridge Junction. Engineer, F. Bickle; conductor, D. Sullivan.

November 1st.—C. W. Peper, passenger, slightly injured at Branchport. Engineer, John Koehler; conductor, F. O. Webster.

November 14th.—Geo. Keideling, passenger, seriously injured at Newark. Engineer, S. Lowery; conductor, F. L. Lewis.

November 18th.—Mrs Beckelin, trespasser, injured at Elizabethport. Engineer, H. Wolfskeil; conductor, J. Barry.

November 25th.—W. Williams, passenger, injured at South Amboy. Engineer, C. Pittenger; conductor, M. A. Knapp.

November 30th.—George Yanous, trespasser, injured at Bayonne. Engineer, L. Wappler; conductor, Jas. Bigley.

60 RAILROAD AND CANAL REPORTS.

December 1st.—H. B. Evans, passenger, slightly injured at Elizabeth. Engineer, Saml. Lowery; conductor, W. J. Magee.

December 2d.—John Murphy, passenger, injured at West 8th street. Engineer, L. Bradshaw; conductor, F. S. Lewis.

December 10th.—Wm. DeReamer, trespasser, injured at Phillipsburg. Engineer, J. Warner; conductor, J. Hulsizer.

December 12th.—E. B. McCready, trespasser, injured at Vulcanite. Engineer, E. O. Connor; conductor, John Tracey.

December 22d.—John Goldman, passenger, injured at Newark. Engineer, Stewart Jones; conductor, R. A. Bellis.

December 23d.—Mrs. Elizabeth Anderson, passenger, injured at Lorraine. Engineer, M. Kennedy; conductor, M. H. Dunn.

December 24th.—John Regan, trespasser, injured at bay draw bridge. Engineer, Theo. Tice; conductor, Jos. T. Ross.

December 25th.—John Stein, passenger, killed at Dunellen. Engineer, F. S. Jacobus; conductor, Geo. Jenkins.

Struck by Overhead Obstructions—Employes.

January 30th, 1903.—Newton V. Lamberstein, brakeman, injured at Annandale. Engineer, A. Neigert; conductor, J. P. English.

February 27th.—Chas. Hack, brakeman, injured at Plainfield. Engineer, J. E. Haynes; conductor, F. A. Bowlby.

March 24th.—Thos. Treanor, brakeman, injured at Springtown. Engineer, J. Pettit; conductor, H. S. Davidson.

April 8th.—Frank Williams, brakeman, injured at Elizabeth. Engineer, M. Daily; conductor, R. H. Miller.

RAILROAD AND CANAL REPORTS. 61

April 13th.—Samuel Strain, brakeman, injured at Jersey City freight yard. Engineer, M. Ahearn; conductor, W. J. Murphy.

April 28th.—L. H. Hoffman, brakeman, injured at Elizabeth. Engineer, A. K. Smith; conductor, H. P. Lawder.

May 9th.—D. Paulick, brakeman, injured at Morgan's. Engineer, J. Barry; conductor, Ezra Queen.

May 20th.—J. W. Gulick, brakeman, injured at Bound Brook. Engineer, B. Bodine; conductor, A. B. Apgar.

June 10th.—T. B. Hagaman, brakeman, injured east of Asbury. Engineer, R. Loshen; conductor, E. Snyder.

June 4th.—Jas. A. Booth, brakeman, injured at Somerville. Engineer, Wm. McGurley; conductor, Robert Gregg.

July 11th.—E. T. Sanders, fireman, killed near Fanwood. Engineer, I. Funk; conductor, Chas. Bennis.

July 14th.—W. H. Pierce, fireman, injured at Jersey City freight yard. Engineer, Peter Metzgar; conductor, Wm. Wilson.

August 7th.—Chas. Bouche, brakeman, injured at Flagtown. Engineer, Peter Quick; conductor, Frank VanAtta.

August 16th.—Elvin Lake, baggagemaster, injured at Rahway drawbridge. Engineer, C. Morton; conductor, W. J. Sheehan.

August 25th.—Jas. O. Hearn, brakeman, injured at Elizabethport. Engineer, F. Bogart; conductor, Ezra Queen.

August 28th.—H. Alloway, brakeman, injured at Carteret. Engineer, G. R. Rowland; conductor, P. J. Mahoney.

September 13th.—Walter Youman, brakeman, injured at Bayonne. Engineer R. Mushlitz; conductor, I. W. Young.

62 RAILROAD AND CANAL REPORTS.

September 28th.—J. Fitzgerald, brakeman, injured at Ferry street, Newark. Engineer, H. Smith; conductor, T. Kraus.

October 4th.—C. Fitzer, brakeman, injured at White House. Engineer, F. Fisher; conductor, R. Newman.

October 28th.—Chas. N. Billington, conductor, injured at Jersey City yard. Engineer, Fred. Day; conductor, Chas. N. Billington.

December 2.—C. E. Jackson, brakeman, injured at Phillipsburg. Engineer, D. Thatcher; conductor, H. Reid.

Struck by Overhead Obstructions—Non-employees.

July 14th.—1903.—John Stone, trespasser, injured at West 8th street. Engineer, T. Hartzell; conductor, Jas. McGowan.

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

February 20th, 1903.—J. Plunkett, non-employee, injured at Johnson street, Jersey City. Engineer, E. J. Dwyer; conductor, T. Brook.

May 26th.—F. E. Evans, non-employee, injured at Elizabethport. Engineer, Dennis Donovan; conductor, L. Boyce.

June 27th.—Mrs. Annie Sieb and Abram Sieb (1½ years), killed, and Herman Sieb, injured, at Plum Point Crossing, Newark. Engineer, C. Murtha; conductor, P. G. Young.

June 1st.—Geo. J. Merritt, John M. Feehan, Richard Barry, non-employees, injured at Elizabethport. Engineer, John Mulford; conductor, W. D. Batson.

RAILROAD AND CANAL REPORTS. 63

July 21st.—Bridget G. Giles, slightly injured at Elizabethport. Engineer, A. C. Schanks; conductor, M. Farawell.

August 1st.—T. Smith, killed at Elizabethport. Engineer, M. Kennedy; conductor, M. H. Dunn.

August 6th.—Jas. Maxwell, injured at Elizabeth avenue. Engineer, ———; conductor, ———.

August 4th.—Louis Griffen, killed, and Edward Terrill, fatally injured, at Perth Amboy. Engineer, Lodi Clark; conductor, Harry Boyd.

October 13th.—Miss Louise Matthews, killed at Bound Brook. Engineer, M. Moynihan; conductor, W. J. Sheehan.

October 26th.—Leroy Wilson, injured at Dover. Engineer, J. E. Dineen; conductor, H. Fenwick.

October 30th.—P. Kovatch, injured at Perth Amboy. Engineer, C. Hodge; conductor, L. Homler.

December 10th.—Earl Davis and Gilbert Smith, non-employees, injured at Elizabethport. Crew unknown.

December 17th.—Theo. Merle, killed at Dunellen. Engineer, Jas. Butler; conductor, Edw. McEwan.

December 19th.—B. C. Gordon and David Glassner, slightly injured at Dover. Engineer, C. F. Braman; conductor, Thos. Hill.

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

January 13th, 1903.—Peter Joyce, passenger, killed at Vulcanite; Wm. Ditman, passenger, injured at Vulcanite. Engineers, J. Lutz and Garrett Quick; conductors, J. R. Day and F. W. Reed.

64 RAILROAD AND CANAL REPORTS.

January 26th.—Jos. Molane, killed at West 8th street. Engineer, F. Beck; conductor, S. J. Johnson.

January 31st.—Nicholas Fell injured at East Ferry street, Newark. Engineer, Jas. Rodenbaugh; conductor, J. Herbert.

April 20th.—Miss A. Merity (claims), injured at Arlington avenue, Jersey City. Engineer, C. Pittinger; conductor, W. E. Case.

September 10th.—Isaac Homer, killed at East 22d street. Engineer, Geo. Koehler; conductor, Wm. Scheppel.

November 8th.—Maja. Rozallat, killed at Newark. Engineer, S. Lowery; conductor, Frank P. Fairbanks.

December 31st.—Wm. Ruchman, U. S. mail carrier, injured at Plainfield. Engineer, Geo. Klotzback; conductor, F. Cameron.

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

January 7th, 1903.—Geo. Malson, car inspector, injured at Hopatcong Junction. Engineer, J. M. Hance; conductor, L. Stametz.

January 14th.—John Glogosh, track laborer, killed east of Aldene. Engineer, F. Freck; conductor, Matt Dunn.

February 4th.—Russell M. Sherman, brakeman, injured at Jersey City. Engineer, R. Gochner; conductor, John Cox.

February 5th.—Henry Tomlinson, brakeman, killed at Phillipsburg. Engineer, J. Fleet; conductor, P. Bloom.

February 17th.—Stephen Gowalen, laborer, injured at Jersey City freight yard. Engineer, J. Rich; conductor, D. P. Kirk.

RAILROAD AND CANAL REPORTS. 65

February 18th.—Jas. Farley, switchman, injured at West 8th street, Bayonne. Engineer, Fred Fisher; conductor, J. S. Moyer.

March 27th.—Jas. Meagher, call boy, injured at Port Johnston. Engineer, Geo. Brown; conductor, W. J. Coulston.

May 14th.—F. VanBergen, rodman, killed near Clinton avenue station. Engineer, — — —; conductor, — — —.

May 14th.—Saml. Furman, engine wiper, injured at Elizabethport. Engineer, B. S. Moore; conductor, T. H. Berry.

June 12th.—Edw. Wiseman, laborer, killed at Port Johnston coal docks.

July 18th.—Jas. Matzo, freight handler, injured at Jersey City freight yard. Engineer, B. F. Loughery; conductor, Edw. McEwen.

September 21st.—Wm. Walsh, car inspector, injured at Centreville yard. Engineer, Jas. Weikley; conductor, J. Dougherty.

September 23d.—Marian Karcheskey, laborer, injured at East 33d street. Engineer, Geo. Weller; conductor, L. P. Titus.

December 14th.—Whitfield Barber, driller, injured at Jersey City freight yard. Engineer, R. Lindsay; conductor, J. V. Lindsay.

December 17th.—John Murphy, driller, injured at Jersey City freight yard. Engineer, Chas. Montgomery; conductor, J. R. Kelleber.

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

January 9th, 1903.—Frank Maulbeck, trespasser, killed at Bound Brook. Engineer, Wm. Murphy; conductor, E. F. Tilton.

January 16th.—Unknown man killed at Netherwood. Engineer, A. Kirkendall; conductor, E. C. Evans.

February 2d.—Miss Bridget Gartland, trespasser, injured at Phillipsburg. Engineer, W. Kelly; conductor, M. L. Young.

February 3d.—Frank Oske (age 9 years), trespasser, killed at East Somerville. Engineer, P. D. Mead; conductor, H. D. Staats.

February 7th.—Martin O'Donnell, trespasser, injured near White House. Engineer, H. Hahn; conductor, E. J. Fahey.

February 21st.—Mrs. Harriet Sutphen, trespasser, injured at Jersey City. Engineer, Jos. Reagan; conductor, John Herbert.

February 22d.—Jos. White, trespasser, killed at Elizabethport. Engineer, Theo. Fox; conductor, W. Shaw.

February 23d.—Mrs. Eva Eustachiewicz, trespasser, killed at Elizabeth. Engineer, M. C. Loughery; conductor, P. J. Jeffries.

March 1st.—John Hascher, trespasser, injured at Phillipsburg. Engineer, J. F. Perry; conductor, Geo. Eickhoff.

March 12th.—Salin Bungo, trespasser, killed at Bayonne. Engineer, Fred. Fisher; conductor, J. S. Moyer.

March 20th.—John Carrol, trespasser, injured near Lorraine. Engineer, M. Kennedy; conductor, F. O. Webster.

RAILROAD AND CANAL REPORTS.

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March 27th.—Mrs. Dupplar, trespasser, killed at Oak Island Junction (PY Tower.) Engineer, Geo. Cameron; conductor, L. C. Jurtt.

April 4th.—C. F. A. Kline, trespasser, injured at Maurers. Engineer, P. F. Doyle; conductor, W. G. Brown.

April 7th.—Rosari Galati Caraiona, trespasser, injured at Bound Brook. Engineer, Wm. Creveling; conductor, M. Warman.

April 12th.—Owen Caroln, trespasser, slightly injured near E. 22d street. Engineer, John Mattis; conductor, W. J. Halpin.

April 13th.—Mrs. Mary Driscoll, trespasser, killed at West 8th street. Engineer, H. Shafer; conductor, Fred. Freindt.

April 14th.—John Armstrong, trespasser, killed at Oak Island Junction. Engineer, S. Jones; conductor, M. A. Knapp.

April 16th.—Jas. Slear, assistant yardmaster, killed at Jersey City freight yard. Engineer, Frank August; conductor, Chris. Halke.

April 18th.—J. Poprks, trespasser, injured at Newark. Engineer, S. Jones; conductor, M. A. Knapp.

April 20th.—John Connolly, trespasser, injured at Newark. Engineer, J. Jones; conductor, F. Slack.

April 22d.—Patrick O'Brien, employe, killed at Communipaw. Engineer, F. Beck; conductor, D. S. Horton.

April 23d.—John Stinjin, laborer, injured at Jersey City. Engineer, Wm. Mason; conductor, Ed. Teel.

May 15th.—Jos. McAnally, trespasser, killed at VanNostrand Place. Engineer, Jos. Reagan; conductor, J. J. Kennedy.

68 RAILROAD AND CANAL REPORTS.

May 23d.—Maggie Goldrick (8 years), trespasser, injured at Newark. Engineer, J. Jones; conductor, F. Slack.

July 9th.—Julius Aronson, trespasser, injured at Morse's Creek. Engineer, C. Foste; conductor, J. W. Eggers.

July 9th.—M. Smerigo, laborer, killed at Spring street, Elizabeth. Engineer, M. Kennedy; conductor, W. H. Dunn.

July 14th.—Antonio Donavio, trespasser, slightly injured at Claremont. Engineer, Geo. H. Jackson; conductor, William Ming.

July 18th.—John Nixon, trespasser, killed at Flagtown. Engineer, F. Beck; conductor, S. J. Johnson.

July 22d.—Frank Smith (5 years), injured at Elizabethport. Engineer, C. Gesbocker; conductor, M. A. Knapp.

July 28th.—Andrew Martin, trespasser, injured at Jersey City. Engineer, C. Duncan; conductor, M. J. Hennessy.

August 4th.—Edw. Sterowski, trespasser, killed at Claremont. Engineer, Robt. Lindsay; conductor, John Medenbach.

August 6th.—Wm. Cummings and John Quinn, trespassers, killed near Bound Brook Junction. Engineer, B. Munn; conductor, Geo. Jenkins.

August 22d.—Peter Sheridan, trespasser, killed near Spring street, Elizabeth. Engineer, Frank Fozard; conductor, Thos. Garraghty.

September 3d.—Unknown man, fatally injured near North Branch. Engineer, Geo. Leggett; conductor, J. W. Crimins.

September 30th.—John Burke, trespasser, slightly injured at Hampton yard. Engineer, Jas. Splane; conductor, Robert Fenwick.

RAILROAD AND CANAL REPORTS.

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October 6th.—Chas. Berry, Western Union lineman, fatally injured at Elizabeth. Engineer, W. Bowers; conductor, L. P. Titus.

October 7th.—Patrick McGowan, trespasser, injured at Jersey City. Engineer, A. Davis; conductor, H. J. Hennessy.

October 7th.—Walter Carpenter, trespasser, fatally injured at Westfield. Engineer, Oscar Teschner; conductor, A. J. Shainline.

October 10th.—August Hanson, trespasser, killed at Maurer. Engineer, J. A. Errickson; conductor, W. G. Brown.

October 13th.—John Petrowitch, trespasser, killed at Aldene. Engineer, Geo. Koehler; conductor, H. G. Conrad.

October 15th.—Theo. Connell, trespasser, fatally injured near Communipaw. Engineer C. Clapp; conductor, W. P. Hibler.

October 21st.—John H. Tony, killed near Pacific avenue. Engineer, W. Bennett; conductor, J. J. Kennedy.

October 24th.—Stewart Hoffman, trespasser, fatally injured at Lebanon. Engineer, P. D. Mead; conductor, A. B. Prawl.

November 7th.—Amos McDonnell, trespasser, fatally injured at Bound Brook. Engineer, C. E. Dettro; conductor, W. S. Campbell.

November 8th.—Jas. Sheneve, trespasser, fatally injured at Newark. Engineer, S. Lowery; conductor, F. P. Fairbanks.

December 4th.—Phillip Martin, trespasser, injured at Jersey City. Engineer, E. J. Dwyer; conductor, Thos. Brock.

December 20th.—John Sullivan, trespasser, killed at Port Johnston. Engineer, W. Steiner; conductor, P. Galvin.

Injured at Shops, Stations or Freight Houses—Employees.

January 14th, 1903.—M. R. Crawford, foreman, injured at Phillipsburg.

January 14th.—Saml. C. Rorer, fireman, seriously injured at Communipaw roundhouse.

October 7th.—Alfred Lewis, machinist, injured at Elizabethport roundhouse.

On or About Trains, Locomotives or Cars—Employees.

January 2d, 1903.—A. Galloway, engineer, injured at Bound Brook. Engineer, A. Galloway; conductor, H. Schuck.

January 5th.—Geo. T. Abbey, fireman, injured at Newark. Engineer, Henry Smith; conductor, A. Kaus.

January 5th.—E. P. Sheridan, driller, injured at Newark. Engineer, Ed. Jones; conductor, T. F. Watson.

January 9th.—Chas. P. Dampman, engineer, injured at Greenville. Engineer, C. P. Dampman; conductor, A. J. Shainline.

January 14th.—Albert Fullerton, driller, injured at Elizabethport. Engineer, E. Poda; conductor, E. Youngkin.

January 16th.—Herbert Bruch, brakeman, injured at Plainfield. Engineer, E. Haynes; conductor, F. A. Bowlby.

January 23d.—A. M. Roberts, brakeman, injured at Jersey City passenger station. Train unknown.

January 25th.—H. B. Kaufman, engineer, injured near Westfield. Engineer, H. B. Kaufman; conductor, J. M. Kelly.

RAILROAD AND CANAL REPORTS.

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January 30th.—Geo. Arnold, driller, injured at Newark. Engineer, A. C. Bradley; conductor, E. Burns.

February 3d.—Wm. F. Snyder, brakeman, injured at Hampton. Engineer, J. Pettit; conductor, H. S. Davidson.

February 5th.—Wm. S. Coulson, brakeman, injured at Jersey City. Engineer, G. Hedden; conductor, M. Lyman.

February 13th.—Jas. E. Overend, brakeman, injured at Jersey City freight yard. Engineer, J. Funk; conductor, J. C. Medenbach.

February 14th.—Robt. Donlin, brakeman, injured at Bound Brook. Engineer, Ed. Etzweiler; conductor, N. Schaffer.

February 17th.—Wm. Kiley, driller, injured at Jersey City. Engineer, J. Rodenbough; conductor, J. R. Kelleher.

February 18th.—Frank J. Rook, engineer, injured near Westfield. Engineer, F. J. Rook; conductor, W. Meehan.

February 20th.—T. Walter, brakeman, slightly injured at Newark. Engineer, Geo. Cameron; conductor, E. Schwall.

February 24th.—John Burns, fireman, injured at Port Johnston yard. Engineer, George Brown; conductor, John Kennedy.

March 5th.—John Long, driller, injured at Constable Hook. Engineer, Geo. Denny; conductor, J. J. Spillane.

March 5th.—B. Fuller, slightly injured at West 8th street. Engineer, T. McCarthy; conductor, W. J. Halpin.

March 11th.—W. S. Ludwig, fireman, injured at Warners. Engineer, H. Klain; conductor, Cyrene Warman.

March 12th.—J. Mattis, engineer, injured at Cranford. Engineer, J. Mattis; conductor, E. E. Fry.

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March 18th.—Thos. Mabley, brakeman, slightly injured at Crome. Engineer, Geo. Rowland; conductor, E. Queen.

March 18th.—Theo. Leiss, conductor, injured at Elizabethport. Engineer, A. Bogart; conductor, Theo. Leiss.

March 21st.—C. Turner and Mr. Burns, laborers, injured at Elizabethport. Engineer, Jos. Osman; conductor, H. Place.

March 24th.—M. Wall, engineer, injured at Claremont. Engineer, M. Wall; conductor, F. Boyd.

March 26th.—Louis Swayze, brakeman, injured at Hampton. Engineer, J. Pettit; conductor, H. S. Davidson.

March 31st.—F. R. DeGross, engineer, injured at Green Brook. Engineer, F. R. DeGross; conductor, I. A. Bedell.

April 2d.—J. Manahan, fireman, injured at Claremont. Engineer, H. Dumke; conductor, J. Burke.

April 5th.—Jos. Alfie, assistant foreman, injured at West Side avenue. Train unknown.

April 13th.—Jas. A. McDonald, driller, injured at Jersey City freight yard. Engineer, Jas. McIntyre; conductor, Jas. Ryan.

April 29th.—J. J. Flanagan, fireman, injured at Jersey City. Engineer, John Allen; conductor, ———.

May 14th.—Timothy Aaron, employe, injured at Newark. Engineer, Wm. Bennett; conductor, Geo. McVey.

May 21st.—P. Rader, engineer, injured at White House. Engineer, P. Rader; conductor, John Flinn.

June 3d.—Carl Carstensen, freight handler, injured at Perth Amboy. Engineer, Geo. Ahle; conductor, Thos. Pendergast.

RAILROAD AND CANAL REPORTS. 73

June 6th.—J. Fleet, engineer, injured at Phillipsburg. Engineer, J. Fleet; conductor, C. McCarthy.

June 14th.—J. H. Green, freight handler, injured at Elizabethport. Engineer, J. Crowley; conductor, Thos. Marly.

June 15th.—J. H. Harley, brakeman, injured at White House. Engineer, G. Voight; conductor, D. Howley.

June 26th.—D. Hickey, brakeman, injured at Elizabethport. Engineer, J. R. Hill; conductor, D. J. Moynihan.

June 27th.—Wm. Haerberle, brakeman, killed at Newark. Engineer, C. Murtha; conductor, P. G. Young.

July 23d.—H. R. Rowland, fireman, injured at Grant avenue, Plainfield. Engineer, B. F. Loughery; conductor, Edw. McEwen.

July 29th.—Mathias Chamberlain, coal chute man, injured at Hampton.

August 4th.—W. Rhodes, engineer, injured at Newark. Engineer, W. Rhodes; conductor, Wm. Minard.

August 12th.—G. B. Edmonds, brakeman, slightly injured at West 8th street. Engineer, J. Maloney; conductor, H. A. Wise.

August 23d.—Edgar Hudson, brakeman, injured at East 22d street. Engineer, Jos. Leaming; conductor, Walter Isaacson.

October 1st.—R. H. Nixon, engineer, injured at Minnisink. Engineer, R. H. Nixon; conductor, R. F. Crater.

October 2d.—T. McCarthy, engineer, injured at Netherwood. Engineer, T. McCarthy; conductor, D. J. Moynihan.

October 28th.—Thos. Marley, conductor, injured at Elizabethport. Engineer, Wm. O'Brien; conductor, Thos. Marley.

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October 29th.—Thos. Keelan, brakeman, injured at Jersey City yard. Engineer, Wm. Grant; conductor, Frank Schultz.

November 2d.—John D. Limero, brakeman, injured at Newark. Engineer, George Squires; conductor, E. Queen.

November 3d.—D. Donovan, engineer, injured at Elizabethport. Engineer, D. Donovan; conductor, L. Boyce.

November 28th.—W. C. Barrett, brakeman, injured at Elizabethport. Engineer, W. O'Brien; conductor, A. B. Struthers.

December 8th.—W. E. Miller, engineer, injured at Elizabethport. Engineer, W. E. Miller; conductor, I. W. Young.

December 14th.—W. Welton, engineer, injured at Claremont. Engineer, W. Welton; conductor, W. Shaw.

December 17th.—John L. Thomas, brakeman, injured at Vulcanite. Engineer, T. McCarthy; conductor, H. S. Davidson.

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

January 21st, 1903.—Jas. McCarthy and Wilson Sauer, non-employees, slightly injured at Newark. Engineer, J. W. Smith; conductor, J. P. Kaus.

January 30th.—Thos. Petterson and Matthew Conrad, non-employees, injured at Elizabeth freight yard. Engineer, Frank Forard; conductor, Theo. Leiss.

January 31st.—Peter Gans, trespasser, killed at Jersey City freight yard. Engineer, Geo. Ward; conductor, Geo. Reeder.

April 17th.—J. L. Furey, non-employee, injured at Elizabeth. Engineer, Thos. Bowe; conductor, H. S. K. White.

RAILROAD AND CANAL REPORTS. 75

July 25th.—Walter Wright, passenger, injured slightly at Elizabeth. Engineer, Edw. Haynes; conductor, F. VanAtta.

September 5th.—A. M. Twigg, passenger, injured at Hackensack bridge. Engineer, E. Gordon; conductor, F. S. Lewis.

September 5th.—J. J. Carmody, passenger, injured at Bayonne. Engineer, J. V. Waite; conductor, I. A. Bedell.

September 8th.—Thos. Dunder, injured at Cranford. Engineer, F. Wilcox; conductor, W. W. Barnes.

September 30th.—Frank Flannagan, trespasser, injured at Elizabethport. Engineer, A. J. Schanck; conductor, M. Farawell.

December 29th.—Mrs. E. P. Stretch, passenger, injured at Newark. Engineer, Jas. Smith; conductor, William Hibler.

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

January 20th, 1903.—Jas. Nevin, track watchman, found dead at Bayonne. Train unknown.

March 30th.—Chas. E. Hill, Sr., painter, found dead at Clinton avenue, Plainfield. Train unknown.

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

February 12th, 1903.—Jas. Bradley, trespasser, found dead at Hurd. Train unknown.

February 15th.—David Vail, trespasser, found dead at Green Brook. Train unknown.

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March 25th.—Unknown man, found dead at Asbury. Engineer, W. H. Condit; conductor, F. Hurst.

April 11th.—J. F. Schaffer, trespasser, found dead near Dunellen. Train unknown.

April 27th.—John Clark, trespasser, found injured at Jersey City passenger yard. Train unknown.

May 10th.—Alven Bunn, trespasser, found dead near Vulcanite. Train unknown.

July 3d.—Edward Callaway, trespasser, killed at Plainfield. Train unknown.

July 17th.—W. Lyons, trespasser, injured at Green Brook. Train unknown.

August 23d.—Graibel Alfrerto, trespasser, found dead in Jersey City freight yard. Train unknown.

September 27th.—W. Brown, trespasser, found injured near Somerville. Train unknown.

October 9th.—Unknown man found dead near Tower No. 2, Jersey City. Train unknown.

October 12th.—Unknown man found dead in Jersey City yard. Train unknown.

October 20th.—Unknown man found dead near Westfield. Train unknown.

December 12th.—John McPhillips, trespasser, found dead near Dunellen. Train unknown.

December 24th.—Peter Pickell, trespasser, fatally injured at White House. Train unknown.

RAILROAD AND CANAL REPORTS. 77

December 29th.—Johana Curbus, trespasser, injured at Port Johnston. Train unknown.

Injured by Horses Frightened by Trains—Non-employees.

March 6th, 1903.—Thos. Krassnofke, arm injured near Hibernia. Engineer, J. E. Dineen; conductor, H. Fenwick.

March 7th.—Edw. Bachman, injured at Phillipsburg. Engineer, J. McGinley; conductor, J. O. Snyder.

Other Causes—Employees.

January 6th, 1903.—Michael Sanco, trackman, struck by mail pouch thrown from moving train, and injured, at Sewaren. Engineer, J. Harrington; conductor, L. W. Romeis.

January 12th.—Walter Isaacson, conductor, and W. D. Bartlison, driller, injured by piece of iron falling from engine tank. Engineer, Jos. Laininger; conductor, Walter Isaacson.

January 14th.—N. A. Nelson, employe, injured slightly by broken window glass, on moving train. Engineer, N. Sheridan; conductor, Phil. Backer.

January 15th.—Aaron Kaplin, brakeman, killed in Jersey City yard by car turning over and falling on him. Engineer, Harry Hayes; conductor, James Boyle.

January 23d.—Danl. Edeline, machinist, injured by tender apron falling, at Phillipsburg shops.

January 29th.—W. A. Clayton, batteryman, and E. L. Ayers, maintainer, injured by flying window glass, on moving train at Brill's Junction. Engineer, M. Kennedy; conductor, Wm. Shaw.

February 7th.—Geo. Janoskik, laborer, injured by bolt falling from moving train at North Branch. Engineer, F. White; conductor, T. E. Pry.

March 4th.—Owen Hughes, brakeman, injured by piece of falling coal, at Cranford Junction. Engineer, P. R. Walters; conductor, A. R. Streeper.

March 14th.—Geo. M. Harper, flagman, injured by exploding torpedo, at Elizabeth. Engineer, M. Wall; conductor, H. Hennessy.

March 14th.—F. Carney, injured at Elizabethport, by object projecting from passing car. Engineer, — — —; conductor, — — —.

March 20th.—Patrick Gilligan, car cleaner, injured by exploding torpedo, at Jersey City. Engineer, A. Quaife; conductor, Thos. McGinnis.

March 26th.—Alex. Colbath, conductor, squeezed between car and building, and injured, at Jersey City. Engineer, Wm. Applegate; conductor, Alex. Colbath.

May 27th.—Andrew Terry, laborer, injured by falling coal from moving train. Engineer, — — —; conductor, — — —.

June 30th.—Thos. Wilson, carpenter, injured slightly by exploding torpedo, at West 8th street. Crew unknown.

August 1st.—Wm. Oehler, brakeman, injured by push-pole breaking, at Fanwood. Engineer, Frank Wilkinson; conductor, W. J. Cullen.

August 13th.—Wm. Huff, carpenter, slightly injured by piece of coal from passing engine, at bay draw. Crew unknown.

August 14th.—Thos. Kinney, baggagemaster, injured by baggage car door, at Bound Brook. Engineer, G. B. Houston; conductor, Geo. Bayer.

RAILROAD AND CANAL REPORTS.

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September 15th.—Harry Cahill, brakeman, injured by casting falling from car, at Garwood. Engineer, F. Wilkinson; conductor, Walter Cullen.

October 2d.—Geo. Corba, laborer, injured by plank falling from passing train, at Elmora. Crew unknown.

October 3d.—Geo. Leggett, engineer, slightly injured at Anandale. Engineer, Geo. Leggett; conductor, J. W. Crimins.

October 23d.—Edward A. Hoy, brakeman, injured by being squeezed between platform and car, at Bound Brook. Engineer, E. Pyatt; conductor, Wm. Flynn.

November 14th.—John Sobel, trackman, injured by coal falling from moving train, at Lincoln. Engineer, N. Sheridan; conductor, G. Terrill.

November 30th.—F. P. Wendell, brakeman, injured by an object falling from passing train, at Claremont. Engineer, Theo. Fox; conductor, U. S. G. Drake.

December 7th.—Fred. Jenkins, brakeman, injured at Elizabethport, by plank falling from moving engine. Engineer, F. Paulman; conductor, Frank Goger.

December 28th.—John Forken, track watchman, slightly injured by coal falling from passing train. Engineer, Geo. Koehler; conductor, H. G. Conrad.

December 31st.—Thos. McHugh and Andrew Hamilton, carpenters, injured by car striking scaffolding, in Jersey City freight yard. Engineer, J. Weikley; conductor, Wilson Rex.

Other Causes—Non-employees.

January 3d, 1903.—John J. Nealor, passenger, slightly injured by exploding torpedo, at Jersey City station. Engineer, O. Readon; conductor, E. McEuwin.

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January 19th.—J. F. Jackson, passenger, slightly injured by broken window glass, on moving train. Engineer, F. Naylor; conductor, D. S. Horton.

January 20th.—M. Speirs, passenger, injured by car door, on moving train at Bound Brook. Engineer, N. Sheridan; conductor, Phil. Backer.

January 23d.—Miss Louise Edward, passenger, injured by broken window glass, on moving train, near East 33d street. Engineer, John Kipple; conductor, W. Chambers.

February 6th.—Ella Percell, passenger, injured by broken window glass, on moving train, at White House. Engineer, F. Eck; conductor, C. R. Getzinger.

February 25th.—J. N. Gallatan, passenger, injured by car door, at bay bridge. Engineer, P. Doyle; conductor, W. C. Brown.

February 28th.—R. P. Whitcomb, passenger, injured by broken window glass, on moving train, at Greenville. Engineer, J. Rodenbaugh; conductor, J. J. Kennedy.

February 28th.—Mrs. Tho. Roll, passenger, injured by broken window glass, on moving train, at Tremley. Engineer, Thos. Reagan; conductor, W. Shaw.

March 7th.—Mrs. J. Pach, passenger, injured by car door, on moving train, at Elizabethport. Engineer, Owen Rudden; conductor, A. J. Shainline.

March 11th.—H. D. Tienken, passenger, injured by broken window glass, on moving train, at East 49th street. Engineer, E. Huff; conductor, S. J. Johnson.

March 26th.—Jas. Fitzgerald, passenger, injured by stone entering car window, of moving train, at Newark. Engineer, J. Smith; conductor, J. H. Taylor.

RAILROAD AND CANAL REPORTS.

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April 1st.—J. McCauley, non-employee, injured by exploding torpedo, at Bayonne. Engineer, G. Denny; conductor, Jas. Spillain.

April 10th.—Child of Mrs. J. S. VanOrden injured by falling car window, at Elizabeth. Engineer, L. Jones; conductor, M. A. Knapp.

May 8th.—C. C. Wiedner, passenger, injured by broken window glass, on moving train. Engineers, T. Foley and H. Sheridan; conductors, T. Fardy and G. Terrill.

May 31st.—Antonio Salinim, passenger, injured by broken window glass, on moving train, at Newark. Engineer, J. Lesh; conductor, J. H. Taylor.

June 6th.—Unknown man, passenger, slightly injured by car door, on moving train, at East 33d street. Engineer, S. Lowery; conductor, W. J. Magee.

June 13th.—J. Williams, passenger, slightly injured by piece of ballast entering car window, of moving train, at Communipaw. Engineer, N. Sheridan; conductor, Geo. Terrill.

August 4th.—S. F. Hazelrigg, passenger, injured by glass from broken car window, at Perth Amboy. Engineer, W. Bennett; conductor, T. J. McCabe.

August 6th.—A. A. Bower, H. A. Furst and C. R. Burnhemimer, passengers, injured by glass from broken car window, at Elizabeth avenue. Engineer, T. Ferguson; conductor, G. F. Trimmer.

August 7th.—Thomas Burns, injured by stone thrown at moving train, at East 22d street. Engineer, Wm. Dunham; conductor, D. B. Aller.

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August 8th.—O. L. Houston, injured by injector falling from moving engine, at Elizabeth. Engineer, S. Walters; conductor, F. VanAtta.

August 9th.—J. R. Sutton, injured by glass from broken car window, at Elizabeth. Engineer, Chas. Dampman; conductor, A. J. Shainlaine.

August 10th.—Miss M. Washburn, injured by falling car window, at Elizabethport. Engineer, S. Jones; conductor, R. A. Bellis.

August 12th.—J. J. Hill (claims), injured by stone thrown by passing train, at Pacific avenue. Engineer, F. Muller; conductor, W. E. Case.

August 16th.—J. H. Klemm, injured by piece of iron, supposed to have fallen from passing train, at Elizabeth. Engineer, C. Freindt; conductor, C. Stein.

August 24th.—Mrs. Wm. M. Stevens, passenger, injured by piece of coal breaking through car window. Engineer, Geo. Weller; conductor, L. Parker Titus.

October 21st.—Mrs. Rounsafelter, passenger, injured by broken window glass, on moving train, at Westfield. Engineer, Geo. Cameron; conductor, L. C. Hurtt.

October 29th.—Miss Margaret Baglin, passenger, injured by broken window glass, on moving train, at West 8th street. Engineer, J. Lutz; conductor, J. R. Day.

November 4th.—F. Hall, passenger, injured by car door, on moving train, at East 49th street. Engineer, Peter Harsell; conductor, Samuel Waidman.

November 6th.—Percy Abbott, passenger, injured by broken window glass, on moving train. Engineer, C. S. Detro; conductor, W. S. Campbell.

RAILROAD AND CANAL REPORTS.

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November 26th.—Paul Goinski, injured by coal falling from passing train, at East 22d street. Engineer, Theo. Tice; conductor, E. C. Evans.

November 30th.—Peter Kellmiller, passenger, injured by car vestibules, on moving train. Engineer, Oscar Teschner; conductor, T. J. Sands.

December 7th.—J. C. Hummer, passenger injured at Cranford, by flying stone. Engineer, Geo. Cameron; conductor, L. C. Hurtt.

December 31st.—Miss Etta Trembley and Miss Ida Borsum, passengers, slightly injured by piece of coal breaking car window, on moving train, at Brills. Engineer, S. L. Jones; conductor, R. A. Bellis.

CHESTER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$98,500 00
Scrip stock,	2,034 13
Bonded debt—None.	
Floating debt,	127,654 78
Cost of road and equipments,	\$228,188 91

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

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

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

State of New York, New York county, ss.—William H. Truesdale, being duly sworn, on his oath says, that he is Vice-President of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

RAILROAD AND CANAL REPORTS. 85

Sworn and subscribed before me this 15th day of February,
A. D. 1904.

M. M. STALLMAN,
*A Foreign Commissioner of Deeds
for New Jersey, in New York.*

Dividends paid during the year 1903, and how paid—None.

P. O. address of this company—No. 26 Exchange Place, New
York City.

ACCIDENTS.

October 17th, 1903.—Joseph McMullen, brakeman, punctured
wound in back; fell from car at Ironia.

CUMBERLAND AND MAURICE RIVER RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$252,900 00
Bonded debt,	5,000 00
Floating debt,	7,652 82
Cost of road and equipments,	\$265,552 82

The road extends from Bridgeton to Long Reach, a distance of 21 20/100 miles.

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

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

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

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RECEIPTS AND EXPENSES FOR 1903.

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 1903, 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 COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$16,200 00
Floating debt,	283 91
Cost of road and equipments,	\$16,483 91

The road extends from a point on the New Jersey Southern Railway, near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of $1 \frac{23}{100}$ miles.

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

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

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February,
A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

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RECEIPTS AND EXPENSES FOR 1903.

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 1903, 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.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1903:

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

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

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

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

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

J. S. WISE.

Sworn and subscribed before me this eighth day of February, A. D. 1904.

C. K. KLINK,
Notary Public.

My Commission Expires April 18th, 1907.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$479,049 53
Income from freight,	1,015,159 97
Income from other sources,	54,481 29
	<hr/>
Total,	\$1,548,690 79

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$985,591 68

Dividends paid during the year 1903, and how paid—Four quarterly dividends of 2 per cent. each, February, May, August and November.

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

ACCIDENTS.

January 18th, 1903.—Lewis E. Jagerman, employe, non-fatally injured; fell from engine, Glenmoore, N. J. ——— Carson, conductor; ——— Jeffries, engineer.

January 22d.—Abraham Creighton, employe, non-fatally injured; struck by switch lever, Port Reading Junction, N. J. ——— Whitty, conductor; ——— Dilling, engineer.

April 3d.—William Hoffman, employe, non-fatally injured; fell from train, Bound Brook, N. J. J. Anderman, conductor; M. Rausch, engineer.

May 4th.—Robert Lowden, employe, non-fatally injured; struck by overhead bridge, Port Reading Junction, N. J. W. D. Singley, conductor; F. Banks, engineer.

June 28th.—John Erner, non-employe, fatally injured; struck by train, Glenmoore, N. J. ——— ———, conductor; ——— ———, engineer.

June 29th.—R. B. Lester, non-employee, non-fatally injured; leg caught by lading shifting, Port Reading Junction, N. J. N. Marten, conductor; E. Stephenson, engineer.

August 8th.—Richard LeRoy, non-employee, fatally injured; struck by train, Hopewell, N. J. E. C. Evans, conductor; G. C. Cobson, engineer.

September 5th.—Lemuel W. Slack, employe, fatally injured; coupling cars, Bound Brook Junction, N. J. G. F. Lockerman, conductor; E. Eitzweiler, engineer.

December 15th.—Nicolo Norching, employe, non-fatally injured; struck by brake-shoe, Glenmoore, N. J. ———, conductor; ———, engineer.

DELAWARE RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$4,025 00
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The road as projected extends from Hamilton street, Camden, N. J., to Boulson street, Camden, N. J., a distance of about two miles.

RECEIPTS AND EXPENSES FOR 1903.

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

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

REMARKS.

Construction of railroad commenced, but was stopped by injunction.

P. O. address of the above company—Camden, N. J., and Reading Terminal, Philadelphia, Pa.

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State of Pennsylvania, Philadelphia county, ss.—George Ziegler, being duly sworn, on his oath says, that he is Assistant Comptroller of the Delaware Railroad Company of New Jersey, and that the following statement and the annexed statement of accidents on the road during the year 1903 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER.

Sworn and subscribed before me this eighth day of February, A. D. 1904.

C. K. KLINK,
Notary Public.

My Commission Expires April 18th, 1907.

ACCIDENTS.

None.

DELAWARE RIVER AND ATLANTIC RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware River and Atlantic Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$194,716 67
Bonded debt—None.	
Floating debt—None.	

Cost of road and equipments—In process of construction.

Dividends paid during the year 1903, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1903.

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

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

REMARKS.

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

Camden county, and Atlantic City, Atlantic county, New Jersey. Survey made and maps approved and filed with Secretary of State. Work has been commenced on the construction, and part of roadbed graded, and we have complied with all the requirements of the law. Extensions of time limit of charter applied for and granted in accordance with said act.

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

State of Pennsylvania, Philadelphia county, ss.—Gustavus A. Müller, being duly sworn, on his oath says, that he is President of the Delaware River and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

GUSTAVUS A. MULLER.

Sworn and subscribed before me this thirty-first day of March, A. D. 1904.

R. C. SNYDER,

Notary Public.

Commission Expires January 2d, 1905.

ACCIDENTS.

None.

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DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Delaware River Railroad and Bridge Company presents the following report for the year ending December 31st, 1903:

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

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 4 82/100 miles. Branches, 5 45/100 miles.

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

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

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

SAMUEL REA.

RAILROAD AND CANAL REPORTS.

Sworn and subscribed before me this thirtieth day of January,
A. D. 1904.

LEWIS NEILSON,
Notary Public.

Commission Expires February 26th, 1905.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$102,633 24
Income from freight,	133,279 07
Income from other sources,	1,133 63
	<hr/>
Total,	\$237,045 94
Expenditures during the year for working road, including re-	
pairs, maintenance of way, motive power and contingencies,	\$94,039 18
Dividends paid during the year 1903, and how paid—June 26th,	
1903, two per cent. in cash, \$26,000; December 22d, 1903,	
two per cent. in cash, \$26,000.	

P. O. address of this company—Broad street station, Phila-
delphia.

NEW JERSEY STATE LIBRARY

DOCKS CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Docks Connecting Railroad Company presents the following report for the year ending December 31st, 1903:

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 3.448 miles.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

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

DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$140,000 00
Bonded debt,	35,000 00
Cost of road and equipments,	\$175,000 00

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

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is 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.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

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RECEIPTS AND EXPENSES FOR 1903.

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

Dividends paid during the year 1903, 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.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, East Jersey Railroad and Terminal Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$4,000 00
Bonded debt—None.	
Floating debt,	362 11
Cost of road and equipments—Leased.	
Dividends paid during the year 1903, and how paid—None.	

The road extends in Bayonne City, a distance of 694/1000 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers—None.	
Income from freight,	\$9,971 98
Income from other sources—None.	
Total,	\$9,971 98

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$8,455 68
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P. O. address of the above company—No. 11 Broadway, New York, N. Y.

State of New York, New York county, ss.—E. H. Shelley, being duly sworn, on his oath says, that he is Vice President of

RAILROAD AND CANAL REPORTS. 103

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 1903 are correct and true, to the best of his knowledge and belief.

E. H. SHELLEY.

Sworn and subscribed before me this 26th day of January,
A. D. 1904.

ROBERT J. HUNTER,
Notary Kings County.
Certificate Filed in New York County.

ACCIDENTS.

None.

EASTON AND AMBOY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Easton and Amboy Railroad Company presents the following report for January 1st, 1903, to July 29th, 1903:

Capital stock paid in,	\$6,000,000 00
Bonded debt,	6,000,000 00
Floating debt,	183,774 05
Cost of road and equipments,	\$10,918,379 12

Dividends paid during the year 1903, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$255,124 51
Income from freight,	2,317,166 16
Income from other sources,	282,087 75
Total,	\$2,854,378 42

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$1,944,231 39

REMARKS.

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

RAILROAD AND CANAL REPORTS. 105

Railway, Greenville and Hudson Railway, Perth Amboy and Raritan Railway, Middlesex Railway, Pittstown Branch Railway. In accordance with joint agreement of consolidation of July 9th, 1903, the Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Middlesex Railway, Perth Amboy and Raritan Railway, Pittstown Branch Railway, and Easton and Amboy Railroad, were merged into the Lehigh Valley Railroad Company of New Jersey; the report of the Lehigh Valley Railroad Company of New Jersey covers the period from July 29th, 1903, to December 31st, 1903.

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

State of New York, New York county, ss.—E. B. Thomas, being duly sworn, on his oath says, that he was President of the Easton and Amboy Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of March, A. D. 1904.

F. T. HARBACH,
Notary Public (227),
New York County.

ACCIDENTS.

On Lehigh Valley Railroad Lines in State of New Jersey, Year Ending December 31st, 1903.

Coupling and uncoupling—1 trainman killed and 3 injured; other employes, 1 injured.

Falling from trains or engines—14 trainmen injured.

Overhead obstructions—1 trainman injured.

Collisions—1 trainman injured.

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At stations— 1 trainman injured.

Other causes—Trainmen injured, 56; switchmen, flagmen, watchmen, 2 injured. Other employes—killed, 2; injured, 52. Total, trainmen killed, 1; trainmen injured, 76; switchmen, flagmen, watchmen—injured, 2; other employes, killed, 2; injured, 53.

At highway crossings—Trespassing, 1 killed; not trespassing, 1 killed and 1 injured.

Other causes—Passengers, 4 injured; trespassing, 8 killed, 12 injured; not trespassing, 2 injured. Total—Passengers injured, 4; trespassing, 9 killed, 12 injured; not trespassing, 1 killed, 3 injured.

Summary—Passengers injured, 4; employes killed, 3; injured, 131; others killed, 10; injured, 15. Total killed, 13; injured, 150.

EAST TRENTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, East Trenton Railroad Company presents the following report for the year ending December 31st, 1903:

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

It is leased to the Philadelphia and Reading Railway Company.

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

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

J. S. WISE.

Sworn and subscribed before me this eighth day of February, A. D. 1904.

C. K. KLINK,
Notary Public.

My Commission Expires April 18th, 1907.

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RECEIPTS AND EXPENSES FOR 1903.

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

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

January 14th, 1903.—John Kollipost, non-employe, non-fatally injured; fell from train, Trenton, N. J. J. J. Martindale, conductor; R. Rodenbaugh, engineer.

February 6th.—Jeremiah Cunningham, non-employe, non-fatally injured; struck by engine, Trenton, N. J. — Shelby, conductor; — Weyer, engineer.

May 4th.—David Matelena, non-employe, fatally injured; jumping on train, Trenton, N. J. E. Shelby, conductor; H. Weyer, engineer.

June 6th.—John King, non-employe, non-fatally injured; struck by engine, Trenton, N. J. W. E. Missimer, conductor; M. Burkhart, engineer.

ELIZABETH EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$30,000 00
Cost of road and equipments,	\$27,865 70

The road extends from Great Island Junction to Terminus, a distance of eighty-nine hundredths (0.89) of a mile.

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

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

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1903.

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

Dividends paid during the year 1903, 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.

RAILROAD AND CANAL REPORTS.

III

ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Erie Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$176,271,300 00
Bonded debt,	177,220,591 97
Floating debt,	7,869,616 95

Cost of road and equipments,	\$342,133,812 81
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Dividends paid during the year 1903, and how paid, \$1,676,234 00
dividends on first preferred stock.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$1,040,373 19
Income from freight,	1,578,063 41
Income from other sources,	133,992 88

Total,	\$2,752,429 48
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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$1,940,218 17

REMARKS.

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

P. O. address of the above company—21 Cortlandt 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 1903 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

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

ACCIDENTS—WEEHAWKEN BRANCH.

January 14th, 1903.—E. McCauley, brakeman, ribs fractured; fell from engine.

January 14th.—John Rectemwald, right leg crushed; attempted to jump on moving train.

April 7th.—G. A. Fay, brakeman, side bruised; coupling cars.

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April 17th.—John Reardon, switchman, arm and leg crushed; coupling cars.

April 23d.—G. H. Brown, brakeman, back bruised; fell from car.

May 15th.—James Doyle, brakeman, leg amputated; fell from moving car.

July 3d.—Jno. Staupcoskey, laborer, chest and hand bruised handling ties.

July 30th.—John Dillon, right arm and leg cut off; fell from train; trespasser.

August 9th.—John McKenna, leg crushed; struck by engine.

November 27th.—Matthew Godfrey, killed; struck by train.

December 11th.—Jos. Bruskie, trackman, fingers crushed; handling ties.

RAILROAD AND CANAL REPORTS.

FERRO MONTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1903:

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 1903, and how paid—None.	

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	\$380 00
Total,	\$380 00

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

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

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State of New Jersey, Morris county, ss.—Alfred Mills, being duly sworn, on his oath says, that he is President of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on said road during the year 1903 are correct and true, to the best of his knowledge and belief.

ALFRED MILLS.

Sworn and subscribed before me this first day of February, A. D. 1904.

JOSEPH HINCHMAN,
Master in Chancery of New Jersey.

I, Frederick A. Canfield, Secretary and Manager of the said Ferro Monte Railroad Company, hereby certify that the above report is true to the best of my knowledge and belief.

FREDK. A. CANFIELD,
Secretary and General Manager.

Morristown, N. J., February 1st, 1904.

ACCIDENTS.

None.

FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in, \$650,000 00

Cost of road and equipments—The property, formerly the Freehold and New York Railroad, was bought for \$80,000. The cost of the other roads enumerated below was as stated in their reports heretofore rendered.

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 the Atlantic Highlands Railroad Company, the Freehold and New York Railroad Company, the Keyport Railroad Company, and the New York and Atlantic Highlands Railroad Company.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the Freehold and Atlantic Highlands Railroad Company, and that

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

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February,
A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1903.

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 1903, 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.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$295,600 00
Bonded debt,	498,600 00
Floating debt,	11,000 00
Cost of road and equipments,	\$807,726 31

The road extends from Jamesburg, N. J., to Sea Girt, N. J., a distance of 27.57 miles.

It is leased to the Pennsylvania Railroad Company at a rental of excess of receipts over expenses.

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

State of Pennsylvania, Philadelphia county, ss.—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Freehold and Jamesburg Agricultural Railroad, 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 thirtieth day of January,
A. D. 1904.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$120,152 87
Income from freight,	71,175 99
Income from other sources,	10,812 39
	<hr/>
Total,	\$202,141 25

Expenditures during the year for working road, including re-
pairs, maintenance of way, motive power and contingencies, \$158,282 49

Dividends paid during the year 1903, and how paid—None.

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

GREENVILLE AND HUDSON RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Greenville and Hudson Railway Company presents the following report for January 1st, 1903, to July 29th, 1903:

Capital stock paid in,	\$400,000 00
Bonded debt,	350,000 00
Floating debt,	436,722 39
Cost of road and equipments,	\$1,186,722 39

The road extends from a point on the Lehigh Valley Terminal Railway near Brown Place, Greenville, N. J., to a point on the Lehigh Valley Terminal Railway east of Johnson avenue, Jersey City, N. J., a distance of 2.62 miles; 1.88 miles operated by the Easton and Amboy Railroad Company.

It was leased to the Lehigh Valley Terminal Railway Company, at an annual rental of cost of maintenance of way, all expenses, including taxes, interest on bonds, and the yearly sum of twenty-four thousand (\$24,000.00) dollars, equivalent to six per cent. dividend on capital stock of this company.

Operated by the Easton and Amboy Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, ss.—E. B. Thomas, being duly sworn, on his oath says, that he was President of the Greenville and Hudson Railway Company, and that the fore-

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

E. B. THOMAS.

Sworn and subscribed before me this 8th day of March, A. D. 1904.

F. T. HARBACH,
Notary Public (227),
New York County.

RECEIPTS AND EXPENSES FOR 1903.

Included in report of Easton and Amboy Railroad Company.

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

Included in report of Easton and Amboy Railroad Company.

REMARKS.

In accordance with joint agreement of consolidation of July 9th, 1903, the Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Middlesex Railway, Perth Amboy and Raritan Railway, Pittstown Branch Railway and Easton and Amboy Railroad were merged into the Lehigh Valley Railroad Company of New Jersey; the report of the Lehigh Valley Railroad Company of New Jersey covers the period from July 29th, 1903, to December 31st, 1903.

HACKENSACK AND LODI RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hackensack and Lodi Railroad Company presents the following report for the year ending December 31st, 1903:

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 at an annual rental of all taxes and operating expenses. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this 23d day of February,
A. D. 1904.

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

HIBERNIA MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	\$188,941 17

The road extends from Hibernia, N. J., to Delaware, Lackawanna and Western and Central Railroad of New Jersey Junctions, at Rockaway, N. J., a distance of five and one-half miles, and about one mile of sidings.

It is leased to the Central Railroad Company of New Jersey at an annual rental of six per cent. per annum on the capital stock.

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

State of New Jersey, Morris county, *ss.*—Frederick H. Beach, being duly sworn, on his oath says, that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FREDERICK H. BEACH.

RAILROAD AND CANAL REPORTS. 125

Sworn and subscribed before me this 7th day of January,
A. D. 1904.

WILLIAM OTTO,
Notary Public of New Jersey.

Dividends paid during the year 1903, and how paid—Six per cent. on capital stock.

P. O. address of this company—Frederick H. Beach, President, Dover, New Jersey; J. Wesley Pullman, Secretary and Treasurer, 238 South 3d street, Philadelphia, Pa.

HIBERNIA UNDERGROUND RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hibernia Underground Railroad presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$100,000 00
Cost of road and equipments,	\$100,000 00

Dividends paid during the year 1903, and how paid—None.

The road extends from Hibernia into Hibernia hill, a distance of 1.031 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from freight,	\$8,132 12
Total,	\$8,132 12

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$7,541 48
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P. O. address of the above company—Dover, N. J.

State of New Jersey, Morris county, ss.—D. B. Hummer, being duly sworn, on his oath says, that he is Treasurer of the Hibernia Underground Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

D. B. HUMMER,
Treasurer.

RAILROAD AND CANAL REPORTS. 127

Sworn and subscribed before me this 6th day of February,
A. D. 1904.

OLIVE A. SANDS,
Notary Public of New Jersey.

ACCIDENTS.

None.

HOBOKEN AND MANHATTAN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of this State, Hoboken and Manhattan Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$5,000 00
Bonded debt—None.	
Floating debt—None.	

No part of the road has been constructed, and no income has been received and no expenditures have been made during the year for working the road, or for repairs.

The Post-Office address of the company is—Care Collins & Corbin, No. 243 Washington street, Jersey City, New Jersey.

HOBOKEN AND MANHATTAN RAILROAD COMPANY,

By WILLIAM G. McADOO,

President.

State of New York, City and County of New York, ss.—
William G. McAdoo, being duly sworn on oath says, that he is President of the Hoboken and Manhattan Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

WILLIAM G. McADOO.

RAILROAD AND CANAL REPORTS. 129

Sworn to and subscribed at New York City this seventeenth day of February, 1904.

C. W. KING,
Notary Public, Kings County, No. 56.
Certificate Filed in New York County.

HOBOKEN RAILROAD, WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hoboken Railroad, Warehouse and Steamship Connecting Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$238,000 00
Bonded debt—None.	
Floating debt,	82,914 66
Cost of road and equipments,	\$320,914 66
Dividends paid during the year 1903, and how paid—None.	

The road extends from 5th street, Hoboken, N. J., to 17th street, Weehawken, N. J., a distance of about two miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers—None.	
Income from freight,	\$63,207 22
Income from other sources,	815 38
Total,	<u>\$64,022 60</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$58,326 35

P. O. address of the above company—Foot of Fifth street, Hoboken, N. J.

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State of New Jersey, Hudson county, ss.—Palmer Campbell, being duly sworn, on his oath says, that he is General Manager 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 1903 are correct and true, to the best of his knowledge and belief.

PALMER CAMPBELL.

Sworn and subscribed before me this fourth day of March, A. D. 1904.

J. W. RUFUS BESSON,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

HOPATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$10,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	\$17,485 25

The road extends from junction with Morris and Essex Railroad near Hopatcong station to near powder works, a distance of 0.89 miles.

It is controlled by the Delaware, Lackawana and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of operations is included in report made by the latter company.

State of New York, New York county, ss.—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Hopatcong Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 15th day of February, A. D. 1904.

M. M. STALLMAN,
*A Foreign Commissioner of Deeds
 for New Jersey, in New York.*

RAILROAD AND CANAL REPORTS.

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Dividends paid during the year 1903, and how paid—None.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

None.

HUDSON AND MANHATTAN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hudson and Manhattan Railway Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$7,300 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments, to December 31st, 1903,	\$7,300 00
Dividends paid during the year 1903, and how paid—None.	

The road extends from Jersey City to State line in the centre of the Hudson river, a distance of about one and three-quarter miles, but same is under survey and construction.

RECEIPTS AND EXPENSES FOR 1903.

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

P. O. address of the above company—15 Wall street, New York City, and No. 1 Exchange Place, Jersey City, N. J.

State of New York, New York county, ss.—William G. McAdoo, being duly sworn, on his oath says, that he is Presi-

RAILROAD AND CANAL REPORTS. 135

dent of the Hudson and Manhattan Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

WILLIAM G. McADOO.

Sworn and subscribed before me this 27th day of January,
A. D. 1904.

C. W. KING,
Notary Public, Kings County, No. 56.
Certificate Filed in New York County.

ACCIDENTS.

None.

JERSEY CITY AND BAYONNE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$13,500 00
Floating debt,	1,195 52
Cost of road and equipments,	\$14,695 52

The road as projected is to extend from Jersey City to Bayonne, a distance of five miles.

RECEIPTS AND EXPENSES FOR 1903.

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

REMARKS.

Road not constructed.

State of New York, New York county, ss.—W. H. Newman, being duly sworn, on his oath says that he is President of the Jersey City and Bayonne Railroad Company, and that the fore-

RAILROAD AND CANAL REPORTS. 137

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

W. H. NEWMAN.

Sworn and subscribed before me this 3d day of February,
A. D. 1904.

LOUIS BENDER,
Notary Public, 51.

NEW JERSEY STATE LIBRARY

JERSEY CITY BELT LINE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Jersey City Belt Line Railway Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$12,000 00
Bonded debt—None.	
Floating debt,	44,881 76
Cost of road and equipments,	\$56,881 76
Dividends paid during the year 1903, and how paid—None.	

The road extends from a point in Morris canal east of Mill creek, Jersey City, N. J., to a point in Morris canal near Newark bay and Linden avenue, Jersey City, N. J., a distance of 5.83 miles.

REMARKS.

Construction work on this road is not yet completed.

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

State of New York, New York county, ss.—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Jersey City Belt Line Railway Company, and that the foregoing

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statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of March,
A. D. 1904.

F. T. HARBACH,
Notary Public (227),
New York County.

ACCIDENTS.

None.

KINKORA AND NEW LISBON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Kinkora and New Lisbon Railroad Company presents the following report for the period from March 28th to December 31st, 1903:

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 Kinkora, N. J., to New Lisbon, N. J., a distance of 10.84 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

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

State of Pennsylvania, Philadelphia county, ss.—Samuel Rea, being duly sworn, on his oath says, that he is President of the Kinkora and New Lisbon Railroad, 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 thirtieth day of January, A. D. 1904.

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

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RECEIPTS AND EXPENSES MARCH 28TH TO DECEMBER 31ST, 1903.

Income from passengers,	\$6,795 55
Income from freight,	8,495 75
Income from other sources,	4,681 91
	<hr/>
Total,	\$19,973 21

Expenditures during the year for working road including repairs, maintenance of way, motive power and contingencies. \$19,715 66

Dividends paid during the year 1903, and how paid—None.

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

LAFAYETTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$61,800 00
Floating debt,	700 21
Cost of road and equipments,	\$62,500 21

The road extends from Lafayette to Griffing Iron Works, a distance of .55 of a mile.

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

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

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February,
A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1903.

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

Dividends paid during the year 1903, 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.

LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railway Company also operating the South Easton and Phillipsburg Railroad, presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$1,100,000 00
Bonded debt,	1,379 739 00
Floating debt,	77,000 00
Cost of road and equipments,	\$2,670,242 49
Dividends paid during the year 1903, and how paid—None.	

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$17,699 59
Income from freight,	318,407 68
Income from other sources,	22,472 82
Total,	\$358,580 09
Expenditures during the year for working road including repairs, maintenance of way, motive power and contingencies.	\$207,701 99

REMARKS.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles, with trackage rights over the Penn-

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sylvania Railroad tracks; Belvidere, N. J., to Phillipsburg, N. J., about 14 miles. This report covers the proportion in New Jersey only. Also the earnings and expenses of the South Easton and Phillipsburg Railroad are included in the amount of receipts and expenses.

The capital stock of the South Easton and Phillipsburg Railroad is,	\$75,000 00
Bonded debt—None.	
Floating debt,	69,581 70
Total, representing cost of road,	\$144,581 70

P. O. address of the above company—Warwick, Orange county, New York.

State of Pennsylvania, Philadelphia county, ss.—Lewis A. Riley, being duly sworn, on his oath says that he is President of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

LEWIS A. RILEY.

Sworn and subscribed before me this 2d day of March, A. D. 1904.

T. L. HODGE,
Notary Public.
Commission Expires Jan. 19, 1907.

ACCIDENTS.

January 10th, 1903.—Peter Mott, employed in bridge gang. Left ankle injured by being struck with piece of ice; happened at Lake Grinnell, N. J.

September 9th, 1903.—James Monsan, sectionman, left leg broken between knee and ankle by falling from ice chute, at Lake Grinnell, N. J.

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November 2d, 1903.—T. J. Glynn, brakeman, flesh badly bruised on little finger of left hand, caused by coupling. Happened at Franklin Junction, N. J.

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LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and New England Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$750,000 00
Bonded debt,	1,600,000 00
Floating debt,	200,110 99
Cost of road and equipments,	\$2,550,110 99

Dividends paid during the year 1903, and how paid—None.

The road extends from Columbia, N. J., to Hainesburg, N. J.; Swartswood, N. J., to Liberty Corners, a distance of 23.90 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$3,923 46
Income from freight,	30,072 83
Income from other sources,	3,314 13
Total,	\$37,310 42

Expenditures during the year for working road including repairs, maintenance of way, motive power and contingencies.	\$33,622 52
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P. O. address of the above company—Pen Argyl, Pa.

State of Pennsylvania, Northampton county, ss.—F. S. Fowler, Treasurer, being duly sworn, on his oath says that he is Treas-

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urer of the Lehigh and New England Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

F. S. FOWLER.

Sworn and subscribed before me this second day of March,
A. D. 1904.

S. BRUCE CHASE,
Notary Public,

My Commission Expires January 19, 1907.

LEHIGH VALLEY TERMINAL RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh Valley Terminal Railway Company presents the following report from January 1st, 1903, to July 29th, 1903:

Capital stock paid in,	\$10,000,000 00
Bonded debt, including \$900,000.00 car trust,	10,900,000 00
Cost of road and equipments,	\$12,908,499 82

The road extends from Jersey City, N. J., to South Plainfield, N. J., a distance of 22.81 miles.

It was leased to the Easton and Amboy Railroad Company at an annual rental of cost of maintenance of way, all expenses including taxes, interest on bonds and other expenses connected with the corporation.

Operated by the Easton and Amboy Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York county, ss.—E. B. Thomas, being duly sworn, on his oath says, that he was President of the Lehigh Valley Terminal Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

RAILROAD AND CANAL REPORTS.

Sworn and subscribed before me this 18th day of March,
A. D. 1904.

F. T. HARBACH,
Notary Public (227),
New York County.

RECEIPTS AND EXPENSES FOR 1903.

Included in report of Easton and Amboy Railroad Company.

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

Included in report of Easton and Amboy Railroad Company.

REMARKS.

In accordance with joint agreement of consolidation of July 9th, 1903, the Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Middlesex Railway, Perth Amboy and Raritan Railway, Pittstown Branch Railway and Easton and Amboy Railroad were merged into the Lehigh Valley Railroad Company of New Jersey; the report of the Lehigh Valley Railroad Company of New Jersey covers the period from July 29th, 1903, to December 31st, 1903.

RAILROAD AND CANAL REPORTS.

LEHIGH VALLEY RAILROAD OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh Valley Railroad of New Jersey presents the following report from July 29th to December 31st, 1903:

Capital stock paid in,	\$16,454,000 00
Bonded debt, including \$900,000.00 car trust,	17,250,000 00
Floating debt,	702,513 05
Cost of road and equipments,	\$25,149,617 94

Dividends paid during the year 1903, and how paid—None.

The road extends from Jersey City and Perth Amboy, N. J., to Phillipsburg, N. J., a distance of 96.10 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$320,953 65
Income from freight,	2,068,288 74
Income from other sources,	289,029 48
Total,	\$2,678,271 87

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$1,787,667 58

REMARKS.

In accordance with joint agreement of consolidation made July 9th, 1903, the Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Middlesex Railway, Perth Amboy and Raritan Railway, Pittstown Branch Railway and Easton and Amboy

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Railroad were merged into the Lehigh Valley Railroad Company of New Jersey; the separate reports of the companies above mentioned, other than that of the Lehigh Valley Railroad Company of New Jersey, cover respectively the period from January 1st, 1903, to July 29th, 1903.

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

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 and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of March, A. D. 1904.

F. T. HARBACH,
Notary Public (227),
New York County.

ACCIDENTS.

Coupling and uncoupling—Trainmen, 1 killed and 3 injured; other employees, 1 injured.

Falling from trains or engines—Trainmen, 14 injured.

Overhead obstructions—Trainmen, 1 injured.

Collisions—Trainmen, 1 injured.

At stations—Trainmen, 1 injured.

Other causes—Trainmen, 56 injured; switchmen, flagmen and watchmen, 2 injured; other employees, 2 killed and 52 injured.

At highway crossings—Trespassing, 1 killed; not trespassing, 1 killed and 1 injured.

Other causes—Passengers, 4 injured; trespassing, 8 killed and 12 injured; not trespassing, 2 injured.

Summary—Passengers, 4 injured; employees, 3 killed and 131 injured; others, 10 killed and 15 injured; total, 13 killed and 150 injured.

LODI BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$60,000 00
Cost of road and equipments,	\$60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of one and three-quarters miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

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

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 23d day of February, A. D. 1904.

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

LONG DOCK COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Long Dock Company, presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Cost of road and equipments,	\$1,177,272 87

The road extends from a point 210 feet north of center line of 17th street in Jersey City, to intersection with the Paterson and Hudson River Railroad, a distance of 2.561 miles.

It is leased to the Erie Railroad Company at an annual rental of \$480,000 and taxes, including, also, all other property of the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general 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 Long Dock Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 23d, day of February,
A. D. 1904.

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

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

January 6th.—J. W. Kent, engineer, body bruised; working
under engine which was moved.

January 12th.—Henry Bahr, switchman, killed; fell under cars
while switching.

January 17th.—A. Di Renzo, trackman, legs bruised; struck
by engine.

January 19th.—Henry Miller, trackman, killed; struck by
switch engine.

February 15th.—E. Le May, brakeman, killed; run over by
car.

February 17th.—J. Babcock, fireman, hands bruised; caught
hand between rake and coal door.

February 19th.—M. Gandell, ash-pitman, killed; caught be-
tween engine and engine house.

February 20th.—F. R. Brown, brakeman, body bruised; fell
against side of caboose.

February 27th.—James O'Neill, switchman, leg bruised; fell
from engine while switching car.

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March 11th.—M. Petersburg; arm sprained; struck by engine.

March 14th.—Wm. Rich, killed; struck by train; trespasser.

March 19th.—James Connolly, brakeman, back sprained; struck by train.

March 23d.—A. Babcock, brakeman, two fingers crushed; coupling cars.

March 24th.—J. A. Callahan, conductor, wrist sprained; fell from car.

March 30th.—Tony Garcia, trackman, leg wrenched; caught between engine and car.

April 13th.—J. J. Dickinson, switchman, ankle bruised; jumped from moving car.

April 16th.—P. Tomache, laborer, hip bruised; caught between cars.

April 23d.—J. A. Clark, conductor, head and leg cut; fell from caboose.

April 30th.—J. Morrissey, switchman, side bruised; fell from car.

May 7th.—J. Miller, fireman, two fingers bruised; struck hand against door of engine.

May 13th.—A. Caezesky, trackman, killed; struck by train while working on track.

May 14th.—S. Dominick, trackman, head cut; getting off moving train.

May 19th.—Wm. Tremper, conductor, arm and leg bruised; fell from car.

RAILROAD AND CANAL REPORTS.

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May 21st.—Jacob Raue, fireman, head cut; struck by signal pole.

May 25th.—J. A. Garland, brakeman, back and hips injured; struck by platform.

May 28th.—Frank Ricker, brakeman, body bruised; struck by signal pole.

May 29th.—E. Lattimore, brakeman, arm sprained; fell against stove in caboose.

May 29th.—W. H. Johnson, brakeman, killed; fell from cupola of caboose.

May 31st.—J. F. McManus, brakeman, arm bruised coupling cars.

May 31st.—John Kirby, watchman, killed; struck by train.

June 4th.—C. Shine, two fingers injured and back bruised; struck by engine.

June 5th.—Unknown man, killed; struck by train.

June 29th.—Unknown man, killed; struck by engine.

June 29th.—D. H. Walls, engineer, killed; struck by train.

June 29th.—Robert Baker, electrician, killed; electric shock.

July 5th.—J. H. Prettyman, engine despatcher, foot bruised; caught between engine pilot and rail.

July 6th.—John Allen, car inspector, killed; struck by engine.

July 6th.—James Schnell, engineer, arm and hand scalded; drain plug blowing out of engine.

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July 8th.—Robt. Barry, brakeman, head and arm bruised; struck by covered bridge.

July 8th.—T. F. Guthrie, switchman, hips and knee bruised; coupling cars.

July 10th.—John Devine, hand and foot smashed; run over by train.

July 15th.—E. Shay, conductor, face bruised; thrown against car.

July 15th.—John O'Connor, brakeman, killed; fell from car and run over.

July 17th.—Mrs. Chas. E. White, injured; fell while alighting from car.

July 20th.—J. J. Kenney, switchman, ankle sprained; getting off engine.

July 21st.—R. Dougherty, killed; fell from train; trespasser.

July 23d.—M. Urban, killed; struck by train.

July 25th.—C. R. Puder, switchman, ribs fractured; fell from car.

July 25th.—J. McNally, switchman, left leg bruised; coupling cars.

July 27th.—M. C. Sherman, fireman, right knee bruised; fell from engine.

August 13th.—John J. Gilshion, fireman, wrist broken; fell from engine.

August 14th.—H. G. Brown, back injured; slipped in alighting from coach.

RAILROAD AND CANAL REPORTS. 159

August 15.—Thomas Guthrie, conductor, fractured wrist; fell from engine.

August 15th.—Martin Bossong, lip cut; fell on platform.

August 15th.—Richard Morrissey, right foot crushed; struck by train; trespasser.

August 29th.—C. W. Meloney, head cut; struck by engine.

September 4th.—P. Damaco, car cleaner, wrist fractured; fell from bench.

September 12th.—Fred Newman, leg crushed; struck by train.

September 12th.—Wm. O'Brien, brakeman, left leg amputated; fell between cars.

September 17th.—Jno. Cohalen, switchman, shoulder and face bruised; fell from car.

September 19th.—J. Buggon, trackman, back injured; struck by engine.

September 22d.—A. J. Partridge, leg amputated; struck by cars.

September 25th.—S. Broskil, carpenter, killed; lumber pile fell over.

September 30th.—John Whalley, brakeman, right hand crushed; coupling cars.

October 2d.—C. M. Duming, carpenter, back bruised; fell from car.

October 6th.—H. Writenour, brakeman, killed; struck by train.

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October 22d.—B. Haley, conductor, fingers bruised; getting off caboose.

October 24th.—M. Hughes, brakeman, left knee injured; getting on coach.

October 29th.—Miles Maloney, trackman, arm and leg bruised; fell from car.

November 1st.—Alex. McCormick, switchman, back and right leg bruised; fell from car.

November 3d.—L. L. Bull, switchman, body bruised; caught between car and platform.

November 12th.—G. H. Powless, conductor, wrist sprained; fell from car.

November 14th.—Wm. Noonan, brakeman, left wrist broken, back bruised; fell from car.

November 19th.—J. H. Hamilton, right side bruised; jumped off train while in motion.

November 21st.—Phillip Stickles, left wrist bruised; fell from car.

November 30th.—H. H. Kay, yard switchman, killed; thrown from car.

November 30th.—M. Rakowski, car cleaner, head cut, back bruised; struck by train.

December 2d.—G. Schiesswohl, baggageman, right knee injured; stepped on station platform.

December 12th.—Wm. L. Clark, brakeman, wrist and body bruised; struck by signal pole.

RAILROAD AND CANAL REPORTS. 161

December 16th.—F. Kappell, back and head bruised; struck by train.

December 17th.—F. Pringretta, left foot smashed; struck by engine.

December 17th.—James Wilde, engineer, killed; struck by train.

December 20th.—Chas. Folsom, switchman, leg squeezed; caught between cars.

December 22d.—L. L. Bull, switchman, head and back bruised; struck by telegraph pole.

December 22d.—M. N. Rowan, engineer, right wrist broken; fell from engine.

NEW JERSEY STATE LIBRARY

LUCASTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lucaston Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$16,000 00
Cost of road and equipments,.....	\$16,000 00

Dividends paid during the year 1903, and how paid—None.

The road extends from Gibbsboro to Lucaston, a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers (horse car),	\$571 43
Income from freight,	2,173 02
Total,	<u>\$2,744 45</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$2,744 45

REMARKS.

This road is operated solely in the interests of John Lucas & Co.

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

State of New Jersey, Camden county, ss.—Albert Lucas, being duly sworn, on his oath says that he is President of the Lucaston

RAILROAD AND CANAL REPORTS. 163

Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

ALBERT LUCAS.

Sworn and subscribed before me this 27th day of February,
A. D. 1904.

ALFRED L. HENDERSON,
Justice of Peace.

ACCIDENTS.

None.

MACOPIN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Macopin Railroad Company presents the following report for the year ending December 31st, 1903:

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 one and one-half miles.

It is leased to the New York, Susquehanna and Western Railroad Company. The particulars of operation and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

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

State of New York, New York county, ss.—F. D. Underwood, being duly sworn, on his oath says that he is President of the 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 23d day of February,
A. D 1904.

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

MANAHAWKIN AND LONG BEACH TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manahawkin and Long Beach Transportation Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$8,900 00
Bonded debt—None.	
Floating debt—None.	

Cost of road and equipments—No data. Owned by Pennsylvania Railroad Company under name of Barnegat Railroad Company.

Dividends paid during the year 1903, and how paid—None.

The road extends from Barnegat City Junction to Barnegat City, a distance of 8.71 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$4,324 37
Income from freight,	2,646 23
Income from other sources,	3,022 70

Total,	\$9,993 30
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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$9,642 30
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P. O. address of the above company—1414 South Penn Square, Philadelphia.

State of Pennsylvania, Philadelphia county, ss.—Wm. Henry Sayen, being duly sworn, on his oath says that he is President of the Manahawkin and Long Beach Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

WM. HENRY SAYEN.

Sworn and subscribed before me this 13th day of January,
A. D. 1904.

J. WHITFORD RIDDLE, JR.,
Notary Public.

Commission Expires January 19th, 1907.

ACCIDENTS.

None.

MANUFACTURERS EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers Extension Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$53,700 00
Floating debt,	833 07
Cost of road and equipments,	\$54,533 07

The road extends from Albert street, Newark, to Mapes' Works, a distance of 1.23 miles.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says that he is President of the Manufacturers Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1903.

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

Dividends paid during the year 1903, 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.

MIDDLE BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Brook Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$4,000 00
Floating debt,	13,825 12
Cost of road and equipments,	\$17,825 12

The road extends from Middle Brook to Chimney Rock, a distance of 1.85 miles.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says that he is President of the Middle Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN.

RECEIPTS AND EXPENSES FOR 1903.

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

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Dividends paid during the year 1903, 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.

RAILROAD AND CANAL REPORTS.

MIDDLESEX RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middlesex Railway Company presents the following report for January 1st, 1903, to July 29th, 1903:

Capital stock paid in,	\$2,000 00
Floating debt,	2,253 57
Cost of road and equipments,	\$4,253 57

Dividends paid during the year 1903, and how paid—None.

The road extends from a point on side track of Easton and Amboy Railroad, about opposite centre of Hartford street, Perth Amboy, N. J., to a point in the northern line of Washington street, Perth Amboy, N. J., a distance of 34.100 miles.

REMARKS.

This road was operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company. In accordance with joint agreement of consolidation of July 9th, 1903, the Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Middlesex Railway, Perth Amboy and Raritan Railway, Pittstown Branch Railway and Easton and Amboy Railroad Company were merged into the Lehigh Valley Railroad Company of New Jersey. The report of the Lehigh Valley Railroad Company of New Jersey covers the period from July 29th, 1903, to December 31st, 1903.

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

State of Pennsylvania, Philadelphia county, ss.—John Hood, being duly sworn, on his oath says, that he was President of the Middlesex Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 19th day of March, A. D. 1904.

J. WM. ROBBINS,
*A Foreign Commissioner of Deeds
for New Jersey in Pennsylvania.*

ACCIDENTS.

Included in report of Easton and Amboy Railroad Company.

MIDDLE VALLEY RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Valley Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$9,900 00
Floating debt,	648 26
Cost of road and equipments,	\$10,548 26

The road extends from Middle Valley to Quarries, a distance of 1.38 miles.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the Middle Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

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

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

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

RAILROAD AND CANAL REPORTS.

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MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$95,750 00
Bonded debt—None.	
Floating debt,	151,699 98
Cost of road and equipments,	113,404 42

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.64 miles.

It is operated by the Pennsylvania Railroad Company under authority of resolutions adopted by each company. This arrangement is terminable on 30 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 New Jersey, Hudson county, ss.—F. Wolcott Jackson, 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.

F. WOLCOTT JACKSON.

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Sworn and subscribed before me this first day of February,
A. D. 1904.

H. C. Ross,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$4,777 67
Income from freight,	1,814 22
Income from other sources,	839 72
	<hr/>
Total,	\$7,431 61

Expenditures during the year for working road, including re-
pairs, maintenance of way, motive power and contingencies, \$19,110 56

Dividends paid during the year 1903, and how paid—None.

P. O. address of this company—26 Exchange Place, Jersey
City, N. J.

RAILROAD AND CANAL REPORTS.

MORRIS COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Morris County Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$300,000 00
Bonded debt,	300,000 00
Floating debt,	65,234 15
Cost of road and equipments,	\$665,234 15

Dividends paid during the year 1903, and how paid—None.

The road extends from Morris County Railroad Junction to Charlotteburg, a distance of 18 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$464 03
Income from freight,	39,969 56
Total,	\$40,433 59

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$40,233 47
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REMARKS.

Receipts and expenses of Hibernia Branch Railroad included in the totals of the Morris County Railroad Company.

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

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State of New Jersey, Morris county, ss.—Edward Kelly, being duly sworn, on his oath, says that he is Vice-President of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY.

Sworn and subscribed before me this 5th day of February,
A. D. 1904.

WILLIAM F. SMITH,
Notary Public.

ACCIDENTS.

None reported.

RAILROAD AND CANAL REPORTS.

MORRIS AND ESSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$15,000,000 00
Bonded debt,	29,077,000 00
Cost of road and equipments,	\$43,210,187 42

The road extends from Hoboken to Phillipsburg, with Boonton Branch additional, a distance of 118.94 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds.

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

State of New York, New York county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 15th day of February, A.D. 1904.

M. M. STALLMAN,
*A Foreign Commissioner of Deeds
 for New Jersey, in New York.*

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RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$2,781,290 46
Income from freight,	4,493,147 14
Income from other sources,	672,382 82
	<hr/>
Total,	\$7,946,820 42

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$5,251,169 58

Dividends paid during the year 1903, and how paid, \$1,050,000.00 directly to stockholders by lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

January 2d.—Bernard Slater, brakeman, right arm bruised while coupling.

January 2d.—Joseph Nezarro, laborer at shop, fell in car, sustaining scalp wound.

January 4th.—Fred Atwood, brakeman, slipped from car, bruising back at Passaic.

January 5th.—Doalie Poust, track laborer, hand caught between switch and tie, at Secaucus.

January 7th.—LeRoy Wilson, struck at crossing, Mt. Tabor, and skull fractured.

January 9th.—James Gwynnes, laborer, had ankle crushed by falling of heavy timber, at Dover.

January 9th.—Angelo Fondi, sectionman, hand crushed; hand-car ran over same at Secaucus.

RAILROAD AND CANAL REPORTS. 181

January 10th.—David Bird, conductor, caught between car and coal trestle at Pt. Morris, sustaining general contusion of the body.

January 10th.—Mrs. W. E. Shepard, passenger, fell while crossing icy platform, severely injuring left knee, at Roseville.

January 13th.—George Walker, non-employee, skull fractured, four ribs fractured; struck by engine 435 at S. Orange.

January 13th.—William Meirose, non-employee, struck and fatally injured at crossing at Athenia.

January 13th.—Henry Grace, brakeman, had two fingers badly bruised while staking cars at Secaucus.

January 14th.—John Vanderhoff, non-employee, killed at Barton's Crossing, near Denville; struck by train No. 4.

January 15th.—Samuel O'Harra, brakeman, compound fracture of the jaw; push-pole broke while staking cars at Paterson.

January 18th.—H. W. Jackson, fireman, had heel badly bruised by stepping on switch while it was being operated, at west end of Hoboken tunnel.

January 21st.—Unknown man, found dead on tracks near Sandford's Crossing; supposed to have been struck by train during night.

January 24th.—John F. Dobbs, passenger, had back and side bruised by slipping on station platform at Dover.

January 26th.—Paul Stein, carpenter, had thumb crushed; struck with sledge hammer, at Secaucus.

January 27th.—John R. English, engineer, fracture of left patella; slipped while alighting from engine at Hoboken yard.

January 27th.—Mike Mustapitch, laborer, had ankle sprained by bale of cotton falling against it at pier No. 12, Hoboken.

February 3d.—John Leimeyer, car repairer, killed; fell through trap-door of moving car in Hoboken yard.

February 3d.—James Sickles, brakeman, fell from box-car and sprained wrist at Port Morris.

February 4th.—William Thompson, non-employe, head bruised; fell from car while unloading same, at Newark.

February 5th.—Arthur Oakley, fireman, cut about face and hands; engine derailed at Mountain View.

February 8th.—John Herman, non-employe, killed; stepped in front of train No. 71, near E. Dover Junction.

February 9th.—Annie McGarry, child 11 years of age, killed; ran down steep incline and into side of moving freight train in switching yard at Newark.

February 9th.—Cyrus A. Hoffman, non-employe, killed; struck by train No. 7 while walking track near Hackettstown.

February 9th.—Joseph Gronokiever, carpenter, had foot crushed by falling of an iron door from coal car at Secaucus.

February 9th.—Andrew Larson, carpenter, fatally injured; working under car when truss fell and he was crushed, at Dover.

February 10th.—Unknown man, killed; struck by train No. 122 while walking on track near Harrison.

February 13th.—August Haase, carpenter, right leg broken while helping to move heavy timber at Hoboken.

February 14th.—Fred Kessler, non-employe, struck by west-bound train near Roseville, sustaining serious injuries about the head and body.

RAILROAD AND CANAL REPORTS. 183

February 14th.—Theodore Mooney, brakeman, general contusions of body; struck by helper engine 656 while walking on track at Port Morris.

February 16th.—W. N. Wallace, passenger, two ribs fractured; collision of train 403 with switch engine at Phillipsburg.

February 16th.—Mrs. W. B. Wallace, passenger, general shock; same as above.

February 16th.—N. R. Buller, passenger, dislocation of shoulder; same as above.

February 16th.—W. D. Lockwood, passenger, general shock; same as above.

February 16th.—Clarence Drake, passenger, shock; same as above.

February 16th.—W. L. Foose, passenger, fracture of left arm with atrophy of muscles; same as above.

February 16th.—George Bowden, baggage-master, bruises of side and back; same as above.

February 16th.—John Myers, engineer, scalded; same as above.

February 18th.—Theodore Klein, non-employee, struck while driving over crossing at Clifton avenue, Newark, sustaining contusions of back and hip.

February 19th.—Oscar Barclift, engineer, seriously injured about the head; train in collision with trolley car at Clifton avenue, Newark. A number of passengers on trolley car killed and injured, their names, however, being unknown to this company.

February 19th.—John Batson, brakeman, index finger crushed while coupling cars at Harrison.

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February 21st.—W. H. Harrison, non-employe, killed while walking on track at Passaic; struck by train No. 26.

February 24th.—Frank Patton, one rib fractured; slipped from engine at Hoboken.

February 26th.—Joseph Green, boy 8 years of age, killed; body found under car in export yard.

March 3d.—Henry Harms, car repairer, laceration of right hand, while working upon jointer at Dover shops.

March 4th.—John Lerbs, brakeman, contusion of right foot; foot caught between track and turn-table at Hoboken.

March 5th.—William Keefe, non-employe, killed; struck by train No. 10 while walking track at Port Murray.

March 6th.—W. J. Cole, fireman, left foot bruised; fire-box grate fell on foot at Port Morris.

March 7th.—John Leonard, pumper, fell from ladder and sprained ankle at Morristown.

March 7th.—Thomas Malay, engineer, sprained ankle while alighting from engine at Hoboken.

March 9th.—Theodore Woods, brakeman, back, hip and head bruised; rung of ladder on side of car pulled out and he fell, at Hoboken.

March 9th.—Michael Snotsky, laborer, right foot crushed while loading plank at Hoboken.

March 11th.—David Mullen, non-employe, killed; struck by engine 437 while walking track near Newark.

March 12th.—John McKiernan, carpenter, severe laceration of hand, while operating saw in shop at Dover.

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March 13th.—John W. Moore, brakeman, internal injuries; fell from top of box-car in Hoboken yard.

March 15th.—Frederick Odell, passenger, scalp wounds; cut by glass broken by brick falling in tunnel at Hoboken.

March 15th.—John Varrier, section man, avulsion of nail; rail fell upon his foot, at Hoboken.

March 16th.—John McWilliams, brakeman, killed; fell from engine No. 77 while drilling cars at Secaucus.

March 16th.—Joseph Hilbert, brakeman, right hand bruised while coupling cars at Secaucus.

March 15th.—Charles McCort, hostler, toe broken; dropped grate on foot at Hoboken.

March 17th.—Frank N. Ike, laborer, right leg bruised by crate slipping while he was trucking it at Pt. Morris.

March 17th.—Patrick Retta, laborer, finger smashed while repairing switch-stand at Hoboken.

March 17th.—T. A. Covey, engineer, fatal; collision at Washington.

March 17th.—Isaac Sutton, engineer, fatal; collision of freight and passenger trains at Washington.

March 20th.—D. H. Knapp, machinist, both hands badly burned by explosion of gas in ash-pit at Kingsland.

March 21st.—Frank Anaco, section-man; back sprained removing large rock from track at Wharton.

March 24th.—Patrick McCormack, non-employee, killed; struck by train 213 near Sandford's crossing, Hoboken.

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March 23d.—Calvin C. Hall, wrecking laborer, thumb bruised; lever slipped out of jack at Secaucus.

March 24th.—Nelson S. Mitchell, brakeman, killed; body found on track and supposed to have been struck by train during night at Paterson.

March 24th.—W. J. Slackbower, brakeman, severe laceration of finger while coupling cars at Harrison.

March 25th.—Pasquali Mostillo, laborer, fracture of left leg; timber fell over on leg at Secaucus.

March 26th.—Emil Weideman, machinist, first and second fingers of left hand lacerated; while shearing iron, shears slipped, at Kingsland.

March 27th.—Frank Rich, non-employee, contusion of back; engine struck plank and plank hit him, at Newark.

March 31st.—Joseph Kyle, brakeman, sprain of foot, contusion of forehead; fell from top of box-car at Hoboken.

April 2d.—William Jackson, conductor, finger broken while coupling, at Chatham.

April 4th.—Edward Hurd, brakeman, amputation of all toes left foot; stepped off engine, fell and foot was crushed, at Paterson.

April 4th.—Mrs. W. N. Gordon, passenger, ankle sprained on station platform at Boonton.

April 4th.—Edward Crane, machinist, end of little finger off; struck with sledge hammer, at Kingsland.

April 6th.—John Leahy, non-employee, killed; struck by train near Dover.

April 6th.—William Bargell, bruises of foot, leg and arm; struck at crossing while driving at Orange.

RAILROAD AND CANAL REPORTS. 187

April 8th.—Peter Green, trucker, leg broken; bridge between car and platform fell at Hoboken.

April 9th.—Charles Bartz, yardmaster, amputation of arm while coupling cars at Hoboken.

April 9th.—Antone Skladman, section man; toe broken; frog dropped on toe at Hoboken.

April 10th.—Albert B. Kline, non-employee, fatal; body found near tracks at Netcong.

April 10th.—Alex. Dennison, brakeman, hand bruised while coupling at Harrison.

April 11th.—Witty Mace, carpenter, laceration of two fingers while placing saw in position at Hoboken.

April 12th.—George Roth, boy 14 years of age, ankle bruised; caught between turn-table and side of pit at Secaucus.

April 12th.—Otto Danielson, carpenter, laceration of finger while jacking up coal car at Dover.

April 16th.—Christopher Schultz, car repairer, shoulder bruised; body of car fell at Secaucus.

April 18th.—Joseph Scomi, section laborer, shoulder and left leg bruised; fell from hand car at Morristown.

April 19th.—William Schields, bridgeman, wrenched leg; timber fell at Hoboken.

April 21st.—John Smith, laborer, left hand lacerated; torpedo exploded at Hoboken.

April 22d.—Frank McDonald, section man, back and ankle bruised; rail slid off skid at Kingsland.

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May 1st.—Jesse Pruden, carpenter, right arm broken; fell from ladder at Newark.

May 2d.—Louis F. Chester, air-brake inspector, right hip sprained; fell while walking in yard at Secaucus.

May 4th.—Mrs. Michael J. Kennedy, passenger, contusion of left thigh and hip; fell alighting from train at Orange.

May 5th.—Thomas Egan, bruises of shoulder and legs; claims crossing gates were lowered while he was driving over track at Orange.

May 11th.—Unknown man, killed; body found on right-of-way at Summit.

May 11th.—W. H. Lake, leg broken; barrel fell from car and struck him at Passaic.

May 11th.—John Link, machinist's helper, contusion of finger; fell against engine at Kingsland.

May 16th.—William Simonson, car repairer, contusion of shoulder; struck by board thrown from car at Dover.

May 17th.—William Larrison, brakeman, fracture of right arm; caught between box-car and freight platform at Newark.

May 17th.—Unknown man, killed; body found in tunnel at Hoboken.

May 18th.—Dominic Royal, laborer, ankle broken; bag of soda fell while unloading car at Hoboken.

May 21st.—Michael J. Sweeney, non-employee, severe laceration of leg; brake shoe fell off and struck the pedestrian, at Orange.

May 22d.—George Cole, Carpenter, severe contusion of chest; fell from scaffold at Dover shops.

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May 23d.—John Brand, car cleaner, ankle sprained; fell from ladder at Hoboken.

May 24th.—A. L. Anderson, machinist's helper, contused lacerated wound of finger; caught in a milling machine at Kingsland.

May 25th.—James Strain, non-employe, left shoulder bruised; tried to pass between cars while they were being drilled at Hoboken.

May 25th.—Samuel Batista, crushing injury to second finger, left hand; finger caught between board and car truck at Dover.

May 27th.—Unknown man, killed while walking track at South Orange.

May 29th.—William Thompson, passenger, killed; struck by train 334, after alighting from train 371, at Milburn.

May 31st.—Nicholas Chaffie, crossing flagman, killed; struck by train 758 at Harrison.

June 1st.—Charles Halloway, dock builder, contused lacerated wound of toe; let plank slip from hand, at Hoboken.

June 6th.—Robert Layton, contusions of body; struck while driving across tracks at Roseville.

June 7th.—R. McConnell, hostler, left hand bruised; opening fire-box door at Hoboken.

June 7th.—Thompson, non-employe, killed; struck by train 695 near Hopatcong.

June 9th.—Samuel Locca, sectionman, fracture of finger; unloading rails at Hoboken.

June 10th.—Annie Cali, passenger, knee bruised; fell alighting from train at Boonton.

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June 10th.—William Ross, laborer, instep bruised while handling timber at Hoboken.

June 11th.—Lavini Giovanni, sectionman, lacerated wound of hand; tie dropped on fingers at Hoboken.

June 12th.—John Freeman, engineer, hand crushed; caught between hood of tank and engine at Paterson.

June 15th.—Dennis J. Dougherty, brakeman, loss of little finger, bruise on third finger; hand caught while coupling at Hoboken.

June 15th.—Cairo Stephen, laborer, bruise of foot while unloading barrels at Hoboken.

June 18th.—Frank W. Crane, brakeman, ankle severely strained while alighting from car at Hoboken.

June 19th.—John Hattermer, brakeman, finger badly bruised while coupling at Boonton.

June 21st.—Charles Davis, engineer, bruise of right cheek, knee and left hand; fell jumping from engine to avoid collision at Harrison.

June 22d.—John Burns, non-employe, killed; struck by train 279 while walking track at Brick Church.

June 23d.—Frank Dougherty, fire cleaner, contusion of left hand; jammed in grate at Port Morris.

June 25th.—Mrs. Johnson, ankle sprained; alighting from train at Newark.

June 25th.—Ernest Anderson, shop man, laceration of hand; wheel-barrow full of bolts fell upon hand, at Dover.

June 26th.—Rosa Pickots, killed; struck by train while picking up coal at Milburn.

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June 27th.—John Hayden, non-employe, scalp wound; thought to have been struck by train 76, at Dover.

June 29th.—Harry C. Jewell, brakeman, hand badly bruised while coupling engine to car at Secaucus.

July 1st.—Edward J. Lee, brakeman, hip bruised and laceration of leg; fell from deck of car to track at South Orange.

July 2d.—Miss Julia Golander, passenger, little finger badly bruised by closing of car door at Elkwood.

July 9th.—H. A. Kenney, brakeman, ankle sprained while running alongside train at Dover.

July 14th.—David Gorgas, engineer; left hand and left side of face burned; explosion in fire-box at Hoboken.

July 15th.—William Webster, car inspector, killed; fell through car door of coal car at Hoboken.

July 18th.—James W. Cummings, yardmaster, severe laceration of hand; due to explosion of torpedo at Secaucus.

July 21st.—Joseph Garborini, engine cleaner, burns of left forearm and left side of face; explosion of gas in fire-box at Hoboken.

July 28th.—Ira Richmond, brakeman, bruises about stomach; fell from deck of car to track at Paterson.

July 28th.—Joseph McMullen, brakeman, sprain of wrist and ankle; fell from deck of car to ground at Dover.

July 29th.—John Pendency, brakeman, sprain of left hand; fell from car to ground at Secaucus.

July 30th.—James Holden, brakeman, general contusions of body; caught between triple cars while coupling at Secaucus.

July 31st.—J. Young, engineer, one rib broken; fell from engine at Newark.

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August 3d.—Arthur Julias, car cleaner, contusion and sprain of leg; fell, boarding car at Hoboken.

August 5th.—Edward Barry, brakeman, five toes crushed, necessitating amputation; foot caught while uncoupling engine at Hoboken.

August 7th.—Edward E. Carter, fireman, both hands scalded; caused by bursting of flue on engine 907 at Harrison.

August 14th.—John Van Billard, brakeman, leg off; caught between cars while coupling, at Phillipsburg.

August 18th.—Steve Angelo, lampman, leg off; struck by drill engine in Hoboken yard.

August 21st.—John Yorrie, laborer, killed; stepped in front of engine No. 111 at Secaucus.

August 28th.—James Vandever, brakeman, right arm broken; laceration; fell boarding drill engine at Harrison.

August 30th.—Augustin Linder, gateman, killed; struck by engine 919 at Christopher street, Orange.

September 3d.—John P. Brogan, passenger, toes of left foot crushed, hip injured; jumped from moving train at Hoboken.

September 3d.—Leonard S. Vail, general contusions, nervous shock; fell boarding train at Newark.

September 4th.—Henry Weyrauch, brakeman, thumb crushed coupling cars at Secaucus.

September 5th.—Fred Bamback, brakeman, left leg bruised; fell in caboose when train stopped at Washington.

September 7th.—Michael Sweeney, lampman, loss of left foot; struck by cars in Hoboken yard.

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September 15th.—Frank Ritchie, section man, hand and face bruised; fell alighting from train at Boonton.

September 15th.—B. Anderson, lineman, scalp wounds; struck by train No. 5 at Chatham.

September 15th.—Augustus Stockton, conductor, hand lacerated while coupling cars at Hoboken.

September 17th.—John Chapo, non-employe, contusions of back and side; struck by engine at Paterson, while walking track.

September 18th.—Thomas Hogan, brakeman, contusion of left knee; fell boarding car at Hoboken.

September 19th.—Mrs. Alice Rosenthal, passenger, general contusions; fell alighting from train at Roseville.

September 19th.—William Harwood, boy 11 years of age, killed; struck by extra engine 883, while walking track at Paterson.

September 21st.—Nickolo Dalviccio, gateman, killed; struck by engine at Third street, Roseville.

September 25th.—Frank J. Nugent, conductor, arm crushed; fell from car at Secaucus.

September 25th.—William Mutchler, trackman, scalp wounds and bruise of back; struck by engine 76, at Hoboken yard.

September 25th.—Edward E. Dwyer, conductor, both wrists sprained and scalp wound; fell from car on account brake wheel coming off at Roseville.

September 25th.—Unknown man, killed; body found along tracks at Secaucus.

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September 26th.—Richard Daignan, non-employe, contusion of face and jaw; poker fell from engine at Orange.

September 28th.—George Peterson, laborer, laceration of hand; jammed while closing car door at Dover.

September 30th.—Mamie Stickle, passenger, fracture of collar-bone; general bruises; jumped from moving train at Athenia.

October 2d.—Wm. C. Schuman, brakeman, ankle sprained; fell from top of box-car at Port Morris.

October 5th.—Joseph Puglise, non-employe, killed; jumping from train 276 at Orange.

October 5th.—Constant Krom, machinist, second finger bruised while putting up frame of engine at Kingsland.

October 5th.—Basgra, Yonnette, section laborer, ankle bruised; pushing push-car and caught foot in frog at Hoboken.

October 6th.—John Boyle, brakeman, bad contusions of head and face; struck girder of draw bridge at Newark while on top of car.

October 6th.—Mrs. Kate Thompson, outsider, bruised about limbs and body, head cut; struck by engine while crossing street at Roseville.

October 6th.—George Hendrickson, non-employe, scalp wounds; struck by train while working for contractor near track at Roseville.

October 6th.—Charles Slutter, passenger, end of third finger crushed by car door closing at Chatham.

October 7th.—Albert Stephens, carpenter, back severely bruised; slipped while getting out of car at Dover.

October 11th.—Unknown man, killed; body found near tracks at Morris Plains.

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October 12th.—Chas. H. Miller, brakeman, left ankle sprained; stepped on round stone at switch, East Newark.

October 14th.—C. W. Baldwin, fireman, foreign body in eye while working on engine at Morris Plains.

October 13th.—E. Parks, passenger, conductor, thumb badly crushed by car door closing while train in motion near Wyoming.

October 14th.—Mamie Culbert, passenger, general bruises; fell boarding train at Milburn.

October 15th.—Fred Vorholz, passenger, foot off; jumped from train after it left station at Morristown.

October 19th.—Wm. Slater, car repairer, foot sprained, while loading heavy wheels at Hoboken.

October 21st.—George Hinson, electric light man, fracture of thigh; electric light pole broke on dock at Hoboken.

October 25th.—Charles Wooster, non-employee, cut about head and face; while walking track struck by train at Harrison.

October 26th.—Miss May Hart, passenger, leg slightly bruised, nervous shock; collision of passenger trains at Orange.

October 26th.—Miss Mary Harff, passenger, bruise of knee and general contusion; same cause.

October 26th.—Miss Alice Burke, passenger, slightly bruised and shock; same cause.

October 26th.—Kathryn McCarthy, passenger, bruised on head and legs; same cause.

October 26th.—Mrs. Henry M. Dowd, passenger, legs cut and body bruised; same cause.

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October 26th.—Lillian O'Connor, passenger, face cut and shock; same cause.

October 26th.—Thomas Maloney, passenger, slightly bruised and shocked; same cause.

October 26th.—L. B. Squire, Jr., ———; same cause.

October 26th.—T. Lawrence Fell, passenger, bruised and shock; same cause.

October 26th.—Fred Weuthrick, passenger, laceration of leg; same cause.

October 26th.—Chas. J. Stupp, passenger, right hip bruised; same cause.

October 26th.—Wm. M. Roberts, passenger, concussion; same cause.

October 26th.—R. E. Osborn, passenger, left shoulder bruised; same cause.

October 26th.—Edward Hunter, passenger, general bruises; same cause.

October 26th.—Geo. M. Lanning, passenger, nervous shock; same cause.

October 26th.—Wm. G. Gwynne, passenger, shock; same cause.

October 26th.—Alberto Falcon, passenger, contusion of leg, internal injuries; same cause.

October 26th.—Mrs. K. Pettinger, passenger, shock and pain around heart; same cause.

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October 26th.—Albert VanHoven, passenger, cut on head; same cause.

October 26th.—W. Hollister Wall, passenger, leg bruised; same cause.

October 26th.—M. Handville, passenger, contusions of chest, internal injuries and shock; same cause.

October 28th.—Angelo Posito, section man, killed; struck by train No. 26 near Kingsland.

October 29th.—Thomas Pott, non-employe, foot bruised; stone dropped on same while he was unloading car; car struck by drill engine at Summit.

October 31st.—Henry Doherty, boy 12 years of age, left leg crushed below knee; thought to have fallen from train extra west, engine 893, at Port Murray.

November 1st.—R. D. Bowman, gateman, severe scalp wound; struck by drill engine 48, in front of gateman's shanty, Harrison.

November 2d.—Edward Doblick, child nine years old, killed; struck by engine 620 while crossing tracks at point where gates were down, at Chatham.

November 2d.—Frank Nuldoes, section laborer, bruise on left instep; hurt while piling rails at Denville.

November 2d.—Warren Wyman, fireman, bruise of left hip and right wrist badly sprained; fell from engine 44 at Washington.

November 4th.—Frank Scott, fire cleaner, burns of back, neck and both arms; hot water came from smoke stack while he was working around engine at Hoboken.

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November 4th.—John Anderson, non-employe, scalp wounds; struck by train 404 at Roseville.

November 4th.—Patrick J. Timlin, brakeman, sprain of right ankle; slipped on station platform at Dover.

November 8th.—John Gray, brakeman, amputation of left arm; arm crushed while making coupling at Hoboken.

November 12th.—Jacob Young, engineer, two ribs fractured, right leg bruised; bridge gave away and engine precipitated to street at Ogden street, Newark.

November 12th.—O. L. Dalrymple, fireman, general contusions of body; same cause.

November 12th.—Peter Givens, brakeman, general contusions of body; same cause.

November 12th.—Unknown man, killed near Harrison; supposed to have been struck by train.

November 13th.—Frank Laubshire, bridge builder, bruised and cut about body; fell from bridge at Newark.

November 14th.—John McAleer, brakeman, sprain of right wrist; fell from box car at Secaucus.

November 14th.—Frank C. Gray, brakeman, scalp wounds; struck overhead bridge at Newark.

November 14th.—William Fallon, crossing flagman, killed; struck by train at Harrison.

November 15th.—Thomas Flynn, conductor, cuts about knees; thrown in car while same was being coupled at Secaucus.

November 20th.—Peter Russo, lampman, killed; struck by engine 532 in Hoboken yard.

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November 20th.—John Bordnar, non-employe, killed; struck by train 12 while walking track near Dover.

November 21st.—William Muir, non-employe, killed; struck by train at Paterson.

November 22d.—Amos Wyre, gateman, killed; struck by train near Hackettstown.

November 23d. Frank Fitzpatrick, non-employe, fell in excavation near tracks at Summit; sustained fracture of back.

November 24th.—Henry Grose, conductor, bruised about hip and side; made misstep and fell from deck of car at Newark.

November 25th.—Lazarin Guiseppi, non-employe, killed; struck by train while walking track near Madison.

November 29th.—Thomas Doudican, conductor, severe scalp wound and probable dislocation of shoulder; thrown in caboose when air parted at Dover.

December 3d.—Tony Herman, trucker, ankle sprained, fell from plank between cars at Hoboken.

December 5th.—Daniel Haughian, brakeman, foot and leg badly crushed; fell from box-car at Hoboken.

December 7th.—Michael Gallagher, laborer, dislocation of clavicle; fell from engine at Secaucus.

December 9th.—Calvin Smith, trucker, back sprained; can of tomatoes fell while being loaded in car at Phillipsburg.

December 11th.—Wm. R. Day, conductor, both knees and left elbow bruised; fell while running alongside of track at Wyoming.

December 11th.—John Bowlby, brakeman, contusions of knee and shoulder, laceration of scalp; fell boarding drill engine at Port Morris..

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December 14th.—Patrick Magner, non-employe, right foot badly crushed; struck by drill engine at Kingsland while standing on crossing.

December 15th.—William R. Carhart, brakeman, killed; slipped from platform of car to ground, car passed over both legs at Hoboken.

December 16th.—L. R. Benson, brakeman, contusions of hand and wrist; coupling cars at Harrison.

December 17th.—John Turner, killed; struck by train while crossing track east of Netcong Station.

December 19th.—Mrs. J. Fennemore, passenger, slight bruises and nervous shock; coal cars broke away from train and collided with standing passenger train at Newark.

December 19th.—Adolph Wulper, brakeman, punctured wound of right knee; fell alongside track while flagging at Summit.

December 22d.—Daniel Sullivan, hostler, contusions of body and head; fell from engine at roundhouse at Hoboken.

December 22d.—Charles Yoll, trackman, fracture of tibia and fibula; chain broke while plowing off a car at Hoboken.

December 24th.—William Rarick, severe scalp wound; attempted to board car after train had left station at Dover.

December 24th.—Tony Pickerel, trackman, contusion of back; struck by sling load of ties at Hoboken.

December 26th.—James Murray, brakeman, contusion of chest and back, possibly fracture of rib; coupling at Hoboken.

December 31st.—Stephen Dwyer, non-employe, scalp wound; struck by train at Harrison Station.

MORRIS AND ESSEX EXTENSION RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$221,000 00
Floating debt,	56,644 58
Cost of road and equipments,	\$277,644 58

The road extends from junction with Boonton branch of M. and E. R. R. 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 Morris and Essex under an agreement to pay four per cent. on its stock, and report of its operations is included in report of the Morris and Essex Railroad Company.

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

State of New York, New York county, ss.—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this 15th day of February,
A. D. 1904.

M. M. STALLMAN,
*A Foreign Commissioner of Deeds
For New Jersey in New York.*

Dividends paid during the year 1903, and how paid, \$8,840.00 directly to stockholders by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

None.

MORRISTOWN AND ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Morristown and Erie Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$400,000 00
Bonded debt,	250,000 00
Floating debt,	51,405 36
Cost of road and equipments,	109,722 61

Dividends paid during the year 1903, and how paid—None.

The road extends, or is to extend, from Morristown to Essex Falls, a distance of about 11 miles. See Remarks.

RECEIPTS AND EXPENSES FOR 1903—SEPT. 1-DEC. 31.

Income from passengers,	\$1,651 21
Income from freight,	11,657 75
Income from other sources,	158 38
Total,	<u>\$13,467 34</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$6,683 06
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REMARKS.

The only portion of the railroad which has been operated is the section from Morristown to Whippany, being the railroad formerly belonging to the Whippany River Railroad Company. All of the remainder of the railroad, that is to say, the railroad from

Whippany to Essex Falls, is still under construction. The Whippany River Railroad Company was merged by consolidation into the Morristown and Erie Railroad Company, and the Morristown and Erie Railroad Company has, from the 1st day of September, 1903, or about that date, operated the railroad formerly of the Whippany River Railroad Company. This present report deals, therefore, with the four months from 1st September, 1903, to 31st December, 1903, inclusive. For the first eight months of the same year, that is to say, from 1st January, 1903, to 31st August, 1903, reference is hereby made to the report for the Whippany River Railroad Company, made by the Morristown and Erie Railroad Company at the same time with this report.

State of New York, New York county, ss.—Richard W. McEwan, being duly sworn, on his oath says, that he is President of the Morristown and Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this 1st day of February, A. D. 1904.

LE ROY T. HARKNESS,
Notary Public (168) Kings County.
Certificate Filed in New York County.

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

ACCIDENTS.

None.

MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$95,650 00
Bonded debt,	75,000 00
Floating debt—None.	
Cost of road and equipments,	\$170,650 00

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5.95 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company. The present annual rental is six per cent. on \$45,050 of the capital stock, all taxes and \$200 for maintenance of organization. Bonded debt, \$75,000, assumed at maturity by lessee, and interest ceased.

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

State of Pennsylvania, Philadelphia county, ss.—Samuel Rea, being duly sworn, on his oath says that he is Vice-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 thirtieth day of January,
A. D. 1904.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$2,934 51
Income from freight,	2,174 76
Income from other sources,	427 84
	<hr/>
Total,	\$5,537 11

Expenditures during the year for working road, including re-
pairs, maintenance of way, motive power and contingencies, \$15,537 34

Dividends paid during the year 1903, and how paid—Two of three per cent.
each on \$45,050.00; capital stock payable in cash.

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

RAILROAD AND CANAL REPORTS.

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MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Mount Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$160,000 00
Floating debt (current accounts payable),	1,396 24
Cost of road and equipments,	\$150,880 08
Dividends paid during the year 1903, and how paid—Six per cent. paid in cash,	\$9,600 00

The road extends from Pt. Oram, N. J., to Mt. Hope, N. J., a distance of 4.28 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from freight,	\$27,831 00
Income from other sources,	593 44
Total,	\$28,424 44
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$14,837 76

P. O. address of the above Company—Catasauqua, Pa.

State of Pennsylvania, Lehigh county, ss.—Leonard Peckitt, being duly sworn, on his oath says, that he is Vice-President of the Mt. Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the

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said road during the year 1903 are correct and true, to the best of his knowledge and belief.

LEONARD PECKITT.

Sworn and subscribed before me this 9th day of March, A. D. 1904.

A. N. ULRICH,

Justice of the Peace.

My Commission Expires May 4th, 1908.

RAILROAD AND CANAL REPORTS.

NATIONAL DOCKS RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$3,854,000 00
Cost of road and equipments,	\$3,961,219 01
Dividends paid during the year 1903, and how paid—April 1st, 1903, one and one-half per cent., based upon earnings from July 1st to December 31st, 1902,	\$57,810 00

The road extends from Jersey City, N. J., to Bayonne, N. J., a distance of 8.64 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$258 00
Income from freight,	222,448 01
Income from other sources,	1,982 20
	<hr/>
	\$224,688.21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$70,330 44

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

State of New York, New York county, ss.—E. B. Thomas, being duly sworn, on his oath says that he is President of the National Docks Railway Company, and that the foregoing state-

ment and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of March, A. D. 1904.

F. T. HARBACH,
Notary Public (227), New York County.

ACCIDENTS.

January 15th.—Rink Germeraad, trainman, squeezed between cars at Bayonne, N. J., injuries slight.

January 31st.—Mrs. August Kamke, killed at Bayonne, while gathering coal on tracks.

April 7th.—James Cook, sectionman, left foot bruised by tie falling on it at Jersey City.

June 4th.—Maurice Foley, trainman, fell from moving cars at Bayonne, collar-bone fractured and other injuries.

June 19th.—John Schmidt, stranger, while crossing track was struck by train, both ankles sprained and other injuries.

July 21st.—Wilbur Taylor, stranger, while stealing ride on train fell from car, right leg and fingers of right hand crushed; right leg amputated above knee; three fingers amputated.

August 15th.—John G. Barnes, stranger, struck by train while walking on track near Linden avenue, Jersey City; killed.

NAVESINK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Navesink Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$701,900 00
Cost of road and equipments,	\$701,893.14

Dividends paid during the year 1903, and how paid—None.

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on pier at Atlantic Highlands.

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

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

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

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.

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

ACCIDENTS.

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

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NEWARK BAY RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Newark Bay Railway Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$10,000 00
Floating debt,	5,901 83
Cost of road and equipments,	\$15,901 83

Dividends paid during the year 1903, and how paid—None.

The road extends from a point near intersection of Murray street and Avenue T, Newark, N. J., to a point near the intersection of Morris Canal and Frederick street, Newark, N. J., a distance of 4.91 miles.

REMARKS.

Construction work on this road is not yet completed.

P. O. address of the above company—228 South Third street, Philadelphia.

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 and the annexed statement of accidents on the said road during the

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year 1903 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 18th day of March, A. D. 1904.

F. T. HARBACH,

Notary Public (227), New York County.

ACCIDENTS.

None.

NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$103,850 00
Floating debt,	188,336 70
Cost of road and equipments,	\$292,186 70

The road extends from Roseville Junction to Montclair, a distance of 4.24 miles.

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

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

State of New York, New York county, ss.—William H. Truesdale, being duly sworn, on his oath says that he is President of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 15th day of February, A. D. 1904.

M. M. STALLMAN,
*A Foreign Commissioner of Deeds
 For New Jersey in New York.*

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Dividends paid during the year 1903, and how paid—\$6,231.00 directly to stockholders by the Delaware, Lackawanna and Western Railroad Company as lessee of Morris and Essex Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

January 17th.—Post, George C., non-employee, killed; struck by drill engine while walking along track at Roseville avenue.

February 25th.—Boy, 12 years of age, skull fractured; sitting on main track and struck by drill engine at Montclair.

May 31st.—Smith, Harry, child, 9 years of age, sustained fatal injuries while attempting to board train at Bloomfield.

June 18th.—Bennbarn, Gus, laborer, arm broken, lacerations and contusions of chest; while adjusting jack under derailed car he fell from coal trestle, due to breaking of the plank, at Montclair.

NEWARK AND HUDSON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Newark and Hudson Railroad Company, presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$250,000 00
Bonded debt,	250,000 00
Floating debt—None.	
Cost of road and equipments,	\$355,056 18

The road extends from Bergen Junction to Newark, N. J., a distance of 5.620 miles.

It is leased to the Erie Railroad Company at an annual rental of \$33,000 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 further information required by law is furnished by that company.

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

D. W. COOKE.

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Sworn and subscribed before me this nineteenth day of February, A. D. 1904.

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

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

February 17th.—T. DiLiberto, killed; struck by train while clearing snow from track.

April 15th.—M. L. Ramsey, brakeman, head and back injured; struck by signal pole.

April 24th.—Mrs. G. Amato, ankle strained; getting off train.

June 3d.—L. Sronillo, trainman, ankle sprained working on track.

July 2d.—J. Garrabrant, signal repairer, legs bruised working on signals.

August 7th.—Mary A. Bishop, leg broken; struck by engine; trespasser.

August 22d.—Isaac Ball, killed; struck by engine.

November 27.—H. C. Beardsley, brakeman, thumb crushed; coupling cars.

December 24th.—Chas. Dyer, killed; struck by train.

NEW JERSEY JUNCTION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	\$1,800,000 00

The road extends from Weehawken to Jersey City, a distance of 4.43 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, Chapter CLXII, approved April 12th, 1886.

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

State of New York, New York County, *ss.*—W. H. Newman, being duly sworn, on his oath says, that he is President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. NEWMAN.

Sworn and subscribed before me this 3d day of February, A. D. 1904.

LOUIS BENDER,
Notary Public (51).

RECEIPTS AND EXPENSES FOR 1903.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, New York county, *ss.*—Marshal L. Bacon, 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, 1903, is correct and true to the best of his knowledge and belief.

MARSHAL L. BACON,
Auditor.

Sworn and subscribed before me this 2d day of February, 1904.

J. P. McMAHON,
Notary Public in and for Queens County, N. Y.
Certificate Filed in New York County.

ACCIDENTS.

April 26th.—J. Smith, Hoboken. Yard engine 261. M. O'Hare, engineman; W. Shea, conductor. While hanging on side ladder of car this boy was struck by "bent" or upright support of Fourteenth street bridge. He sustained a bad scalp wound.

July 13th.—H. P. Hillas, Hoboken. Work train, engine 665. A. Alslaben, engineman; C. Barth, conductor. Struck while driv-

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ing over Thirteenth street crossing. He sustained severe contusions to back and legs.

August 18th.—W. B. Houck, Hoboken. Yard engine 238. P. Fox, engineman; M. Kehoe, conductor. Brakeman Houck was riding car in on side-track, and was in the act of setting brake when another car struck the one he was riding. He was thrown to the ground, and had right collar-bone fractured and sustained severe scalp wound.

Correct.

J. P. BIRDFIELD,
General Superintendent.

NEW JERSEY AND NEW YORK RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey and New York Railroad presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$2,228,600 00
Bonded debt,	1,032,500 00
Floating debt,	54,134 86
Cost of road and equipments,	3,315,234 86

Dividends paid during the year 1903, and how paid—None.

The road extends from New Jersey and New York Junction to New City, N. Y., a distance of 34,504 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$243,384 71
Income from freight,	119,997 68
Income from other sources,	18,471 68
Total,	<hr style="width: 100%; border: 0.5px solid black;"/> \$381,854 07

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$353,470 74
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P. O. address of this Company—21¹ Cortlandt street, New York City.

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State of New York, New York county, ss.—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New Jersey and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

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

ACCIDENTS.

January 30th.—W. W. Harper, killed; struck by light engine No. 12.

July 12th.—J. Smith, trackman, leg and head bruised; struck by train.

August 18th.—Louis Grager, trackman, killed; struck by train.

August 22d.—Isaac Kirkpatrick, killed; struck by engine.

September 1st.—W. A. Rundle, engineer, head bruised; struck by overhead bridge.

September 1st.—H. R. Mather, brakeman, right hand bruised; coupling cars.

September 22d.—Mrs. D. J. Demarest, knee bruised; getting off train.

September 25th.—Mrs. L. C. Hopkins, head and face cut; stumbled over signal wire.

RAILROAD AND CANAL REPORTS.

October 13th.—F. Fuerbach, killed; struck by train.

November 1st.—Italian No. 1948, two fingers bruised while unloading cars.

November 1st.—Italian No. 1935, thumb slightly injured; unloading car.

November 16th.—A. Abramson, brakeman, head injured; fell from train.

December 14th.—Gilbert Bell, carpenter, foot bruised; unloading lumber.

December 15th.—L. Cusha, trackman, foot bruised; laying rail.

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RAILROAD AND CANAL REPORTS.

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NEW JERSEY AND PENNSYLVANIA TRACTION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New Jersey and Pennsylvania Traction Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$500,000 00
Bonded debt,	835,000 00
Floating debt,	38,194 08
Cost of road and equipments,	\$181,503 72

Dividends paid during the year 1903, and how paid—None.

The road extends along certain streets and highways in the city of Trenton, a distance of 1.9 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers, including subsidiary companies.....	\$68,336 24
Income from freight,	1,796 49
Income from other sources,	107 50
Total,	<u>\$70,240 23</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.	\$46,486 41
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REMARKS.

Receipts and expenses include: Trenton, Lawrenceville and Princeton Railroad; Trenton, Lawrenceville and Princeton Ex-

tension Railroad; New Jersey and Pennsylvania Traction Company; Trenton City Bridge Company; Yardley, Morrisville and Trenton Street Railway; Newtown and Yardley Street Railway.

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

State of Pennsylvania, Lehigh county, ss.—C. M. Bates, being duly sworn, on his oath says, that he is President of the New Jersey and Pennsylvania Traction Company, and that the foregoing statement and the annexed statement of accidents on the the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this 9th day of February, A. D. 1904.

DENNIS GERBERICH,
Notary Public.

My Commission Expires February 27th, 1905.

ACCIDENTS.

None to persons.

NEW JERSEY SHORE LINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$31,000 00
Floating debt,	2,924 29
Cost of road and equipments,	\$33,924 29

Dividends paid during the year 1903, and how paid—None.

The road as projected is to extend from Weehawken to Harrington, N. J., a distance of fifteen and one-half miles.

RECEIPTS AND EXPENSES FOR 1903.

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

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

REMARKS.

Road not constructed.

State of New York, New York county, ss.—W. H. Newman, being duly sworn, on his oath says, that he is President of the New Jersey Shore Line Railroad Company, and that the fore-

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

W. H. NEWMAN.

Sworn and subscribed before me this 3d day of February, A. D.
1904.

LOUIS BENDER,
Notary Public (51).

RAILROAD AND CANAL REPORTS.

NEW JERSEY SOUTHERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in, preferred, \$1,590,600.00, common, \$1,000,000.00,	\$2,590,600 00
Bonded debt (including that of the Long Branch and Sea Shore Railroad),	1,790,600 00
Cost of road and equipments (as purchased at foreclosure sale in 1879),	\$752,000 00

Dividends paid during the year 1903, 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 1903.

Income from passengers,	\$376,399 18
Income from freight,	359,994 55
Income from other sources,	311,622 34
Total,	\$1,048,016 07

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$1,024,100 36

REMARKS.

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 Railroad Company, West End Railroad Company, and also the steamboat route between New York and Atlantic Highlands.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

ACCIDENTS.

Coupling or Uncoupling—Employees.

June 24th.—Dennis R. Frawley, brakeman, injured at East Branch. Engineer, Samuel Warwick; conductor, P. Egan.

August 22d.—J. E. Sheppard, brakeman, injured at Collins Siding. Engineer, J. Green; conductor, H. Cobb.

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November 4th.—Wm. J. Bevins, brakeman, injured at Red Bank. Engineer, S. Warwick; conductor, G. R. White.

Collisions—Employes.

September 5th.—S. C. Rhoades, engineer; A. Galloway, engineer; C. Reiley, fireman, and L. C. Laird, civil engineer, injured at Mount's Crossing. Engineers, S. C. Rhoades and A. Galloway; conductors, —————.

Parting of Trains—Employes.

November 9th.—H. Cobb, conductor, injured at Eatontown. Engineer, J. C. Green; conductor, H. Cobb.

Falling from Trains, Locomotives or Cars—Employes.

December 31st.—Clarence P. Woolley, brakeman, fatally injured at East Long Branch. Engineer, P. Crysen; conductor, Albert Woolley.

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

February 5th.—Pasquale Mazza, laborer, injured at Bay View avenue, Atlantic Highlands. Engineer, H. H. Tuthill; conductor, J. V. Johnson.

March 21st.—Joseph Rainear, brakeman, injured at Red Bank. Engineer, J. B. Hurley; conductor, James Phillips.

June 3d.—Belford Sheppard, brakeman, injured at East Bridgeton. Engineer, Charles Rice; conductor, F. Garwood.

July 22d.—Jerome E. Thompson, brakeman, injured at Wheat Road. Engineer, J. B. Hurley; conductor, Lewis Poole.

November 6th.—James C. Stymacks, brakeman, injured at Eatontown. Engineer, S. Warnick; conductor, G. R. White.

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

August 14th.—Thomas Wardell, injured at Long Branch; Engineer, Robert Flett; conductor, G. H. Van Note.

September 3d.—Unknown man injured at Winslow Junction. Engineer, J. Manion; conductor, W. C. Oliver.

November 12th.—Jos. Edwards, injured at Matawan. Engineer, W. L. Ninson; conductor, C. A. Wyatt.

Struck by Overhead Obstructions—Employees.

December 2d.—Amos Horner, fireman, injured at Pasadena. Engineer, J. B. Hurley; conductor, W. C. Oliver.

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

August 3d.—Thomas Price, killed at Matawan. Engineer, M. C. Mooney; conductor, M. L. Farrington.

October 19th.—James Chapman, killed at Farmingdale. Engineer, Gil. Stout; conductor, H. S. Kenworth.

October 28th.—John Naughton, slightly injured at Belford. Engineer, Samuel Warnick; conductor, George R. White.

December 15th.—Major J. T. Fields, injured at Red Bank. Engineer, P. J. Gryson; conductor, A. Woolley.

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

August 1st.—Chas. H. Messler, injured at Lakehurst. Engineer, John Wainwright; conductor, A. P. Clayton.

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

June 16th.—W. R. Halleran, brakeman, killed at East Long Branch. Engineer, M. C. Mooney; conductor, M. L. Farrington.

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

April 30th.—Oliver Cromwell, seven years, trespasser, seriously injured at Vineland. Engineer, John Davis; conductor, John Oliver.

June 1st.—Chas. Van Kirk, trespasser, slightly injured at Red Bank. Engineer, J. Coyne; conductor, W. H. Johnson.

September 3d.—Thos. Bowker, Sr., trespasser, killed near Bivalve. Engineer, W. Garon; conductor, Jos. Applegate.

September 16th.—Joseph Deu Gulielmo, killed at Hiltons. Engineer, E. Davis; conductor, R. C. Anderson.

On or About Trains, Locomotives or Cars—Employees.

May 19th.—Rulon Sheppard, brakeman, injured near Bridgeton Junction. Engineer, C. Rice; conductor, L. Poole.

July 4th.—A. S. Watts, brakeman, killed at Atlantic Highlands. Engineer, W. H. Savidge; conductor, Albert Woolley.

RAILROAD AND CANAL REPORTS.

October 30th.—P. H. Perrine, brakeman, injured at Winslow Junction. Engineer, John Thompson; conductor, Jos. Phillips.

December 9th.—Arthur Hill, car cleaner, injured at East Long Branch. Engineer, W. H. Howland; conductor, G. H. Allen.

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

April 21st.—Benj. Cranshaw, age 12, trespasser, injured near Keyport. Engineer, Jos. Erickson; conductor, A. I. Dellett.

Other Causes—Non-Employees.

April 24th.—Donatello Lampsonia and C. H. Van Dike, passengers, injured by glass from broken car window on moving train at Whitings. Engineer, John Erickson; conductor, F. O. Webster.

October 31st.—Rufus Pope, trespasser, struck by piece of casting and injured at Wheat Road. Engineer, John Manion; conductor, Frank Hartman.

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NEW JERSEY TERMINAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Terminal Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$500,000 00
Bonded debt,	230,000 00
Cost of road and equipments,	\$730,000 00

The road extends from Rahway to Carteret, a distance of 5.585 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$764 36
Income from freight,	10,513 14
Income from other sources,	86 01
Total,	\$11,363 51

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.	\$13,159 83
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P. O. address of the above company—243 Washington street, Jersey City, N. J.

State of New Jersey, Middlesex county, ss.—Edward S. Savage, being duly sworn, on his oath says, that he is President of the New Jersey Terminal Railroad, and that the foregoing statement and the annexed statement of accidents on the said road

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during the year 1903 are correct and true, to the best of his knowledge and belief.

EDWARD S. SAVAGE.

Sworn and subscribed before me this 27th day of January, A. D. 1904.

GEORGE L. RECORD,
Master in Chancery of New Jersey.

ACCIDENTS.

March 27th, 1903.—Dennis Connor, seated on track opposite Wheeler Condenser and Engineering Company's factory, struck by engine in forehead; injury slight. Engineman, Harry Coulter; conductor, Walter Sheats. Still retained.

RAILROAD AND CANAL REPORTS.

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NEW ORANGE FOUR JUNCTION RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, New Orange Four Junction Railroad presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$100,000 00
Cost of road and equipments,	\$50,944 09

Dividends paid during the year 1903, and how paid—None.

The road extends from Roselle Park and Aldene to New Orange, a distance of 3.97 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$2,196 32
Income from freight,	11,715 29
Income from other sources,	368 92
Total,	\$14,280 53

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$16,011 36
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P. O. address of the above company—New Orange, N. J.

State of New York, Chemung county, ss.—W. W. Cole, being duly sworn, on his oath says, that he is President of the New

Orange Four Junction Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

W. W. COLE.

Sworn and subscribed before me this fifth day of March, A. D.
1904.

J. J. CURTIS,
Notary Public.

ACCIDENTS.

None.

NEW YORK BAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York Bay Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$500,000 00
Bonded debt,	467,073 99
Floating debt,	4,245,313 04
Cost of road and equipments,	\$5,212,387 03

The road extends from

	<i>Miles.</i>
4037 feet east from Waverly Station, N. J., to one and one-half miles east of the crossing of the Central Railroad of New Jersey (Newark and Elizabethport Branch),	3.68
4184 feet east from Waverly Station, N. J., to Junction at Kearney Junction, N. J.,	4.36
Junction with Passaic Branch, 780 feet northeast from Manufacturers' Railroad, to Lister's Agricultural Chemical Works, Newark, N. J.,	0.67
Junction with Passaic Branch, 65 feet southwest from Passaic river, to Terminus,	0.16
2800 feet west from Emmett Street Station, to south side of Eighteenth avenue, Newark, N. J.,	2.05
Total,	10.92

There is no lease during the year 1903. The Pennsylvania Railroad Company paid \$38,682.96 for use of the road.

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

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

SAMUEL REA.

Sworn and subscribed before me this thirtieth day of January, A. D. 1904.

HUGH B. ELY,

M. C. C. State of New Jersey.

Dividends paid during the year 1903, and how paid—One of four per cent., payable in cash.

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

NEW JERSEY JUNCTION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company, lessee in behalf of the New York and Fort Lee Railroad Company, presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$1,000,000 00
Cost of road and equipments, as shown by report of January 23d, 1871,	\$269,601 72

The road extends from Jersey City to the division line between the State of New Jersey and New York. The road built was about two miles from Weehawken north. This portion, which extends from the north line of the Delaware and Hudson Canal Company's property at Weehawken for a distance of .24 mile, is leased to the New Jersey Junction Railroad Company at an annual rental of taxes, assessments and expenses of organization not exceeding \$1,000 per annum. The remaining portion of the constructed road is included in the report of the West Shore Railroad Company.

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

State of New York, New York county, ss.—W. H. Newman, being duly sworn, on his oath says, that he is President of the New Jersey Junction Railroad Company, and that the foregoing

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

W. H. NEWMAN.

Sworn and subscribed before me this 3d day of February,
A. D. 1904.

LOUIS BENDER,
Notary Public (51).

RECEIPTS AND EXPENSES FOR 1903.

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

Expenditures during the year for working road, including re-
pairs, maintenance of way, motive power and contingencies—None.
Dividends paid during the year 1903, and how paid—None.

P. O. address of this company—Marshal L. Bacon, Auditor,
N. Y. C. and H. R. R. Co., Grand Central Station, New York
City.

NEW YORK AND GREENWOOD LAKE RAILWAY
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the New York and Greenwood Lake Railway Company, presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$100,000 00
Bonded debt,	1,500,000 00
Floating debt—None.	
 Cost of road and equipments,	 \$1,600,000 00

The road extends from Meadow Junction to Sterling Forest, a distance of 51.66 miles.

It is leased to the Erie Railroad Company at an annual rental of \$75,000 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth. Includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung Railway.

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

State of New York, New York county, ss.—F. D. Underwood, being duly sworn, on his oath says, that he is 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.

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Sworn and subscribed before me this 23d day of February,
A. D. 1904.

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

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

Greenwood Lake Railroad.

January 17th.—Wm. Lehane, killed; attempted to board train
in motion.

January 3d.—Miss M. Daley, killed; struck by train.

January 8th.—Edw. Mapes, brakeman, hip and side bruised;
thrown against side of freight car.

January 24th.—H. F. Terry, hand and knee bruised; attempted
to board train in motion.

March 4th.—Geo. J. Barin, brakeman, ankle sprained; alight-
ing from train.

March 13th.—Louis McGrath, killed by train; walking on
track.

March 23d.—George Sloat, brakeman, toe bruised; coupling
cars.

March 28th.—Chas. Stevenson, conductor, ankle sprained;
alighting from car.

RAILROAD AND CANAL REPORTS. 245

April 1st.—Arthur Engler, killed; struck by train.

April 10th.—J. T. Marsh, brakeman, leg bruised; handling freight from car.

April 19th.—Marie Boylan, killed; struck by train.

May 6th.—James Palmatier, brakeman, rib fracture; coupling cars.

May 13th.—C. V. Wagoner, head injured; struck by train.

June 12th.—T. Chanrock, trainman, wrist sprained; fell on track.

June 30th.—Mrs. T. Weir, ankle sprained; stepping off coach.

July 2d.—Italian No. 3175, head bruised; working on track.

July 14th.—James Palmatier, brakeman, kneecap fractured; fell from engine.

July 26th.—H. H. Appman, two (2) fingers bruised; window fell on fingers.

July 26th.—Chas. Captain, engineer, hip bruised; caught between engine and freight house.

July 31st.—Edw. ConCannon, back and shoulder bruised; fell from car.

August 8th.—W. H. Biddle, clerk, finger bruised; trunk fell on finger.

August 9th.—Chas. Cobercca, laborer, finger crushed while loading baggage.

August 10th.—F. J. Hernandez, head and wrist bruised; fell from car.

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August 20th.—Henry Stonaker, killed; struck by engine.

August 20th.—J. R. Davenport, back bruised; struck by engine.

August 20th.—Wm. O'Brien, back bruised; struck by engine.

August 20th.—Jos. Jay, killed; struck by engine.

August 23d.—Willis Riker, brakeman, right knee injured; jumped from moving train.

August 31.—J. W. Elliott, conductor, slight bruises on left shin; struck by pieces torpedo.

October 15th.—J. T. Fredericks, brakeman, toe injured; unloading freight.

November 4th.—Chas. Proctor, carpenter, leg bruised; handling timbers.

November 25th.—H. Marks, brakeman, right knee bruised; struck by stone being unloaded from car.

December 4th.—V. Denicola, killed; struck by train.

December 4th.—L. Denicola, killed; struck by train.

December 26th.—Frank Ricker, brakeman, killed; run over by train.

Arlington Railroad.

October 25th.—A. Jacques, trainman, killed; struck by train.

Caldwell Branch.

April 1st.—Andrew Noske, trainman, thumb crushed; unloading rail.

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October 5th.—M. Ledensky, trainman, right leg bruised; loading rail.

October 6th.—C. H. Doramus, side and arm bruised; getting on train.

November 19th.—Henry Cole, brakeman, hand injured; struck hand against seat iron.

Watchung Railroad.

November 4th.—T. Ryan, back injured; struck by train.

November 4th.—Chas. Tennart, leg injured; struck by train.

NEW YORK AND LONG BRANCH RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in.	\$2,000,000 00
Bonded debt.	1,745,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of 38.04 miles.

It is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company under agreement.

State of New York, city and county of New York, ss.—George F. Baker, being duly sworn, on his oath says, that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAKER.

Sworn and subscribed before me this twenty-third day of February, A. D. 1904.

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

RECEIPTS AND EXPENSES FOR 1903.

The earnings and expenses are covered in the accounts of the operating companies.

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

ACCIDENTS.

February 13th.—Henry Miller, residence Matawan, N. J., while walking across Mohingson trestle, was struck by engine No. 564, of C. R. R. train No. 337, and fatally injured. A. S. Wooding, conductor; Jos. L. Truex, engineman.

June 4th.—Harry N. Barkman, residence Nauright, N. J., a brakeman on C. R. R. extra freight trains, engine No. 601, while standing on top of box-car, struck overhead bridge north of Elberon, and was instantly killed. G. W. Bogart, conductor; H. Tomy, engineman.

June 9th.—J. Frank Wilson, residence Manasquan, N. J., conductor of N. Y. and L. B. R. R. local drill engine (C. R. R. No. 810), while coupling cars at Cliffwood brickyards, was caught between bumpers and fatally injured. John Johnson, engineman.

June 21st.—Wayne Fixten, residence Galveston, Texas, while walking across Matawan trestle, was struck by engine No. 550, of C. R. R. train No. 360, and instantly killed. W. J. Sheehan, conductor; James Smith, engineman.

July 4th.—Henry H. Somers, residence 203 Court street, Newark, N. J., while riding in H. and C. car No. 2300, in train of C. R. R., extra engine No. 550, with legs hanging from side-door, struck truss of Oceanport drawbridge and was seriously injured. F. P. Fairbanks, conductor; A. Galloway, engineman.

August 24th.—Hazel Morrison, aged 10, residence Coney Island, N. Y., walked across tracks at Matawan station directly in front of P. R. R. express train No. 272, and was instantly killed. D. B. Tice, conductor; Albert Rogers, engineman.

September 15th.—Patrick Toomey, residence Everett, N. J., while attempting to drive across tracks north of Hazlet station,

contrary to warning of flagman, was struck by extra engine No. 2217, running relief to P. R. R. train No. 281, and was instantly killed. C. F. Martimore, conductor; E. E. Cook, engineman.

September 25th.—Robert W. Esom, residence Jersey City, N. J., a brakeman on P. R. R. freight train No. 502, while standing on top of car at Avon, struck low wire and was severely injured. L. F. Shine, conductor; A. E. Harris, engineman.

September 30th.—Joseph Donahue, residence Trenton, N. J., while attempting to board P. R. R. train No. 293 south of Asbury Park station, fell under wheels and was seriously injured. A. Davison, conductor; David Emmons, engineman. Crew of this train had no knowledge of the accident.

October 6th.—The body of John Bradner, a native of Hungary, was found by Messrs. Weigand and Mulford, conductor and engineman of C. R. R. extra, engine No. 417, alongside of tracks north of Main street crossing, South Amboy, N. J., about 11 P. M., and was turned over to coroner.

November 25th.—Ella Morton, residence Manasquan, N. J., while standing on platform at Bradley Beach station, was drawn under P. R. R. freight train No. 502 and fatally injured. Crew of this train had no knowledge of accident.

December 29th.—Edward L. Prosendopher, residence No. 25 Longworth street, Newark, N. J., a passenger on C. R. R. of N. J. train No. 312, was slightly injured by piece of window glass in coach No. 583, broken by loose door of Pa. Co. U. L. box-car No. 10499, of P. R. R. freight train No. 503, striking, side of train. D. C. Johnson, conductor train No. 312; J. R. Skimons, Conductor train 503.

NEW YORK, SUSQUEHANNA AND WESTERN RAIL-
ROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$26,000,000 00
Bonded debt,	12,739,000 00
Floating debt,	445,585 54
Cost of road and equipments,.....	\$41,993,026 33
Dividends paid during the year 1903, and how paid—None.	

The road extends from Jersey City to Gravel Place, Pa., a distance of 101 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,.....	\$413,503 97
Income from freight,.....	1,668,853 25
Income from other sources,.....	93,594 51
Total,	<u>\$2,175,951 73</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$1,167,738 82

State of New York, New York county, ss.—F. D. Underwood, being duly sworn, on his oath says that he is President of the

New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this 24th day of February, A. D. 1904.

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

ACCIDENTS.

January 6th.—J. Jarrett, brakeman, arm bruised; coupling cars.

January 8th.—John Tidaback, brakeman, leg bruised; broke through bridge.

January 10.—Wm. Bertholf, brakeman, arm and shoulder bruised; jumped from engine.

January 23d.—C. M. McBennett, killed; struck by train.

February 1st.—Fred Deyer, brakeman, leg and foot injured; getting off engine.

February 4th.—S. Courter, conductor, face cut; thrown against window in car.

February 9th.—Edw. Raub, head and shoulder bruised; struck by train.

March 8th.—J. F. Johnson, fireman, face burned; fell against boiler.

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March 10th.—Albert Hay, brakeman, knee injured; fell from car.

March 12th.—H. J. Wright, conductor, side and face bruised; fell from car.

March 20th.—John Brown, brakeman, foot bruised; coupling cars.

April 12th.—P. Weiner, brakeman, internally injured; fell from car.

April 4th.—Frank Harris, brakeman, body bruised; thrown against car.

April 4th.—M. J. Mally, engineer, body bruised; thrown down in engine.

April 20th.—Edw. Johnson, brakeman, foot injured; getting on engine in motion.

April 29th.—W. F. Clark, brakeman, body bruised; fell from car.

April 30th.—Geo. Tidaback, engineer, back injured; thrown down in engine.

April 30th.—Geo. Becking, conductor, back injured; thrown against side of caboose.

May 16th.—G. Georgi, laborer, left leg amputated; working on coal dock.

May 26th.—J. Taylor, right foot injured; jumping on train.

June 1st.—R. L. Lohmer, killed; struck by train while picking up coal.

June 20th.—W. J. Holmes, killed; attempted to get on moving train.

June 29th.—Wm. Collins, wireman, arm bruised; thrown against engine.

June 29th.—N. Anderson, brakeman, leg and shoulder bruised; thrown against car.

July 4th.—A. Arndt, conductor, elbow dislocated; getting off baggage car.

July 7th.—A. J. Yale, brakeman, killed; struck by train.

July 8th.—Unknown man, killed; struck by train.

July 15th.—Frank Hueir, right foot crushed; repairing air hose, train started.

July 23d.—Wm. Meeker, brakeman, head injured; thrown against caboose.

July 27th.—Wm. Plattenburg, body bruised; fell from engine.

August 4th.—W. Ross, brakeman, leg injured; coupling cars.

August 8th.—M. K. Jones, brakeman, side and leg bruised; fell from cupola of caboose.

August 17th.—Mike Chair, trackman, three fingers crushed; loading rail.

August 26th.—W. W. Brink, killed; struck by train while walking on track.

August 31st.—Joe Salerno, laborer, wrist injured; while working on track.

RAILROAD AND CANAL REPORTS. 255

September 2d.—William Jones, brakeman, arm sprained; fell from car.

September 12th.—Frank Kithcart, fireman, head injured; fell from engine.

September 2d.—W. H. Rundle, engineer, head injured; struck by bridge.

October 8th.—H. Laforge, internally injured; thrown from engine.

October 24th.—Frank Titus, hostler, burned; while working on engine.

October 28th.—J. J. Donohue, car inspector, jaw broken; while uncoupling cars.

December 14th.—Frank Sopena, laborer, body bruised; thrown against seat in car.

December 14th.—Michael Beeker, body bruised; thrown against seat in car.

December 14th.—John Briest, body injured; thrown against seat in car.

December 31st.—Theo. Smith, back injured; struck by train.

NORTHERN RAILROAD OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Erie Railroad Company, as lessee of The Northern Railroad of New Jersey, presents the following report for the year ending December 31st, 1903:

Capital stock paid in.....	\$1,000,000 00
Bonded debt,	654,000 00
 Cost of road and equipments.....	 \$1,654,000 00

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company at an annual rental of \$86,170.00 and taxes.

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

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

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

F. D. UNDERWOOD.

RAILROAD AND CANAL REPORTS. 257

Sworn and subscribed before me this 23d day of February, A. D. 1904.

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

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

ACCIDENTS.

March 7th.—John Burt, ankle sprained; alighting from train.

April 21st.—T. M. Scott, brakeman, arm broken; coupling cars.

April 22d.—M. Breitspicker, brakeman, wrist sprained; handling freight from cars.

May 1st.—J. W. Mart, arm and leg bruised; attempted to board moving train.

May 5th.—W. Blauvelt, conductor, leg bruised; jumping on moving train.

May 9th.—Horace Miller, brakeman, ankle sprained; slipped on tie.

August 30th.—Charles Kaufman, brakeman, finger crushed; door slammed on finger.

August 22d.—Jeremiah VanValen, killed; struck by engine.

September 1st.—Mrs. Margaret Seaman, shoulder and knee bruised; getting off coach.

September 6th.—J. Buglin, killed; struck by engine.

October 17th.—T. Lynch, killed; struck by train.

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November 25th.—John Ryan, carpenter, right ankle fractured; fell from roof of freight-house.

November 10th.—Charles Bugulo, killed; struck by train.

December 21st.—Sarah Taylor, face scratched; struck by train.

December 21st.—T. Lynch, trackman, killed; struck by train.

RAILROAD AND CANAL REPORTS.

THE OGDEN MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,.....	\$450,000 00
Dividends paid during the year 1903, and how paid—Two and one-half per cent. on January 15th, and two and one-half on July 15th, both in cash.	

The road extends from Nolan's Point to Ogden Mine, a distance of 9.86 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers—None.	
Income from freight—None.	
Income from other sources (Rental),.....	\$23,000 00
Total,	\$23,000 00

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

The road is leased to the Central Railroad Company of New Jersey and operated by them; hence, we have no knowledge of accidents, if any occurred.

RAILROAD AND CANAL REPORTS.

P. O. address of the above company—Room 522, 608 Chestnut street, Philadelphia.

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 and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

JOHN L. WILSON.

Sworn and subscribed before me this 6th day of January, A. D. 1904.

W. T. STEEL,
Notary Public,
Commission expires January 19th, 1907.

ACCIDENTS.

See above.

PASSAIC AND DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$111,050 00
Floating debt,	31,930 36
Cost of road and equipments,.....	\$142,980 36

The road extends from Summit Junction to Bernardsville, a distance of 14.11 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent on its stock, and report of its operations is included in report made by the Morris and Essex Railroad Company.

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

State of New York, New York county, ss.—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this 15th day of February,
A. D. 1904.

M. M. STALLMAN,
*A Foreign Commissioner of Deeds
for New Jersey, in New York.*

Dividends paid during the year 1903, and how paid—\$5,552.50 directly to
stockholders by lessee.

P. O. address of this company—No. 26 Exchange Place, New
York City.

ACCIDENTS.

None.

NEW JERSEY STATE LIBRARY

PASSAIC AND DELAWARE EXTENSION RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$100,000 00
Cost of road and equipments,.....	\$100,000 00

The road extends from junction with Passaic and Delaware Railroad at Bernardsville to Gladstone, a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee of the Passaic and Delaware, under an agreement to pay four per cent. on its stock, and report of its operations is included in report of the Morris and Essex Railroad Company.

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

State of New York, New York County, ss.—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 15th day of February, A. D. 1904.

M. M. STALLMAN,
*A Foreign Commissioner of Deeds
for New Jersey in New York.*

Dividends paid during the year 1903, and how paid—\$4,000 directly to stockholders, by Delaware, Lackawanna and Western Railroad Company as lessee of the Passaic and Delaware Railroad Company.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

None.

PASSAIC AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and New York Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$70,000 00
Bonded debt,	70,000 00
Cost of road and equipments,.....	\$140,000 00

The road extends from Passaic Junction to Passaic, Passaic county, N. J., a distance of 3 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of \$4,200 and taxes.

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this 23d day of February,
A. D. 1904.

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

PASSAIC RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic River Extension Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$7,700 00
Cost of organization and right of way,.....	\$7,700 00
Dividends paid during the year 1903, 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 yet been done.

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

State of New York, New York County, ss.—George F. Baer, being duly sworn, on his oath says, that he is 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 1903 are correct and true, to the best of his knowledge and belief.

GEORGE F. BAER.

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Sworn and subscribed before me this 23d day of February, A.
D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

PATERSON AND HUDSON RIVER RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$630,000 00
Floating debt—None.	
Cost of road and equipments,.....	\$630,000 00

The road extends from the city of Paterson to Marion, 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 knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me this 6th day of January, A. D. 1904.

WILLIAM NELSON,
Master in Chancery, New Jersey.

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RAILROAD AND CANAL REPORTS.

Income from other sources—None.

Dividends paid during the year 1903, and how paid—Eight per cent. paid in cash, \$50,400.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

PATERSON AND HUDSON RIVER RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad, presents the following report for the year ending December 31st, 1903:

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 23d day of February,
A. D. 1904.

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

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

January 26th.—John Kaunda, right leg amputated; struck by train.

February 7th.—A. L. Knight, brakeman, finger broken; hand caught while coupling cars.

February 7th.—A. Hamilton, engineer, head and shoulder bruised; struck by signal pole.

February 10th.—M. Callman, brakeman, head and side bruised; struck by train.

February 11th.—M. Canadon, trackman, finger bruised; laying rail.

February 12th.—T. A. Cole, fireman, fingers crushed; cleaning fire.

February 16th.—Robert Nelson, killed; struck by train.

February 17th.—John Zenith, laborer, head and shoulders bruised; struck by train.

February 17th.—M. Zetina, laborer, killed; struck by train.

February 17th.—John Barie, laborer, head injured; struck by train.

February 18th.—E. Fitzpatrick, bridge engineer, knee dislocated; caught foot in track.

February 19th.—Mrs. A. H. Burdick, killed; struck by train.

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February 23d.—Edw. Ballant, brakeman, knee bruised; fell from car.

February 26th.—George Perry, brakeman, back sprained; struck by box in car.

February 28th.—Richard Green, head injured; struck by train.

February 28th.—E. O. Miller, fireman, rib fractured; struck by car.

April 6th.—L. Larkins, head and body bruised; jumped from moving train.

April 6th.—B. Ridgeway, killed; struck by train.

April 18th.—Paul Peters, brakeman, ankle sprained; slipped getting on car.

April 28th.—Henry Steenston, killed; struck by train.

April 29.—Peter Tuma, killed; struck by train.

May 9th.—Chas. Baker, back bruised; struck by train.

May 11th.—John Kingsley, leg and face bruised; fell from moving train.

June 4th.—D. C. Blanch, switchman, killed; run over by train.

July 6th.—J. Ellis, brakeman, left leg and hip bruised; fell from car.

July 8th.—A. Wesliskie, fireman, killed; fell from bridge and was drowned.

July 22d.—H. Treptow, brakeman, leg bruised; fell from car.

August 7th.—Unknown man, killed; struck by train.

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August 11th.—Miss Edith Byers, hand slightly injured; window falling on hand.

August 15th.—J. S. Felix, head cut; struck by glass.

August 15th.—W. H. Appleton, face cut; struck by glass.

August 18th.—Thos. E. Ackerman, brakeman, mouth cut; struck by a stone thrown by a boy.

September 11th.—J. G. McGrath, brakeman, ankle sprained; fell over signal wire.

September 17th.—B. Lorio, head and back injured; fell from moving train.

August 25th.—C. R. Myers, brakeman, two fingers injured; coupling cars.

September 27th.—Peter Stillwager, killed; struck by train.

September 29th.—S. Welch, left leg amputated; climbing on cars.

October 20th.—Geo. Daly, ankle sprained, getting on train.

November 2d.—William Sisson, trackman, head cut; loading stone.

November 7th.—Alex. Lewandowsky, killed; struck by train.

November 16th.—C. A. Cramer, switchman, head cut; knee bruised; fell from car.

December 5th.—L. Passerelli, mason, leg broken; struck by stone.

December 6th.—James Ellis, conductor, ankle sprained; coming from signal tower.

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December 20th.—H. Sperling, head and body bruised; jumped from moving train.

December 21st.—Walter Denn, gateman, fingers broken; struck by gate.

December 25th.—John Devogul, killed; jumped from moving train.

December 27th.—A. B. Jagger, engineer, foot bruised; jumping on engine.

December 30th.—H. Terhune, killed; struck by train.

PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1903:

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

F. D. UNDERWOOD.

RAILROAD AND CANAL REPORTS. 277

Sworn and subscribed before me this 23d day of February, A. D. 1904.

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

Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

May 18th.—John Gordon, arm strained; jumped from moving train.

July 18th.—Unknown man, leg and arm broken; struck by train.

September 23d.—S. A. Pridham, killed; struck by train.

September 8th.—C. F. Johns, leg bruised; struck by baggage truck.

September 8th.—H. L. Fenton, head bruised; struck by baggagecar.

November 9th.—Charles Engel, trainman, leg broken; thrown from engine.

December 8th.—D. Chesney, laborer, ankle and foot bruised; unloading car.

PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in.....	\$298,000 00
Floating debt—None.	

Cost of road and equipments, including cost of Union Railroad,	\$350,000 00
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The road extends from Paterson northeasterly to New York and New Jersey State Line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of \$26,500.

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

State of New Jersey, Passaic county, ss.—Robert I. Hopper, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me this sixth day of January, A. D. 1904.

WILLIAM NELSON,
Master in Chancery of New Jersey.

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Income from freight—None.

Dividends paid during the year 1903, and how paid—Eight per cent. paid in cash, \$23,840.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, N. J.

PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Paterson and Ramapo Railroad Company, presents the following report for the year ending December 31st, 1903:

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

F. D. UNDERWOOD.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

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

RAILROAD AND CANAL REPORTS.

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Dividends paid during the year 1903, and how paid—None.

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

ACCIDENTS.

January 4th.—H. E. Page, fireman, right side bruised; thrown against shaker-lever.

January 5th.—George Doyer, left leg broken; struck by train.

January 8th.—George Cockruft, ribs fractured; thrown against seat in car.

January 8th.—Mrs. J. H. Ackerman, body bruised; thrown against seat in car.

January 17th.—James Josewich, toe crushed; attempted to get on train.

January 22d.—J. M. Stewart, killed; struck by train; trespasser.

March 9th.—S. D. Emery, brakeman, ankle sprained; applying brakes.

March 25th.—M. S. Early, leg crushed; uncoupling cars.

April 21st.—John Crotsley, fireman, side bruised; fell from tank of engine.

May 1st.—G. Lidote, trackman, wrist sprained; laying rail.

May 4th.—P. McGinn, brakeman, fingers bruised; caught between cars.

May 7th.—James Visconti, killed; struck by train.

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May 7th.—Michael Viscounti, killed; struck by train.

June 25th.—G. Pizzarillo, trackman, fingers crushed; unloading rail.

July 15th.—J. Sellers, brakeman, left hip bruised; getting on moving train.

July 3d.—B. Francisco, trackman, two (2) fingers bruised; unloading rail.

July 29th.—S. Manco, trackman, leg broken; jumped from moving train.

August 13th.—T. Smith, head cut; struck by train.

August 29th.—Mary Clark, killed; struck by train; trespasser.

August 30th.—C. H. Pearce, brakeman, left leg cut; thrown from car.

August 30th.—Decker McCann, brakeman, nose cut; thrown from car.

September 12th.—Tony Turtle, trackman, injured; loading ties.

September 19th.—E. Lomes, killed; struck by train.

September 23d.—W. Janyacker, killed; struck by train.

October 16th.—J. C. Eglinger, ankle sprained; fell on track.

October 21st.—M. Byrne, back and body bruised; struck by train.

October 21st.—J. M. Garrison, conductor, head cut, rib fractured; struck by train.

RAILROAD AND CANAL REPORTS. 283

October 21st.—M. Timmen, brakeman, knee sprained; jumped from engine.

October 22d.—L. Maracola, trackman, killed; struck by train.

November 1st.—F. Kohler, foot amputated; jumping off train; trespasser.

November 9th.—Unknown man, killed; struck by train.

November 11th.—W. J. Caslia, killed; struck by train.

November 22d.—Italian laborer, No. 5384, killed; fell from engine.

December 7th.—Frank Hayden, body bruised; struck by train.

December 22d.—E. Erroll, trackman, killed; struck by train.

PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in.....	\$342,150 00
Bonded debt,	160,000 00
Cost of road and equipments.....	\$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of \$1,388.79.

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

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

RAILROAD AND CANAL REPORTS. 285

Sworn and subscribed before me this 30th day of January, A.
D. 1904.

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

Dividends paid during the year 1903, and how paid—None.

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

PERTH AMBOY AND RARITAN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Raritan Railway Company presents the following report for January 1st, 1903, to July 29th, 1903:

Capital stock paid in.....	\$12,000 00
Floating debt,	60,227 12
Cost of road and equipments.....	\$72,227 12

Dividends paid during the year 1903, and how paid—None.

The road extends from a point on Easton and Amboy Railroad in Woodbridge township, N. J., to a point near Mill Brook, in Raritan township, N. J., a distance of 6.16 miles.

REMARKS.

This road was operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company. In accordance with joint agreement of consolidation of July 9th, 1903, the Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Middlesex Railway, Perth Amboy and Raritan Railway, Pittstown Branch Railway, and Easton and Amboy Railroad were merged into the Lehigh Valley Railroad Company of New Jersey. The report for the Lehigh Valley Railroad Company of New Jersey covers the period from July 29th, 1903, to December 31st, 1903.

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

State of Pennsylvania, Philadelphia county, *ss.*—John Hood, being duly sworn, on his oath says, that he was President of the Perth Amboy and Raritan Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 19th day of March, A. D. 1904.

J. WM. ROBBINS,
*A Foreign Commissioner of Deeds
for New Jersey, in Pennsylvania.*

ACCIDENTS.

Included in report of Easton and Amboy Railroad Company.

PERTH AMBOY AND WOODBRIDGE RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in.....	\$228,400 00
Bonded debt,	100,000 00
Floating debt—None.	
Cost of road and equipments.....	\$346,937 08

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.40 miles.

It is operated by the Pennsylvania Railroad Company, by authority of resolutions adopted by each company. This arrangement terminable on 30 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 New Jersey, Hudson county, ss.—F. Wolcott Jackson, 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.

F. WOLCOTT JACKSON.

RAILROAD AND CANAL REPORTS. 289

Sworn and subscribed before me this first day of February,
A. D. 1904.

H. C. Ross,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers.....	\$100,618 77
Income from freight.....	98,105 54
Income from other sources.....	11,319 29
Total,	<hr/> \$210,043 60
Expenditures during the year for working road, including re- pairs, maintenance of way, motive power and contingencies,	\$152,932 92

Dividends paid during the year 1903, and how paid—December 17th, 1903, 10
per cent. in cash, \$22,840.

P. O. address of this company—26 Exchange Place, Jersey
City, N. J.

NEW JERSEY STATE LIBRARY

PHILADELPHIA AND BEACH HAVEN RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Beach Haven Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$200,000 00
Bonded Debt—None.	
Floating debt,	162,769 10
Cost of road and equipments,.....	\$200,000 00

The road extends from Manahawkin, N. J., to Beach Haven, N. J., a distance of 12.09 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

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

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

SAMUEL REA.

RAILROAD AND CANAL REPORTS. 291

Sworn and subscribed before me this thirtieth day of January,
A. D. 1904.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,.....	\$5,033 65
Income from freight,.....	1,941 15
Income from other sources,.....	1,250 17
	<hr/>
Total,	\$8,234 97
Expenditures during the year for working road, including re- pairs, maintenance of way, motive power and contingencies,	\$20,897 61

Dividends paid during the year 1903, and how paid—None.

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

PHILADELPHIA AND BRIGANTINE RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Brigantine Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$300,000 00
Bonded debt,	50,000 00
Floating debt,	31,462 74
Cost of road and equipments,.....	\$303,123 51
Dividends paid during the year 1903, and how paid—None.	

The road extends from Brigantine to Brigantine Junction, a distance of 13.90 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,.....	\$2,387 88
Income from freight,.....	3,090 02
Income from other sources—Mail,.....	\$512 28
Express,	208 11
Miscellaneous,	179 77
	<hr/>
	900 16
Total,	\$6,378 06
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$12,928 10

RAILROAD AND CANAL REPORTS.

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REMARKS.

Road ceased operations on October 31st, 1902, and was placed in hands of a receiver November 17th, 1902.

P. O. address of the above company—P. O. box 253, Atlantic City, N. J.

State of New Jersey, Atlantic county, ss.—R. D. A. Parrott, being duly sworn, on his oath says that he is Secretary of the Philadelphia and Brigantine Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

R. D. A. PARROTT.

Sworn and subscribed before me this first day of April, A. D. 1904.

ALBERT W. IRVING,
Notary Public of New Jersey.

ACCIDENTS.

None.

PHILADELPHIA AND LONG BRANCH RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in.....	\$765,000 00
Bonded debt,	750,000 00
Floating debt,	107,112 74
Cost of road and equipments,.....	\$1,545,133 63

The road extends from Birmingham, N. J., to Bay Head Junction, N. J., 46.09 miles; 1.7 miles east of New Lisbon, N. J., to Brown's Mills-in-the-Pines, N. J., 1.80 miles; Island Heights Junction, N. J., to Island Heights, N. J., 1.18 miles, a total distance of 4.07 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

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

State of Pennsylvania, Philadelphia 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.

RAILROAD AND CANAL REPORTS. 295

Sworn and subscribed before me this thirtieth day of January,
A. D. 1904.

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

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,.....	\$83,423 09
Income from freight,.....	40,412 50
Income from other sources,.....	6,291 19
Total,	<hr/> \$130,126 78

Expenditures during the year for working road, including re-
pairs, maintenance of way, motive power and contingencies, \$188,261 81

Dividends paid during the year 1903, and how paid—None.

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

PITTSTOWN BRANCH RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pittstown Branch Railway Company presents the following report for January 1st, 1903, to July 29th, 1903:

Capital stock paid in,.....	\$40,000 00
Floating debt,	19,535 92
Cost of road and equipments,.....	\$59,535 92

Dividends paid during the year 1903, and how paid—None.

The road extends from Lansdown to Pittstown, N. J., a distance of 4.02 miles.

REMARKS.

This road was operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company. In accordance with joint agreement of consolidation of July 9th, 1903, the Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Perth Amboy and Raritan Railway, Pittstown Branch Railway and Easton and Amboy Railroad were merged into the Lehigh Valley Railroad Company of New Jersey. The report of the Lehigh Valley Railroad Company of New Jersey covers the period from July 29th, 1903, to December 31st, 1903.

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

State of Pennsylvania, Philadelphia county, ss.—John Hood, being duly sworn, on his oath says, that he was President of the Pittstown Branch Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this 19th day of March, A. D. 1904.

J. WM. ROBBINS,
*A Foreign Commissioner of Deeds for
New Jersey, in Pennsylvania.*

ACCIDENTS.

Included in report of Easton and Amboy Railroad Company.

PORT READING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Port Reading Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments,.....	\$3,721,291 29

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 21.21 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from freight,.....	\$555,521 92
Income from other sources,.....	3,633 99
Total,	\$559,155 91

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$454,967 52
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P. O. address of the above company—Camden, N. J., and Reading Terminal, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, ss.—George Ziegler, being duly sworn, on his oath says that he is Assistant Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the

RAILROAD AND CANAL REPORTS. 299

said road during the year 1903 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER.

Sworn and subscribed before me this eighth day of February, A. D. 1904.

C. K. KLINK,
Notary Public.

My Commission expires April 18, 1907.

ACCIDENTS.

January 18th.—James Duffy, employe, non-fatally injured; coupling cars, Port Reading, N. J. J. Duffy, conductor; R. Rowland, engineman.

January 22d.—John McCluskey, employe, non-fatally injured; fell from car, Port Reading, N. J. ———, conductor; ———, engineman.

February 28th.—Michael Salvatore, employe, non-fatally injured; caught between cars, Port Reading, N. J. ———, conductor; ———, engineman.

March 5th.—John J. Cooke, employe, non-fatally injured; collision, Durham, N. J. Jordan, conductor; Coull and Beidler, enginemen.

May 11th.—Michael Fitzpatrick, employe, fatally injured; caught between cars, Port Reading, N. J. M. Fitzpatrick, conductor; P. Brown, engineman.

July 1st.—Andreas Shock and Petro Roman, employes, non-fatally injured; car off track, Durham, N. J. A. Moll, conductor; M. A. Walsh, engineman.

July 27th.—D. J. Colohan and A. Jacoby, non-employes, non-fatally injured; trolley car collided with engine, Lockwoods crossing. L. Ibach, conductor; W. H. Hunsberger, engineman.

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August 4th.—William Driscoll, employe, non-fatally injured; caught between cars, Port Reading, N. J. A. Wodey, conductor; M. Kennedy, engineman.

December 8th.—John Urning, employe, non-fatally injured; struck by switch lever, Port Reading, N. J. ———, conductor; ———, engineman.

RARITAN NORTH SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan North Shore Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$66,400 00
Floating debt,	3,948 76
Cost of road and equipments,.....	\$70,348 76

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two branches, a total distance of 4.28 miles, of which there has been completed 1.75 miles.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is 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.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

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 1903, and how paid—None.

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

ACCIDENTS.

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

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RARITAN RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan River Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,.....	\$400,000 00
Bonded debt,	400,000 00
Floating debt—None.	
Cost of road and equipments,.....	\$825,224 61
Dividends paid during the year 1903, and how paid—Two dividends of 2 per cent.—in all, 4 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, 6.91 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,.....	\$5,220 86
Income from freight,.....	119,311 29
Income from other sources,.....	6,548 99
Total,	\$131,081 14

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$82,798 78

P. O. address of the above company—No. 15-21 Exchange Place, Jersey City, N. J.

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State of New Jersey, Hudson county, *ss.*—Frank H. Earle, being duly sworn, on his oath says, that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on, the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

FRANK H. EARLE.

Sworn and subscribed before me this eighth day of February, A. D. 1904.

WILLARD C. FISK,
Master in Chancery of New Jersey.

ACCIDENTS.

June 3d.—James French, brakeman, had right foot crushed by slipping while getting on a moving train at South Amboy. Conductor, Richard Sullivan; engineer, John Sullivan.

August 18th.—John Connors, brakeman, had leg scalded while sanding rail for locomotive at Wright's Siding, on Serviss Branch. Conductor, Wm. Primka; engineer, Thomas Sharkey.

September 23d.—Thomas Grimley, brakeman, had finger caught in coupling cars, at South River, and slightly injured. Conductor, Richard Sullivan; engineer, John Sullivan.

RAILROAD AND CANAL REPORTS.

RARITAN TERMINAL AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan Terminal and Transportation Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$40,000 00
Bonded debt—None.	
Floating debt,	1,561 33
Cost of road and equipments,	\$41,561 33
Dividends paid during the year 1903, and how paid, \$12,000.00—rate, 30 per cent.	

The road extends from the plant of the Raritan Copper Works to the Lehigh Valley Railroad Company tracks at Perth Amboy, a distance of 5,192 feet.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers—None.	
Income from freight,	\$9,594 20
Income from other sources—lighterage,	27,383 83
Total,	<u>\$36,978 03</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$33,639 76

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

State of New York, New York county, ss.—Jesse Lewisohn, 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 1903 are correct and true, to the best of his knowledge and belief.

JESSE LEWISOHN.

Sworn and subscribed before me this 2d day of March, A. D.
1904.

HENRY I. NEWELL,
Notary Public, Queen's County, N. Y.
Certificate Filed in N. Y. County.

ROCKAWAY RIVER AND MONTVILLE RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rockaway River and Montville Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$30,000 00
Bonded debt—None.	
Floating debt,	30,000 00
Cost of road and equipments,	\$60,000 00

Dividends paid during the year 1903, and how paid—None.

The road extends from quarry in Montville township to dam being erected in Boonton township, a distance of 2.728 miles.

RECEIPTS AND EXPENSES FOR 1903.

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 road has been used in connection with the building of the dam of the Jersey City Water Supply Company, and although

the company is ready and willing to carry other freight and passengers upon this road, none have been offered during the past year.

P. O. address of the above company—No. 1 Exchange Place, Jersey City, N. J.

State of New Jersey, Hudson county, ss.—Michael J. Kennedy, being duly sworn, on his oath says that he is Vice-President of the Rockaway River and Montville Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

M. J. KENNEDY.

Sworn and subscribed before me this eighth day of February, A. D. 1904.

WILLIAM D. EDWARDS,
Master in Chancery of New Jersey.

ACCIDENTS.

On February 26th, 1903, an Italian, No. 91, his name supposed to have been DeLaTora, boarded a car contrary to orders, and jumped therefrom at starting, and fell under the car and was so badly injured that he died shortly after in an adjacent shanty. This accident occurred on one of the sidings of the railroad.

On February 26th, 1903, Isaac Thompson, while adjusting a car coupling with his foot, had it so badly crushed that it was necessary to have it amputated. This accident was also on one of the sidings of the railroad.

RAILROAD AND CANAL REPORTS.

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ROCKAWAY VALLEY RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rockaway Valley Railway Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$125,000 00
Bonded debt,	125,000 00
Floating debt,	98,512 00
Cost of road and equipments,	\$320,987 06

Dividends paid during the year 1903, and how paid—None.

The road extends from White House Station to Watnong, near Morristown, a distance of a little over 24 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$4,892 52
Income from freight,	25,797 53
Income from other sources,	1,373 69
Total,	\$32,063 74

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$28,196 27
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P. O. address of the above company—Morristown, N. J.

State of New York, New York county, ss.—Charles L. Jacobus, being duly sworn, on his oath says, that he is President of the

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Rockaway Valley Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

CHARLES L. JACOBUS.

Sworn and subscribed before me this 26th day of February,
A. D. 1904.

EDWIN F. COREY,
Commissioner for the State of New Jersey.
Office, No. 56 Wall Street, New York City.

ACCIDENTS.

One—personal damage, \$150.
Rolling stock, \$1,200.

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$45,600 00
Cost of road and equipments,	\$45,654 14

The road extends from Rocky Hill to Kingston, a distance of 2.38 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per centum per annum, payable as dividends to stockholders.

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, ss.—F. Wolcott Jackson, being duly sworn, on his oath says, that he is President of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this second day of February, A. D. 1904.

LEROY H. ANDERSON,
M. C. C. of N. J.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$2,104 34
Income from freight,	9,619 64
Income from other sources,	685 71
	<hr/>
Total,	\$12,409 69
Expenditures during the year for working road, including re- pairs, maintenance of way, motive power and contingencies,	\$15,731 31
Excess of expenses,	\$3,321 62

Dividends paid during the year 1903, and how paid—Six per centum on the capital stock, paid half yearly, by the Pennsylvania Railroad Company, Lessee, to stockholders, in accordance with the provisions of the lease.

P. O. address of this company—Box 236, Trenton, N. J.

RAILROAD AND CANAL REPORTS.

SOUND SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sound Shore Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$149,200 00
Floating debt,	8,757 96
Cost of road and equipments,	\$157,957 96

The road extends from Elizabeth (Broadway) to Carteret, which, with spurs, make a total length of 6.17 miles.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the Sound Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1903.

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

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Dividends paid during the year 1903, 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.

SUSSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$1,638,600 00
Cost of road and equipments,	\$1,929,025 21

The road extends from junction with Morris and Essex road near Stanhope to Branchville and Franklin, a distance of 30.55 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$66,444 58
Income from freight,	112,034 50
Income from other sources,	26,423 65
Total,	\$204,902 73
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$121,951 25

P. O. address of the above company—No. 26 Exchange Place, New York City.

State of New York, New York county, ss.—B. D. Caldwell, being duly sworn, on his oath says, that he is President of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the

year 1903 are correct and true, to the best of his knowledge and belief.

B. D. CALDWELL.

Sworn and subscribed before me this 15th day of February,
A. D. 1904.

C. HOWARD,
Notary Public, N. Y. County.

ACCIDENTS.

January 13th.—DeLucca, Mary, killed; endeavored to pass between freight cars while switching was being done at Newton.

January 21st.—Logese, Fred, car inspector, contusions and lacerations of back; fell while crossing track at Newton.

June 23d.—Rhine, William, non-employee, numerous scalp wounds, laceration and contusion of arm; struck by train 354 while walking track at Cranberry Lake.

July 19th.—Derrick, Savercool, non-employee, killed; struck by engine while lying between rails of track at Cranberry Lake.

August 6th.—Devlin, Robert, non-employee, killed; struck by train while walking track at Newton.

August 22d.—Teets, Mrs. Eliza, killed; struck while walking track between Netcong and Cranberry Lake.

November 21st.—Reed, Margaret J., passenger, contusion of knee; stumbled while alighting from train at Newton.

RAILROAD AND CANAL REPORTS.

TOMS RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$240,000 00
Cost of road and equipments at foreclosure sale,	\$15,000 00

The road extends from Manchester to Toms River, a distance of 7.57 miles.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1903.

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

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Dividends paid during the year 1903, 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.

RAILROAD AND CANAL REPORTS.

TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Barnegat Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$75,300 00
Cost of road and equipments,	\$74,522 23

The road extends from Toms river to Barnegat, a distance of 14.71 miles.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1903.

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 1903, 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.

RAILROAD AND CANAL REPORTS.

TRENTON, LAWRENCEVILLE AND PRINCETON
RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Trenton, Lawrenceville and Princeton Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$200,000 00
Bonded debt,	100,000 00
Floating debt,	285,504 80
Cost of road and equipments,	\$478,470 17

Dividends paid during the year 1903, and how paid—None.

The road extends from Trenton, N. J., to Stony Brook, N. J., a distance of 9.59 miles.

Trenton, Lawrenceville and Princeton Extension, a distance of 1.44 miles, to Princeton, N. J.

RECEIPTS AND EXPENSES FOR 1903.

Receipts and expenses included in report of New Jersey and Pennsylvania Traction Company.

REMARKS.

This report includes the Trenton, Lawrenceville and Princeton Extension Railroad.

Capital stock of Trenton, Lawrenceville and Princeton Extension Railroad, \$50,000. No other debt.

RAILROAD AND CANAL REPORTS.

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

State of Pennsylvania, Lehigh county, ss.—C. M. Bates, being duly sworn, on his oath says, that he is President of the Trenton, Lawrenceville and Princeton Railroad and Trenton, Lawrenceville and Princeton Extension Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this 9th day of February,
A. D. 1904.

DENNIS GERBERICH,
Notary Public.

My Commission expires February 27th, 1905.

ACCIDENTS.

None to persons.

RAILROAD AND CANAL REPORTS.

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TRENTON AND NEW BRUNSWICK RAILROAD
COMPANY.*To the Comptroller of the State of New Jersey:*

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Trenton and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$1,000,000 00
Bonded debt,	839,000 00
Floating debt,	45,515 63
Cost of road and equipments,	\$1,834,304 12

Dividends paid during the year 1903, and how paid—None.

The road extends from Interstate Fair Grounds, Trenton, N. J., to Milltown, N. J., a distance of 22.641 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$39,119 84
Income from other sources,	74 65
Total,	\$39,194 49

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$33,000 16
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P. O. address of the above company—605 Land Title Building, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, ss.—W. A. Stern, being duly sworn, on his oath says, that he is President of the Trenton and New Brunswick Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1903 are correct and true, to the best of his knowledge and belief.

W. A. STERN.

Affirmed and subscribed before me this 23d day of January, A. D. 1904.

DAVENPORT PLUMER,
Notary Public.

Commission expires at the end of next session of the Senate, 1905.

ACCIDENTS.

April 11th.—Tony Perri, laborer, hand bruised; working on gravel train.

October 5th.—Lemhart Beenen, section foreman, foot crushed; stepped from car in motion. C. E. Horner, motorman; J. T. Dullard, conductor. Both still in employ of company.

NEW JERSEY STATE LIBRARY

RAILROAD AND CANAL REPORTS. 325

TUCKERTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$550,991	54
Bonded debt,	99,882	50
Floating debt,	1,130	58
Cost of road and equipments,	\$652,004	62

Dividends paid during the year 1903, and how paid—None.

The road extends from Tuckerton, N. J., to Whitings, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$24,607	81
Income from freight,	32,038	53
Income from other sources,	7,976	80
Total,	\$64,623	14

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$56,525	12
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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 the foregoing statement and the annexed statement of accidents on the said road during

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the year 1903 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST.

Sworn and subscribed before me this fourteenth day of January,
A. D. 1904.

JOHN STOCKBURGER,
Notary Public.

Commission Expires January 19th, 1907.

ACCIDENTS.

None.

UNION TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Union Transportation Company presents the following report for the year ending December 31st, 1903:

The road extends from Pemberton to Hightstown, a distance of 24.38 miles.

It is leased to the Union Transportation Company at an annual rental of \$1,388.70.

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, lessee of Pemberton and Hightstown Railroad, 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 29th day of January, A. D. 1904.

H. I. JAMISON,
Commissioner of Deeds.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$31,256 39
Income from freight,	19,691 69
Income from other sources,	2,379 22
Total,	<u>\$53,327 30</u>

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RAILROAD AND CANAL REPORTS.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$52,741 61

Dividends paid during the year 1903, and how paid—None.

P. O. address of this company—New Egypt, New Jersey.

ACCIDENTS.

None.

UNITED NEW JERSEY RAILROAD AND CANAL
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the States the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$21,240,400 00
Bonded debt,	20,000,000 00
Cost of road and equipments,	\$54,859,105 11

The road extends from Camden to Amboy, and from Trenton to Jersey City, with branches and connections, a distance of 469.88 miles, and also the canal from Bordentown to New Brunswick, 44 miles, and the feeder, 22 miles; in all 66 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum per annum on the capital stock and the interest on its bonds.

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

State of New Jersey, ss.—F. Wolcott Jackson, being duly sworn, on his oath says, that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this second day of February,
A. D. 1904.

LEROY H. ANDERSON,
M. C. C. of N. J.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$10,092,868 91
Income from freight,	15,469,066 87
Income from other sources,	2,406,980 09
Total,	27,968,915 87
Expenditures during the year for working road, including re- pairs, maintenance of way, motive power and contingencies,	\$20,922,668 24
Net earnings,	\$7,046,247 63
Dividends paid during the year 1903, and how paid—Ten per centum on the capital stock, paid quarterly, by the Penn- sylvania Railroad Company, lessee,	\$2,124,040 00

P. O. address of this company—Box 236, Trenton, N. J.

ACCIDENTS—NEW YORK DIVISION.

*Persons struck by passing trains and killed or injured while walk-
ing or standing on the track.*

January 19th.—Jos. Chase, killed at Waldo Ave. Yard, Jersey
City, N. J. E. L. Titus, conductor; F. Blakley, engineman.

January 23d.—Mrs. Polochat, injured at Waverly, N. J., W.
& P. R. R. L. D. Stine, conductor; W. Rankin, engineman.

January 31st.—H. J. Wherett, injured at Newark, N. J. F. E.
Wyckoff, conductor; O. Shipley, engineman.

February 21st.—Andrew Johnson, injured at Linden, N. J. J.
E. Clothier, conductor; J. C. Knowles, engineman.

February 27th.—Unknown man, killed at Newark, N. J. F.
E. Wyckoff, conductor; J. R. Todd, engineman.

RAILROAD AND CANAL REPORTS. 331

March 1st.—H. M. Hall, killed at New Brunswick, N. J.; J. Brennen, conductor; P. Logan, engineman.

March 7th.—Rosa Srmaisko, injured at Perth Amboy, N. J. C. Campbell, conductor; A. Hill, engineman.

March 14th.—Sam'l Richardson (colored), killed at Linden, N. J. D. B. Tice, conductor; A. Rogers, engineman.

March 30th.—Unknown man, killed at Stelton, N. J. C. Johnson, conductor; F. Ferrel, enineman.

April 1st.—Chas. Fieldler, killed at New Brunswick, N. J. W. H. Merritt, conductor; E. Page, engineman.

April 10th.—James Harper, fatally injured at Millstone Junction, N. J. A. F. Waters, conductor; M. T. Clendenny, engineman.

April 16th.—Unknown boy, killed at Newark, N. J. G. W. Phillips, conductor; C. Metz, engineman.

May 3d.—M. E. Black, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; E. P. Hutton, engineman.

May 9th.—Geo. Berkely, injured at Newark, N. J. J. Castiaux, conductor; Wm. Hyland, engineman.

May 19th.—B. Luraszewski, injured at Newark, N. J. R. W. Atkinson, conductor; R. Schuchardt, engineman.

May 22d.—Antone Geiger, injured at Jersey City, N. J. B. F. Ellison, conductor; F. H. Silvers, engineman.

June 15th.—Steve Kozak, injured at Harrison, N. J. Geo. Humcke, conductor; Jas. Sweeney, engineman.

June 19th.—Mrs. V. Bemotskie, killed at Harrison, N. J. C. Campbell, conductor; J. Knowles, engineman.

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July 14th.—Unknown man, killed at Waverly, N. J. Geo. Tyrol, conductor; A. Neisser, engineman.

July 15th.—Mrs. B. Simmonson, injured at Marion, N. J. J. J. McCormack, conductor; C. Pielert, engineman.

July 16th.—F. Mulchagy, killed at North Elizabeth, N. J. E. L. Titus, conductor; E. W. Killey, engineman.

July 19th.—James Kenny, killed at Menlo Park, N. J. W. Ahrens, conductor; Geo. Roe, engineman.

July 22d.—Unknown man, injured at Harsimus Cove Jersey City, N. J. P. J. Hand, conductor; E. Seward, engineman.

August 20th.—Mike Mojata, injured at Trenton, N. J. W. Washer, conductor; J. Niece, engineman.

September 9th.—Jos. Barry, killed at Waldo Ave. Yard, Jersey City, N. J. J. S. Nolan, conductor; G. W. Reynolds, engineman.

September 17th.—Mm. McNeal, injured at Newark, N. J. E. Cook, conductor; H. C. Trout, engineman.

September 30th.—Unknown man, killed at Robinvale, N. J. J. M. Curran, conductor; J. B. Sweet, engineman.

October 3d.—Fred Standacher, killed at Rahway, N. J. J. Williams, conductor; E. Johnson, engineman.

October 12th.—John Hook, injured at Jersey City, N. J. R. A. Walsh, conductor; E. Reagan, engineman.

October 14th.—J. E. Van Dyke, killed at Kingston, N. J. W. B. Stults, conductor; Geo. La Bar, engineman.

October 19th.—A. Miller, killed at Waverly, N. J. R. W. Atkinson, conductor; G. Roe, engineman.

RAILROAD AND CANAL REPORTS. 333

November 30th.—F. Gurnari, killed at New Brunswick, N. J. A. Schitch, injured at New Brunswick, N. J. T. A. Brooks, conductor; P. Schaler, engineman.

December 1st.—Unknown man, killed at North Elizabeth, N. J. S. Knowles, conductor; S. Pine, engineman.

December 15th.—James Duffy, injured at Waldo Ave. Yard, Jersey City, N. J. —, conductor; A. E. Harris, engineman.

December 22d.—Frank Orlando, injured at Newark, N. J. M. Hanlihan, conductor; A. Clark, engineman.

December 28th.—Mary Glodish, injured at Woodbridge, N. J. S. P. Booz, conductor; A. Clark, engineman.

Persons killed or injured in attempting to get off or on moving trains.

January 2d.—Santi Bertoll, injured at Jersey City, N. J. Theo. Goble, conductor; R. Golden engineman.

January 26th.—Malcolm Wood, injured at Newark, N. J. B. W. Rulon, conductor; E. Vaughn, engineman.

February 18th.—P. D. Bunn (colored), injured at Waldo Ave. Yard, Jersey City, N. J. P. Mullin, conductor; H. Cochran, engineman.

February 21st.—R. Thomas, injured at Princeton Junction, N. J. W. A. Lee, conductor; G. R. Conroy, Engineman.

March 10th.—Unknown man, injured at Metuchen, N. J. T. J. Thomas, conductor; J. Meaney, engineman.

March 20th.—Benny Miller, injured at Jersey City, N. J. Robert Davis, conductor; F. Lee, engineman.

March 20th.—V. Dalton, injured at Meadows, N. J. T. H. Carroll, conductor; Jos. Hall, engineman.

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March 29th.—R. McGinnis, killed at Newark, N. J. R. T. Elder, conductor; G. Albright, engineman.

March 31st.—R. Jacobson, killed at New Brunswick, N. J. A. Spille, conductor; S. Barr, engineman.

April 1st.—Frank Felker, injured at Newark, N. J. W. & P. R. R. Jos. Ward, conductor; F. C. Shotwell, engineman.

April 5th.—Miss G. Ovendorph (colored), injured at Jersey City, N. J. E. L. Titus, conductor; E. Johnson, engineman.

April 6th.—Unknown man, injured at Newark, N. J. B. S. Quirkland, conductor; O. Shipley, engineman.

April 9th.—F. C. Benner, killed at Linden, N. J. H. Dilts, conductor; C. M. Young, engineman.

April 25th.—Peter Ebbe, injured at Elizabeth, N. J. G. J. Tyrol, conductor; W. Lyons, engineman.

April 28th.—Rich'd Williams (colored), injured at Princeton Junction, N. J. F. Farber, conductor; T. Maloney, engineman.

May 7th.—Mrs. L. Porter (colored), injured at Jersey City, N. J. O. A. Swenson, conductor; J. Van Nuys, engineman.

May 16th.—David Cassiday, fatally injured at Trenton, N. J. B. Wiltse, conductor; G. Dougherty, engineman.

May 18th.—R. McCullough and G. Waldron, injured at Meadows, N. J. B. White, conductor; C. Bunting, engineman.

May 20th.—A. Brunell, injured at Jersey City, N. J. J. B. Eshelman, conductor; H. Green, engineman.

May 24th.—Hung Chung, injured at Newark, N. J. H. Riddle, conductor; A. Clark, engineman.

May 28th.—Frederick Orr, injured at Colonia, N. J. A. Leland, conductor; W. E. Browning, engineman.

RAILROAD AND CANAL REPORTS. 335

May 31st.—John Ignoes, injured at Princeton Junction, N. J. J. H. Knowles, conductor; J. Meaney, engineman.

May 31st.—John Bornot, injured at Trenton, N. J. J. H. Knowles, conductor; J. Meaney, engineman.

June 16th.—E. A. Roberts, injured at Monmouth Junction, N. J. F. Easterline, conductor; J. J. Sankey, engineman.

June 22d.—John Mekens (negro), injured at Plainsboro, N. J. Jos. Ward, conductor; C. W. Laning, engineman.

July 3d.—B. L. Barnhard, injured at Newark, N. J. William Gee, conductor; L. Genong, engineman.

July 3d.—Unknown man, injured at Newark, N. J. John Frank, conductor; S. P. Rose, engineman.

July 8th.—Mrs. Geo. Reif, injured at Jersey City, N. J. H. W. Feaster, conductor; E. Cubberly, engineman.

July 17th.—S. Ribando, injured at Perth Amboy Junction, N. J. W. Lawrence, conductor; C. R. Greevey, engineman.

July 23d.—George Hess, injured at South Elizabeth, N. J. F. Heydon, conductor; W. T. Knowles, engineman.

August 10th.—Thos. Boss, injured at Monmouth Junction, N. J. A. Reed, conductor; J. B. Fine, engineman.

September 1st.—A. Neidmeyer, fatally injured at Newark, N. J. W. & P. R. R. J. J. Healey, conductor; H. Moore, engineman.

September 25th.—L. Kerr, injured at Harsimus Cove, Jersey City, N. J. W. B. Fenton, conductor; T. Fagan, engineman.

November 25th.—S. D. Kelley, injured at Woodbridge, N. J. J. H. Lanning, conductor; J. Monroe, engineman.

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Persons found killed or injured, lying alongside of track, supposed to have been struck by passing trains or by attempting to jump off or on moving trains, circumstances, what trains, what conductor or engineman unknown.

January 1st.—Unknown man, killed at Waldo Ave. Yard, Jersey City, N. J.

January 17th.—Martin Schneider, injured at Newark, N. J. W. & P. R. R.

January 31st.—Unknown man, killed at Monmouth Junction, N. J.

January 31st.—Unknown man, killed at Waverly, N. J.

February 12th.—Unknown man, killed at Elizabeth, N. J.

February 16th.—Unknown man, killed at Colonia, N. J.

February 22d.—Unknown man, killed at Plainsboro, N. J.

February 28th.—Rich'd Shutte, Jr., injured at Trenton, N. J.

March 12th.—Geo. Tuhey, fatally injured at Millham Junction, N. J.

March 22d.—M. Murphey, injured at South Trenton, N. J.

April 11th.—Unknown man, killed at Rahway, N. J.

April 13th.—W. Cwetich, injured at Jersey City, N. J.

April 15th.—Unknown man (negro), killed at Princeton Junction, N. J.

May 23d.—Unknown man, injured at South Elizabeth, N. J.

May 24th.—Unknown man, killed at Waverly, N. J.

RAILROAD AND CANAL REPORTS. 337

May 29th.—F. Sheridan, injured at Iselin, N. J.

June 14th.—Unknown man, killed at Monmouth Junction, N. J.

June 22d.—John Baker, killed at Monmouth Junction, N. J.

July 16th.—M. Ryan, injured at Marion, N. J.

July 17th.—W. Weedman, injured at Trenton, N. J.

August 5th.—E. Moran, killed at Jersey City, N. J.

August 20th.—F. Pirone, killed at Linden, N. J.

August 26th.—D. Haggerty, injured at Jersey City, N. J.

August 29th.—F. Spino, killed at Newark, N. J.

September 2d.—R. Hoesley, injured at Waverly, N. J.

September 4th.—J. Gillally, injured at Millham Junction, N. J.

September 26th.—Unknown man, killed at Rahway, N. J.

November 2d.—Unknown boy, killed at Metuchen, N. J.

November 6th.—M. Boskiar, injured at Plainsboro, N. J.

November 21st.—Unknown man, killed at Colonia, N. J.

November 21st.—Thos. Kelly, killed at Millham Junction, N. J.

December 6th.—Unknown man, killed at Millham Junction, N. J.

December 22d.—Unknown man, killed at Rahway, N. J.

December 23d.—Unknown man, killed at Trenton, N. J.

December 25th.—Wm. Chilton, killed at Linden, N. J.

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Persons killed or injured by moving trains while crossing the tracks.

January 14th.—John Hoelabeum, injured at Newark, N. J. Wm. Messer, conductor; W. H. Peabody, Jr., engineman.

January 16th.—Paul Schilling, injured at Newark, N. J. E. C. Cline, conductor; R. Schuhardt, engineman.

February 4th.—Thos. Hallett, injured at Linden, N. J. J. H. Lanning, conductor; J. Monroe, engineman.

February 17th.—F. Wardenski, injured at Jersey City, N. J. J. J. Kenyon, conductor; W. Manning, engineman.

May 4th.—L. Schnauffer, injured at Newark, N. J. F. Hunter, conductor; F. Disbrow, engineman.

June 4th.—A. J. Fleming, injured at Waverly, N. J. J. B. Brink, conductor; J. C. McAllister, engineman.

August 7th.—James Martin, injured at Jersey City, N. J. M. McLoughlin, conductor; H. Roe, engineman.

August 25th.—J. W. Skillman, killed at Rahway, N. J. Wm. Messer, conductor; B. Lupton, engineman.

September 7th.—L. E. Jones (negro), injured at Waldo Ave. Yard, Jersey City, N. J. J. Bloomer, conductor; Wm. Manning, engineman.

October 5th.—M. Maroney, killed at Harsimus Cove, Jersey City, N. J. M. McGovern, conductor; W. Rolf, engineman.

October 5th.—H. Treck, Jr., fatally injured at Merchantville, N. J. D. R. R. & B. B. D. A. Clapp, conductor; T. Crane, engineman.

October 26th.—A. Simons, injured at Monmouth Junction, N. J. S. Dixon, conductor; J. McElroy, engineman.

RAILROAD AND CANAL REPORTS. 339

October 27th.—J. Belloff, killed at Stelton, N. J. J. B. Miller, conductor; W. E. Keefe, engineman.

November 30th.—Nis Tgennelun, injured at Perth Amboy, N. J. F. E. Wyckoff, conductor; J. R. Todd, engineman.

December 9th.—Grace O'Neil, killed at Marion, N. J. Geo. S. Stults, conductor; T. J. Quinlan, engineman.

December 13th.—Wm. M. Shotwell, injured at Rahway, N. J. R. B. Duncan, conductor; M. Hogan, engineman.

Persons other than employees, killed or injured, in other ways than as above mentioned.

January 2d.—Mrs. Appleton, fell while boarding train at New Brunswick, N. J. T. J. Denniston, conductor; W. Lyons, engineman.

January 10th.—Jacob Schloss, fell while alighting from train at Jersey City. T. J. Denniston, conductor; K. Martindale, engineman.

January 12th.—Unknown woman, fell while passing out of car at Newark, N. J. F. E. Wyckoff, conductor; O. Shipley, engineman.

January 16th.—Miss J. Filhomer, fell while alighting from train at Newark, N. J. J. M. Curran, conductor; R. Goulding, engineman.

January 21st.—B. M. Lynch, killed by falling from car at Trenton, N. J. R. T. Elder, conductor; E. C. Seery, engineman.

January 24th.—Unknown woman, fell while alighting from train at Jersey City, N. J. W. A. Boulton, conductor; J. Van Pelt, engineman.

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January 26th.—Unknown man, struck by bell rope hanger in car at Newark, N. J. O. A. Swenson, conductor; J. Van Pelt, engineman.

February 2d.—Mrs. T. Hoben, fell while alighting from train at Newark, N. J. H. F. Lander, conductor; E. Corr, engineman.

February 2d.—Kathrine Golden, hand injured by car door at Elizabeth, N. J. H. F. Lander, conductor; E. Corr, engineman.

February 12th.—Louisa Schmacke, injured by glass from broken car window at Marion, N. J. E. L. Titus, conductor; H. A. Martindale, engineman.

February 13th.—Mrs. E. Pettie, fell while alighting from train at Jersey City, N. J. W. A. Boulton, conductor; G. Plant, engineman.

February 27th.—Mrs. M. Saunders, fell while boarding train at Jersey City, N. J. W. Ahrens, conductor; J. A. Willets, engineman.

March 1st.—H. L. Anglesh, finger injured by car door at Trenton, N. J. T. A. Brooks, conductor, H. Metz, engineman.

March 5th.—Mrs. J. Johnson, fell while alighting from train at Elizabeth, N. J. W. Ahrens, conductor; J. A. Willets, engineman.

March 6th.—J. Stansbury, fatally injured by falling from train at Newark, N. J. W. & P. R. R. J. W. Nelson, conductor; W. Vandegrift, engineman.

March 9th.—Mrs. F. A. Demus, injured by glass from broken car window at Lawrence, N. J. O. W. Hoff, conductor; H. Huber, engineman.

March 9th.—Unknown woman, fell while alighting from train at Jersey City, N. J. W. W. Terry, conductor; E. C. Johnson, engineman.

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March 12th.—Unknown man, fell while boarding train at North Elizabeth, N. J. L. P. Booz, conductor; J. Monroe, engineman.

March 30th.—Unknown woman, fell while boarding train at Newark, N. J. H. Feaster, conductor; W. Lyons, engineman.

April 2d.—Unknown man, cut by glass from broken car door in train at New Brunswick, N. J. W. A. Lee, conductor; D. Mahoney, engineman.

April 11th.—Rev. Chas. Green (colored), injured by striking his knee against the station platform at Middlebush, N. J. J. M. Curran, conductor; I. Van Pelt, engineman.

April 22d.—S. Cohen, injured by falling in toilet of car at Newark, N. J. L. P. Booz, conductor; W. Emmey, engineman.

April 27th.—A. Murray, struck by candle holder in car at Trenton, N. J. H. D. Danenhour, conductor; J. Maloney, engineman.

April 30th.—Mrs. M. J. Archer, fell while alighting from train at Marion, N. J. W. W. Branson, conductor; J. Monroe, engineman.

May 9th.—J. H. Dillon, finger injured by car door at Trenton, N. J. T. H. Jones, conductor; Wm. Riley, engineman.

May 11th.—W. F. Green (negro), fell while alighting from train at Newark, N. J. A. N. Ritter, conductor; G. Morrison, engineman.

May 12th.—Mrs. J. R. Francisco, finger injured by car door at Newark, N. J. C. Campbell, conductor; C. Hill, engineman.

May 26th.—M. Mendel, Jr., struck by glass from broken car window at Elizabeth. L. P. Booz, conductor; A. Hill, engineman.

May 31st.—Mrs. Lisnow, fell while passing through car at Trenton, N. J. J. M. Fitzgerald, conductor; R. A. Gould, engineman.

May 31st.—Miss K. Donnelly, fell while boarding train at Jersey City, N. J. B. S. Quinland, conductor; John Toms, engineman.

June 1st.—Mrs. G. P. Voorhees, fell while alighting from train at Newark, N. J. J. B. Eshelman, conductor; M. Clendenny, engineman.

June 9th.—Frank Chickie, struck while sitting in freight car door at Harrison, N. J. R. Fagan, conductor; R. Pierce, engineman.

June 13th.—Mrs. L. Flagg, struck by a stone thrown through the car window of train at Jersey City, N. J. C. Johnson, conductor; S. Pine, engineman.

June 15th.—Mrs. J. Fox, struck in the head by car window on train at Trenton, N. J. S. Benard, conductor; J. Neice, engineman.

June 27th.—B. Eiscenburg, leg injured in collision at Jersey City, N. J. P. Mullen, conductor; H. Cochrane, engineman.

June 28th.—J. M. Williams, struck by package falling from rack in car at Newark. H. W. Feaster, conductor; E. H. Killey, engineman.

June 29th.—Jos. Strousman, struck by glass from broken car door at New Brunswick, N. J. J. B. Eshelman, conductor; T. Quinton, engineman.

June 30th.—C. E. Laverty, struck by glass from broken car window at Newark, N. J. L. P. Booz, conductor; W. Gurney, engineman.

RAILROAD AND CANAL REPORTS. 343

July 1st.—Unknown man, struck by glass from broken car window at Newark, N. J. W. A. Boulton, conductor; J. J. Fagan, engineman.

July 2d.—Mrs. M. Shaffer, fell while alighting from train at New Brunswick, N. J. T. W. Wickward, conductor; E. Page, engineman.

July 7th.—Mrs. E. J. Murtha, fell in aisle of car in train at Monmouth Junction, N. J. Wm. Kennedy, conductor; J. Maloney, engineman.

July 11th.—J. F. Comstock.—Struck by glass from broken car window at Princeton Junction, N. J. E. Lynch, conductor; W. F. Conk, engineman.

July 14th.—P. Hickey, struck by car while in mail wagon at Jersey City, N. J. C. B. Kendig, conductor; C. McIlvaine, engineman.

July 15th.—Jennie Hobart, fell while alighting from train at New Brunswick, N. J. G. W. Phillips, conductor; E. Schuhardt, engineman.

July 18th.—A. Shoeman, fell against train while intoxicated at Plainsboro, N. J. W. Messer, conductor; J. Willets, engineman.

July 21st.—A. Jouannet, hand injured by car window falling at Jersey City, N. J. E. C. Cline, conductor; J. Maloney, engineman.

July 21st.—D. Neiss, struck by stone thrown through car window at Harrison, N. J. Wm. Gee, conductor; L. E. Genung, engineman.

July 28th.—Unknown man (negro), fell while alighting from train at Jersey City, N. J. E. C. Cline, conductor; J. Maloney, engineman.

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July 29th.—J. J. Moore, struck by a piece of ballast flying through the car window at Linden, N. J. D. B. Tice, conductor; A. Rodgers, engineman.

July 29th.—E. E. Rector, fell while alighting from train at Elizabeth, N. J. S. C. Doland, conductor; Wm. Baldwin, engineman.

August 1st.—Miss M. Jones, struck by baggage barrow while boarding train at Jersey City, N. J. J. A. Sweeney, conductor; E. Lukewise, engineman.

August 8th.—I. Reynolds, caught between cars at Harrison, N. J. G. Barkman, conductor; F. E. Pierce, engineman.

August 12th.—P. O'Brien, struck by a stone thrown through car window at Jersey City, N. J. T. H. Jones, conductor; Wm. Riley, engineman.

August 13th.—Mrs. Pollin, fell while alighting from train at Elizabeth, N. J. F. E. Wyckoff, conductor; J. Sweet, engineman.

August 15th.—R. B. Dixon, hand caught in car door at Newark, N. J. B. S. Quinland, conductor; A. Bennett, engineman.

August 15th.—Miss L. Huck, struck by dress suit case falling in car at Metuchen, N. J. E. Lynch, conductor; J. Huber, engineman.

August 16th.—D. Kelley, caught between cars at Harsimus Cove, Jersey City, N. J. ——— McDermott, conductor; ———, engineman.

August 22d.—J. Harris, foot caught between buffers of car at Trenton, N. J. J. Buckley, conductor; M. Keller, engineman.

August 27th.—Miss C. Morris, fatally injured by jumping from car at Woodbridge, N. J. F. E. Wyckoff, conductor; H. Higgins engineman.

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August 31st.—Mrs. G. F. Brown, fell over dress suit case in aisle of car at Jersey City, N. J. J. B. Miller, conductor; S. Simpson, engineman.

September 2d.—Mrs. J. M. Poper, fell while boarding train at Trenton, N. J. W. Messer, conductor; J. A. Willetts, engineman.

September 5th.—J. Robinson, fell while alighting from train at Princeton Junction, N. J. G. S. Stults, conductor; F. J. Quinbee, engineman.

September 7th.—P. Deflesco, hand cut by lamp globe falling in car at Trenton, N. J. E. C. Cline, conductor; L. Myers, engineman.

September 11th.—Miss E. Wilson, fell while alighting from train at Newark, N. J. S. Benard, conductor; J. B. Sweet, engineman.

September 14th.—Mrs. L. Blum, fell in aisle of car at Rahway, N. J. J. M. Curran, conductor; J. Eagan, engineman.

September 18th.—Unknown man, hand injured by car door at Elizabeth, N. J. S. Benard, conductor; J. A. Todd, engineman.

September 21st.—Miss J. Freeman, struck by glass from broken car window at Linden, N. J. J. L. Riland, conductor; J. J. Fagan, engineman.

September 22d.—H. Wolffe (colored), hand injured by falling in kitchen on dining car at New Brunswick, N. J. E. C. Cline, conductor; C. Metz, engineman.

September 26th.—Mrs. I. Pettit, tripped over a satchel and fell in aisle of car at Jersey City, N. J. O. A. Swenson, conductor; J. P. Freeman, engineman.

September 28th.—Unknown man, hand injured by car door at Newark, N. J. C. Campbell, conductor; A. Hill, engineman.

September 28th.—M. Smith, fell from stock car at Iselin, N. J. H. F. Matthews, conductor; T. F. Bruton, engineman.

September 29th.—Unknown man, struck by bar of vestibule door at New Brunswick, N. J. E. E. Bossert, conductor; C. Metz, engineman.

October 1st.—Mrs. C. M. Lane, fell while alighting from train at Trenton, N. J. T. A. Brooks, conductor; H. A. Martindale, engineman.

October 1st.—R. C. Mirsac, fell while alighting from train at Newark, N. J. E. C. Cline, conductor; I. Maloney, engineman.

October 2d.—J. Rabobort, struck by glass from broken car window at Monmouth Junction, N. J. B. S. Quinland, conductor; G. Vanarsdale, engineman.

October 3d.—J. Corbey, finger injured by car window falling at Rahway, N. J. J. F. P. Williams, conductor; E. Kelly, engineman.

October 4th.—Rosie Lafala, fell while alighting from train at Jersey City, N. J. J. H. Mooney, conductor; A. Neisser, engineman.

October 8th.—Miss Boyd, fell while alighting from train at Princeton Junction, N. J. J. Buckley, conductor; G. H. Quigley, engineman.

October 8th.—Miss John, fell while alighting from train at Princeton Junction, N. J. J. Buckley, conductor; G. H. Quigley, engineman.

October 13th.—Unknown woman, fell while alighting from train at Elizabeth, N. J. S. Benard, conductor; J. R. Todd, engineman.

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October 15th.—Mrs. T. J. Hunter, fell striking car seat in car at Newark, N. J. E. E. Bossert, conductor; C. Swem, engineman.

October 16th.—B. Weldon, struck by mail crane at Colonia, N. J. J. F. Riland, conductor; W. Furman, engineman.

October 26th.—M. Regan, fell while alighting from train at Jersey City, N. J. H. Riddle, conductor; C. Appleton, engineman.

October 28th.—J. Donovan, caught between cars at Jersey City, N. J. T. Doyle, conductor. H. Cochrane, engineman.

October 28th.—J. J. Crown, struck by bar of vestibule door at Newark, N. J. E. E. Bossert, conductor; J. Rood, engineman.

October 30th.—J. S. Wheeler, hand cut by falling from baggage car at Jersey City, N. J. A. C. Van Nostrand, conductor; C. Metz, engineman.

October 31st.—G. Podbielski, fell from train on Princeton Branch, N. J. H. H. Clayton, conductor; J. S. Sheerin, engineman.

November 4th.—C. Farrell, fell from car while getting ice at Newark, N. J. L. D. Bunn, conductor; H. C. Trout, engineman.

November 8th.—J. Roberts and Mrs. A. A. Smith, fell while boarding train at Jersey City, N. J. J. Fitzgerald, conductor; H. Cochrane, engineman.

November 8th.—R. C. Payne (negro), struck by glass from broken window at Trenton, N. J. J. Buckley, conductor; D. W. Kerr, engineman.

November 11th.—W. H. Smith, struck by broken glass from car window at Rahway, N. J. J. E. Beach, conductor; W. Conk, engineman.

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November 12th.—J. E. Clancy, struck by dress suit case falling in car at Newark, N. J. J. Brown, conductor; C. Lynch, engine-man.

November 15th.—R. Lutz, Jr., and F. Winters, struck by glass from broken car window at Waverly, N. J. J. M. Curran, conductor; I. Van Pelt, engineman.

November 16th.—H. C. Cross, struck by glass from broken car window at Marion, N. J. J. R. Cornell, conductor; J. Freeman, engineman.

November 21st.—P. H. Hulick and T. Guiji, struck by glass from broken window at Linden, N. J. J. Dougherty, conductor; H. Fackenthall, engineman.

November 30th.—Mrs. W. Conover, struck by glass from broken car window at Millstone Junction. T. A. Brooks, conductor; P. Schaler, engineman.

December 1st.—H. E. Shenton and S. E. Sengys, struck by glass from broken car window at Elizabeth, N. J. S. Knowles, conductor; S. Pine, engineman.

December 16th.—M. Gray, fell while alighting from train at Newark, N. J. F. E. Wyckoff, conductor; J. R. Todd, engineman.

December 18th.—T. Swanswick, fell while alighting from train at Newark, N. J. J. M. Curran, conductor; I. Van Pelt, engineman.

December 20th.—Miss E. Fell, fell while alighting from train at Jersey City, N. J. C. C. Howard, conductor; G. Reynolds, engineman.

December 28th.—F. B. Taylor, struck by glass from broken car window at Marion, N. J. W. Kennedy, conductor; J. Reed, engineman.

December 29th.—W. W. Bostwick, finger injured by car door closing on hand at Newark, N. J. L. P. Booz, conductor; W. Gurney, engineman.

Employes killed or injured while coupling cars or handling cars at Stations.

January 1st.—Michael J. Tyman, injured at Rahway, N. J. S. C. Brouse, conductor; N. J. Cowell, engineman.

January 2d.—J. K. Goldhouse, injured at Waverly, N. J. T. L. Ferree, conductor; F. M. Terhune, engineman.

January 4th.—Geo. J. Fox, injured at Meadows Yard, N. J. Wm. Byrne, conductor; G. J. White, engineman.

January 4th.—H. E. Johnson, injured at Harsimus Cove, Jersey City, N. J. G. McNally, conductor; H. E. Johnson, engineman.

January 4th.—John J. Johnson, injured at Monmouth Junction, N. J. B. F. Brown, conductor; F. Shotwell, engineman.

January 6th.—F. M. Kroegel, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; E. P. Hutton, engineman.

January 7th.—Wm. Cuthberton, injured at Meadows Yard, N. J. H. C. Mandfield, conductor; F. Vanarsdale, engineman.

January 7th.—Thos. J. Beagen, injured at Rahway, N. J. T. H. Carroll, conductor; Jos. Hall, engineman.

January 8th.—Wm. J. Mulligan, injured at Meadows Yard, N. J. T. Sheehan, conductor; T. F. Kealey, engineman.

January 8th.—M. C. Miller, injured at Trenton, N. J. J. H. Cooper, conductor; J. W. Horn, engineman.

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January 10th.—P. Schaler, injured at Trenton, N. J. E. E. Bossert, conductor; P. Schaler, engineman.

January 10th.—Patrick Camody and Wm. C. Naylor, injured at Trenton, N. J. P. Carmody, conductor; A. P. Swem, engineman.

January 16th.—J. L. Pittinger, injured at Barracks Yard, Trenton, N. J. J. A. Willis, conductor; J. McElroy, engineman.

January 22d.—W. H. Blodgett, injured at Jersey City, N. J. T. H. Carroll, conductor; Jos. Hall, engineman.

January 23d.—J. J. Peterson, injured at Rahway, N. J. T. C. Morse, conductor; C. Martin, engineman.

January 30th.—Jos. Kritser, injured at Rahway, N. J. R. T. Elder, conductor; J. E. Worwick, engineman.

January 31st.—C. C. Slover, injured at Princeton, N. J. G. A. Holl, conductor; C. F. Curtis, engineman.

January 31st.—W. H. Holland, injured at Meadows, N. J. J. A. Fallon, conductor; W. H. Holland, engineman.

February 1st.—Thos. K. Duke, injured at Harsimus Cove, Jersey City, N. J. P. Kelly, Jr., conductor; H. H. Blore, engineman.

February 5th.—J. C. Bruin, injured at Harsimus Cove, Jersey City, N. J. P. Kelly, Jr., conductor; H. H. Blore, engineman.

February 5th.—A. D. Stryker, injured at Millstone Junction, N. J. J. S. Rogers, conductor; M. W. McIntyre, engineman.

February 6th.—G. L. Whelen, injured at Lawrence, N. J. J. Murfit, conductor; T. G. Sope, engineman.

February 7th.—Jacob Solins, injured at Meadows Yard, N. J. J. P. Clark, conductor; W. C. Irving, engineman.

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February 8th.—R. A. Demerest, injured at Harsimus Cove, Jersey City, N. J. F. H. Trent, conductor; F. Metz, engineman.

February 11th.—F. D. Wilson, fatally injured at Metuchen, N. J. E. H. Elmhurst, conductor; D. Carr, engineman.

February 11th.—Geo. J. Fox, injured at Meadows Yard, N. J. Peter Noon, conductor; L. B. Mead, engineman.

February 14th.—S. E. Lane, injured at Rahway, N. J. P. J. Dawson, conductor; R. F. Jones, engineman.

February 15th.—L. R. Emde, injured at Meadows Yard, N. J. J. P. Foster, conductor; W. A. Hyland, engineman.

February 16th.—D. T. Toy, injured at Millstone Junction, N. J. C. S. Schocks, conductor; J. Henderson, engineman.

February 19th.—D. W. Mannens, injured at Rahway, N. J. P. Purcell, conductor; F. B. Dalrymple, engineman.

February 25th.—P. Simmons, injured at Meadows, N. J. J. M. Tomlinson, conductor; W. H. Dingee, engineman.

February 25th.—P. J. McQueen, injured at Waverly, N. J. C. Womelsdorf, conductor; E. F. Rowe, engineman.

March 4th.—Patrick Briody, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; E. P. Hutton, engineman.

March 10th.—Chas. Cole, Jr., injured at Harsimus Cove, Jersey City, N. J. A. M. Snyder, conductor; J. Conley, engineman.

March 11th.—E. F. Briody, injured at Harsimus Cove, Jersey City, N. J. F. Courtney, conductor; G. Blakey, engineman.

March 12th.—Albert A. Green, injured at Marion, N. J. J. W. Caldwell, conductor; D. Corr, engineman.

March 13th.—Thos. K. Duke, injured at Harsimus Cove, Jersey City, N. J. P. Kelly, Jr., conductor; H. H. Blore, engineer.

March 14th.—Jos. Lafferty, injured at Monmouth Junction, N. J. G. A. Holl, conductor; M. Hogen, engineman.

March 14th.—Wm. C. Burke, injured at Harsimus Cove, Jersey City, N. J. C. Cramer, conductor; J. West, engineman.

March 14th.—A. C. Leveratt, injured at Waverly, N. J. H. R. Thorn, conductor; H. C. Trout, engineman.

March 14th.—Jos. T. Hand, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; C. Stiles, engineman.

March 16th.—Albert Plant, injured at Monmouth Junction, N. J. T. Van Horn, conductor; B. R. Dixon, engineman.

March 16th.—Edw. M. Burns, injured at Harsimus Cove, Jersey City, N. J. C. F. Wagner, conductor; J. Connelly, engineman.

March 20th.—F. Jacobson, injured at Waverly, N. J. P. J. Dawson, conductor; C. E. Cook, engineman.

March 20th.—Chas. Vandergrift, injured at Barracks Yard, Trenton, N. J. A. Berrien, conductor; S. Margerum, engineman.

March 26th.—Jos. P. Kennedy, fatally injured at Trenton, N. J. E. B. Dalrymple, conductor; J. F. Decator, engineman.

March 27th.—John J. Mullen, injured at Harsimus Cove, Jersey City, N. J. L. F. Shine, conductor; A. E. Harris, engineman.

March 28th.—Jos. J. Collins, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; W. E. Bennet, engineman.

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March 30th.—Chas. Leffler, injured at Jersey City, N. J. A. McTaggart, conductor; C. Thomas, engineman.

March 30th.—J. Lynn, injured at Waverly, N. J. M. Eldridge, conductor; Wm. Irving, engineman.

March 31st.—Wm. H. Burke, injured at Meadows, N. J. W. H. Burke, conductor; G. E. Robson, engineman.

April 1st.—M. Moran, injured at West Newark, N. J. F. Hunter, conductor; F. Disbrow, engineman.

April 4th.—John E. Gillen, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; W. E. Bennet, engineman.

April 4th.—Edward Munley, injured at Harsimus Cove, Jersey City, N. J. W. Atcheson, conductor; E. Regan, engineman.

April 7th.—A. Henderson, injured at Shanleys Cut, Jersey City, N. J. J. W. Colwell, conductor; D. Carr, engineman.

April 10th.—F. A. Howard, Jr., injured at Millstone Junction, N. J. Geo. W. Hoffman, conductor; J. J. Sankey, engineman.

April 12th.—J. H. Graper, injured at Jersey City, N. J. C. Mackenzie, conductor; H. Roe, engineman.

April 12th.—Frank Frawley, injured at Harsimus Cove, Jersey City, N. J. M. Purcell, conductor; A. M. Wetzell, engineman.

April 13th.—Phil Holland, injured at Waverly, N. J. J. F. Arnold, conductor; J. Nunmanacker, engineman.

April 14th.—Geo. E. Western, fatally injured at Harsimus Cove, Jersey City, N. J. C. F. Wyckoff, conductor; E. P. Hutton, engineman.

April 14th.—C. H. Banfield, injured at Harsimus Cove Jersey City, N. J. M. O. Burk, conductor; W. E. Gwamett, engineman.

April 14th.—F. C. Woodward, injured at Harsimus Cove, Jersey City, N. J. Thos. K. Duke, conductor; H. H. Blore, engineman.

April 15th.—F. J. Richmond, injured at Trenton, N. J. P. F. O'Neill, conductor; E. G. Godfrey, engineman.

April 16th.—Cha. M. MacKenzie, injured at Jersey City, N. J. M. McLoughlin, conductor; H. Rowe, engineman.

April 22d.—F. W. Voorhees, injured at Waverly, N. J. G. Arnold, conductor; H. C. Trout, engineman.

April 22d.—S. E. Brown, injured at Meadows, N. J. A. Miller, conductor; E. H. Williams, engineman.

April 22d.—R. P. McCauley, injured at Harsimus Cove, Jersey City, N. J. C. Cramer, conductor; F. L. Bradbury, engineman.

April 22d.—A. F. Beshardt, injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; J. B. Fine, engineman.

April 24th.—Wm. Davis, injured at Waverly, N. J. A. C. Rothacker, conductor; Wm. Coalsen, engineman.

April 26th.—S. Schuyler, injured at Trenton, N. J. H. E. Christian, conductor; M. W. McIntyre, engineman.

April 29th.—J. O'Donnell, injured at Millham Junction, N. J. J. A. Alexander, conductor; W. S. Bennett, engineman.

April 30th.—W. F. Thomas, injured at Jersey City, N. J. J. J. Kenyon, conductor; W. Manning, engineman.

April 30th.—M. Spille, injured at Harsimus Cove, Jersey City, N. J. J. Leonard, conductor; A. Hamel, engineman.

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May 4th.—S. A. Gilbert, injured at South Elizabeth, N. J. W. W. Terry, conductor; C. Swem, engineman.

May 4th.—H. R. Wilkins, injured at Jersey City, N. J. James P. Kelly, conductor; E. A. Titman, engineman.

May 5th.—P. P. McGovern, injured at Jersey City, N. J. J. Fitzgerald, conductor; E. Rose, engineman.

May 6th.—W. H. Lutes, fatally injured at Meadows, N. J. H. Muller, conductor; E. H. Williams, engineman.

May 8th.—O. A. Lane, injured at Harsimus Cove, Jersey City, N. J. P. Burke, conductor; O. A. Lane, engineman.

May 10th.—M. J. Denning, injured at Waverly, N. J. E. Cook, conductor; H. C. Trout, engineman.

May 13th.—Arthur Bray, injured at Trenton, N. J. S. Stockton, conductor; ———, engineman.

May 14th.—John F. Dunn, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; E. P. Hutton, engineman.

May 16th.—S. H. Stockton, injured at Marion, N. J. S. Stockton, conductor; Geo. Albright, engineman.

May 16th.—D. V. Lucis, injured at Metuchen, N. J. Fred Heydon, conductor; W. T. Knowles, engineman.

May 18th.—J. A. Grimes, injured at Millstone Junction, N. J. J. W. Moore, conductor; Charles Lanning, engineman.

May 19th.—J. J. Ryder, injured at Harsimus Cove, Jersey City, N. J. E. J. Jones, conductor; T. Mooney, engineman.

May 20th.—L. Couse, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; W. E. Bennett, engineman.

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May 23d.—Wm. Stiles, injured at New Brunswick, N. J. J. Grogan, conductor; ———— ————, engineman.

May 29th.—E. J. Bevan, injured at Jersey City, N. J. B. F. Ellison, conductor; F. H. Silvers, engineman.

• May 29th.—G. A. Holl, injured at Rocky Hill, N. J. G. A. Holl, conductor; W. Searles, engineman.

May 30th.—J. Weiganel, injured at Jersey City, N. J. G. W. Allen, conductor; W. C. Irving, engineman.

June 1st.—G. W. Miller, injured at Waverly, N. J. R. F. Somers, conductor; W. H. Elliott, engineman.

June 7th.—E. C. Price, killed at Monmouth Junction, N. J. L. Silance, conductor; J. H. Emmons, engineman.

June 8th.—C. E. Petty, injured at Jersey City, N. J. T. J. Thomas, conductor; Jos. Toms, engineman.

June 9th.—P. Nolan, injured at Harsimus Cove, Jersey City, N. J. J. W. Greenleaf, conductor; H. Fleigauf, engineman.

June 11th.—M. N. Williams, killed at Iselin, N. J. E. Fitzpatrick, conductor; D. Moran, engineman.

June 12th.—D. Toy, injured at Harsimus Cove, Jersey City, N. J. J. W. Nelson, conductor; H. Howerter, engineman.

June 12th.—A. P. Leland, injured at New Brunswick, N. J. A. P. Leland, conductor; W. E. Browning, engineman.

June 13th.—John Hoy, injured at Waverly, N. J. H. E. Oppel, conductor; T. W. Ryan, engineman.

June 13th.—H. D. Crawford, injured at Jersey City, N. J. W. D. Hunter, conductor; E. Regan, engineman.

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June 13th.—F. A. Annett, injured at Harsimus Cove, Jersey City, N. J. W. J. Davis, conductor; G. E. Robertson, engineman.

June 14th.—E. Tichenor, injured at Rahway, N. J. Geo. J. Tyrol, conductor; C. McIlvaine, engineman.

June 14th.—J. F. Dawson, injured at Meadows, N. J. E. Booth, conductor; F. Springstead, engineman.

June 17th.—W. C. Laird.—Injured at Trenton, N. J. T. Tully, conductor; P. Bartch, engineman.

June 23d.—R. P. Kreps, injured at Monmouth Junction, N. J. S. Dixon, conductor; R. P. Walker, engineman.

June 27th.—D. McGie, injured at Jersey City, N. J. P. Mulin, conductor; H. Cochrane, engineman.

July 1st.—B. D. Oler, injured at Meadows, N. J. C. Peterman, conductor; Wm. Rankin, engineman.

July 2d.—John Riley, injured at Harsimus Cove, Jersey City, N. J. T. J. Bannon, conductor; C. Stiles, engineman.

July 7th.—Anthony Shaw, injured at Harriscn, N. J. J. A. Foster, conductor; C. W. Wenke, engineman.

July 11th.—J. Tracy, injured at Waldo avenue yard, Jersey City, N. J. E. Heaton, conductor; L. Mahoney, engineman.

July 14th.—F. J. McConnell, injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. W. Wood, engineman.

July 17th.—J. A. Grimes, injured at Meadows, N. J. R. E. Green, conductor; John Spitt, engineman.

July 24th.—Thos. K. Duke, injured at Harsimus Cove, Jersey City, N. J. P. Kelly, Jr., conductor; H. H. Blore, engineman.

July 26th.—F. M. Kroegel, injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. W. Wood, engineman.

July 27th.—J. H. Hackett, injured at North Elizabeth, N. J. C. W. Preston, conductor; W. Fagan, engineman.

July 27th.—J. V. M. Book, injured at Waverly, N. J. J. L. Rogers, conductor; M. J. Shelly, engineman.

July 30th.—W. N. Zittinger, injured at Deans, N. J. S. J. Robertson, conductor; Wm. O. Jennings, engineman.

August 1st.—Thos. Kenney, injured at Iselin, N. J. T. J. Denniston, conductor; G. Conroy, engineman.

August 2d.—J. H. Witten, killed at Hamburg Place, Newark, N. J. E. Booth, conductor; F. Springsteadt, engineman.

August 4th.—W. H. Connell, injured at Trenton, N. J. T. J. Carmody, conductor; A. J. Dorwart, engineman.

August 5th.—J. J. Kenyon, injured at Waldo Ave. Yard, Jersey City, N. J. C. H. Carpenter, conductor; P. Metz, engineman.

August 6th.—C. L. Shaffer, injured at East Rahway, N. J. R. E. Green, conductor; J. Spille, engineman.

August 9th.—J. Ader, injured at Meadows, N. J. G. W. Allen, conductor; Wm. Irving, engineman.

August 12th.—Wm. Stiles, injured at Harsimus Cove, Jersey City, N. J. J. J. Flynn, conductor; G. Page, engineman.

August 14th.—R. H. Van Sickel, injured at Millstone Junction, N. J. A. Reed, conductor; F. Hyde, engineman.

August 15th.—H. Griggs, injured at Waldo Ave. Yard, Jersey City, N. J. C. Bowman, conductor; L. Titus, engineman.

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August 15th.—M. F. Donohue, injured at Newark, N. J. C. P. More, conductor; B. Rossell, engineman.

August 16th.—J. M. Fauley, injured at Newark, N. J. J. Ward, conductor; F. Shotwell, engineman.

August 19th.—F. P. Courter, injured at Waverly, N. J. W. H. Truax, conductor; Wm. Cooper, engineman.

August 21st.—Wm. Rankin, injured at Meadows, N. J. T. W. Peterman, conductor; Wm. Rankin, engineman.

August 21st.—T. H. Benson, injured at Metuchen, N. J. F. Heydon, conductor; R. W. Walker, engineman.

August 21st.—F. P. Kenehan, injured at Harsimus Cove, Jersey City, N. J. G. Crispin, conductor; G. Page, engineman.

August 24th.—A. F. Boshardt, injured at Harsimus Cove, Jersey City, N. J. A. F. Boshardt, conductor; F. Wood, engineman.

August 26th.—Otto Monsees, injured at Waldo Ave. Yard, Jersey City, N. J. P. McGovern, conductor; G. Clark, engineman.

August 26th.—J. F. Boran, injured at Jersey City, N. J. F. P. Milhearn, conductor; J. Stanton, engineman.

August 30th.—J. L. Kenehan, injured at Harsimus Cove, Jersey City, N. J. C. Robinson, conductor; J. P. Eastmond, engineman.

August 31st.—H. Haupt, injured at Meadows, N. J. J. B. Evans, conductor; J. B. Fine, engineman.

September 1st.—L. Couse, injured at Harsimus Cove, Jersey City, N. J. J. F. Westcott, conductor; R. F. Jones, engineman.

September 1st.—T. Fearenside, injured at Millstone Junction, N. J. T. Fearenside, conductor; W. P. Van Horn, engineman.

September 2d.—Andrew Coyne, injured at Meadows, N. J. F. W. Eaton, conductor; F. Van Arsdale, engineman.

September 3d.—C. J. Kenner, injured at Harsimus Cove, Jersey City, N. J. F. M. Neall, conductor; W. E. Barrett, engineman.

September 5th.—J. M. Boss, injured at Harsimus Cove, Jersey City, N. J. P. Burke, conductor; J. Regan, engineman.

September 5th.—J. Soline, injured at Meadows, N. J. P. Noon, conductor; L. B. Mead, engineman.

September 6th.—C. H. Hasse, injured at Harsimus Cove, Jersey City, N. J. N. Brown, conductor; J. F. Eastmond, engineman.

September 10th.—H. Gilmartin, injured at Harsimus Cove, Jersey City, N. J. M. Kane, conductor; H. Mitchell, engineman.

September 14th.—J. K. Goldhauser, injured at Woodbridge, N. J. H. E. Oppel, conductor; H. Mitchell, engineman.

September 22d.—A. J. Kelly, injured at Harsimus Cove, Jersey City, N. J. F. J. Jones, conductor; T. Mooney, engineman.

September 24th.—C. W. Peel, injured at Newark, N. J. A. C. Rothacker, conductor; W. Coulson, engineman.

September 24th.—C. J. Barbera, injured at Harsimus Cove, Jersey City, N. J. D. Kilcommons, conductor; D. Watson, engineman.

October 5th.—C. F. Gilkeson, injured at Barracks Yard, Trenton, N. J. J. C. Brouse, conductor; C. F. Gilkeson, engineman.

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October 9th.—M. J. Barley, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; C. Stiles, engineman.

October 10th.—William A. Cuerton, injured at Marion, N. J. H. Hempt, conductor; J. B. Line, engineman.

October 11th.—G. B. Sutts, injured at Waverly, N. J. G. B. Sutts, conductor; W. P. Van Horn, engineman.

October 12th.—P. Clayton, fatally injured at Millham Junction, N. J. E. B. Amerman, conductor; C. Eastman, engineman.

October 12th.—R. J. Fagan, injured at Harrison, N. J. R. J. Fagan, conductor; A. H. Howell, engineman.

October 13th.—J. H. Drugan, injured at Trenton, N. J. J. Murfit, conductor; W. B. Purt, engineman.

October 19th.—F. Hyde, injured at New Brunswick, N. J. A. Reed, conductor; F. Hyde, engineman.

October 19th.—J. E. Reardon, injured at Newark, N. J. F. Hunter, conductor; W. Murwise, engineman.

October 28th.—E. Ellhof, injured at Meadows, N. J. Chas. Dixon, conductor; J. McElroy, engineman.

October 29th.—F. J. Newman, killed at Meadows Yard, N. J. J. S. Rogers, conductor; H. C. Miller, engineman.

October 29th.—M. Kelly, injured at Meadows, N. J. J. Culnen, conductor; E. Martin, engineman.

November 1st.—W. A. Gibbons, injured at Waverly, N. J. W. T. Sharp, conductor; C. R. Stiner, engineman.

November 2d.—W. S. Osborn, injured at Rahway, N. J. W. E. Libbitt, conductor; G. Barney, engineman.

November 4th.—T. McCann, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; J. H. King, engineman.

November 7th.—C. R. Stines, injured at Waverly, N. J. W. T. Sharp, conductor; C. R. Stines, engineman.

November 9th.—Albert Meyers, injured at Meadows, N. J. H. Muller, conductor; E. H. Williams, engineman.

November 10th.—T. W. Bevins, injured at Harsimus Cove, Jersey City, N. J. D. B. Ayres, conductor; J. West, engineman.

November 10th.—B. C. Purwell, injured at Monmouth Junction, N. J. Geo. Johnson, conductor; Wm. Riley, engineman.

November 12th.—E. J. Munley, injured at Harsimus Cove, Jersey City, N. J. W. L. Atcheson, conductor; E. P. Hutton, engineman.

November 17th.—D. J. Murphy, injured at Monmouth Junction, N. J. J. Ward, conductor; H. Craft, engineman.

November 19th.—G. M. Wolser and M. J. Earles, injured at Harsimus Cove, Jersey City, N. J. T. J. Boyle, conductor; C. Cozzens, engineman.

November 19th.—S. V. Elyea, injured at Metuchen, N. J. J. Rodgers, conductor; W. T. Knowles, engineman.

November 20th.—G. A. Ward, injured at Waverly, N. J. Jas. Brown, conductor; H. Metz, engineman.

November 20th.—M. J. Obarska, injured at Harrison, N. J. J. A. Foster, conductor; C. W. Wenke, engineman.

November 21st.—C. E. Pettit, injured at Harsimus Cove, Jersey City, N. J. P. Nolan, conductor; H. Fleigauf, engineman.

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November 23d.—M. Lee, Jr., injured at Harsimus Cove, Jersey City, N. J. Wm. Miller, conductor; J. West, engineman.

November 23d.—Harry Stephens, injured at Waverly, N. J. A. C. Rothacker, conductor; O. A. Lane, engineman.

November 26th.—T. L. Ferree, injured at Waverly, N. J. T. L. Ferree, conductor; W. Hutchinson, engineman.

November 26th.—E. A. Stucky, injured at Harsimus Cove, Jersey City, N. J. E. A. Stucky, conductor; E. W. Gwinnell, engineman.

December 3d.—J. H. Emmonds, injured at Marion, N. J. R. V. Buggy, conductor; J. Emmonds, engineman.

December 5th.—H. W. Rue, injured at Plainsboro, N. J. C. E. Weddington, conductor; J. Meaney, engineman.

December 6th.—C. E. Osborn, injured at Jersey City, N. J. C. E. Osborn, conductor; E. A. Titman, engineman.

December 7th.—J. Hollins, injured at Waverly, N. J. I. Arnold, conductor; J. Ryan, engineman.

December 9th.—George F. Kelly, killed at Millham Junction, N. J. Fred Heydon, conductor; J. Morrison, engineman.

December 11th.—H. A. Frawley, injured at Harsimus Cove, Jersey City, N. J. N. Carroll, conductor; George Zengel, engineman.

December 13th.—J. H. Graper, injured at Communipaw Branch, Jersey City, N. J. H. R. Wilkins, conductor; J. Fine, engineman.

December 13th.—J. T. Hayes, injured at Harsimus Cove, Jersey City, N. J. J. Garaghty, conductor. J. P. Mason, engineman.

December 15th.—Thomas Kane, injured at Harsimus Cove, Jersey City, N. J. C. Whitehouse, conductor; Charles Ebe, engineman.

December 21st.—W. B. Winner, injured at Harrison, N. J. W. B. Winner, conductor; A. H. Howell, engineman.

December 23d.—H. M. Chase, injured at Newark, N. J. W. N. Welter, conductor; H. C. Trout, engineman.

December 23d.—F. E. Harding, injured at Harsimus Cove, Jersey City, N. J. M. McGrath, conductor; E. Gwinnell, engineman.

December 23d.—David T. Sharp, injured at Plainsboro, N. J. J. Holpp, conductor; W. H. Dingee, engineman.

December 24th.—F. Amerman, injured at Harsimus Cove, Jersey City, N. J. F. Amerman, conductor; Wm. Roberts, engineman.

December 25th.—Chas. Baker, injured at Newark, N. J. A. J. Keeler, conductor; T. J. Egan, engineman.

December 25th.—Edw. Stith, injured at Millham, N. J. T. Fearenside, conductor; T. G. Cope, engineman.

December 26th.—Edw. F. Johnson, fatally injured at Harsimus Cove, Jersey City, N. J. C. McCabe, conductor; C. Cozzens, engineman.

December 26th.—Jcs. H. Stonaker, injured at Waverly, N. J. J. Ward, conductor; F. Shotwell, engineman.

December 27th.—Harry C. Smith, injured at Princeton Junction, N. J. H. W. Priest, conductor; H. C. Smith, engineman.

December 27th.—D. H. Scully, injured at Harrison, N. J. O. P. Barkman, conductor; F. E. Pierce, engineman.

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December 28th.—J. W. Black, injured at Harsimus Cove, Jersey City, N. J. M. McGrath, conductor; F. Shipman, engine-man.

December 28th.—J. J. Cheaviler, killed at Rahway, N. J. L. S. Paxson, conductor; M. Riley, engineman.

December 29th.—G. R. Falkinstein, injured at East Rahway, N. J. John W. Nelson, conductor; Ed. Godfrey, engineman.

December 29th.—P. Kelly, injured at Harsimus Cove, Jersey City, N. J. J. Leonard, conductor; A. Hamill, engineman.

December 30th.—J. McDermott, injured at Harsimus Cove, Jersey City, N. J. P. J. Hand, conductor; E. Seward, engine-man.

Employes killed or injured by accident as stated.

January 6th.—Adolf Josefsohn, while passing in between cars at Jersey City, N. J., caught between buffers and squeezed to death. D. J. Kilfoyle, conductor; F. H. Silvers, engineman.

January 20th.—Jacob Myskowski, leg cut off by engine while crossing the tracks at Jersey City, N. J. I. P. Kelly, conductor; Marry Moore, engineman.

January 27th.—H. E. Oppel, fell while walking over track at Woodbridge, N. J., spraining his ankle. H. E. Oppel, conductor; J. W. Graham, engineman.

January 30th.—P. Dolan, arm broken by being struck by an engine at Newark, N. J. H. Danenhour, conductor; J. Vandegrift, engineman.

February 10th.—T. Amerase, struck by cars at Harsimus Cove, Jersey City, N. J., injuring his arm. J. Quinn, conductor; George Zengel, engineman.

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March 7th.—Mrs. J. Mcnohan, injured by falling in car at Jersey City, N. J., while cleaning cars. D. Kilfoyle, conductor; L. Mahoney, engineman.

March 7th.—Owen Daily, head injured by falling in car while cleaning at Jersey City, N. J. D. Kilfoyle, conductor; L. Mahoney, engineman.

March 10th.—N. Vanarsdale, struck and killed by train No. 76 at New Brunswick, N. J. S. Knowles, conductor; J. Bender, engineman.

March 11th.—J. Palpa, struck and killed at Newark, N. J., while crossing the tracks. F. F. Vickery, conductor; H. Fackenthall, engineer.

March 18th.—C. MacKenzie, arm injured by car door at Jersey City, N. J. M. McLaughlin, conductor; A. Roe, engineman.

April 13th.—Geo. Latimer, fell while jumping on engine at Harrison, N. J. Geo. A. Carhart, conductor; F. M. Terhune, engineman.

April 14th.—John Irving, killed while walking on the tracks at Newark, N. J. Unknown, conductor; Unknown, Engineman.

April 15th.—Robert Jamison, struck and killed by engine while working Hack. Frt. Bridge, at Meadows, N. J. G. W. Allen, conductor; F. Vanarsdale, engineman.

April 16th.—W. H. Hatfield, hand cut by broken glass at Monmouth Junction, N. J. E. Fitzpatrick, conductor; A. Robb, engineman.

May 1st.—Emri Kurricz and Emri Yani, fell while jumping from train at Woodbridge, N. J. —, conductor; —, engineman.

May 3d.—J. H. Byrnes, struck by engine while walking on the track at Jersey City, N. J., crushing his foot. C. C. Howard, conductor; M. K. Packer, engineman.

May 12th.—W. W. Pierson, cut by glass from a broken car window at North Elizabeth, N. J. J. Brown, conductor; Geo. Rowe, engineman.

May 18th.—Chas. Reed, killed at Lawrence, N. J., while patrolling the tracks. — — —, conductor; — — —, engineman.

May 20th.—J. Masterson, fatally injured while working on engine at Waldo avenue yard, Jersey City, N. J. — — —, conductor; S. W. Pine, engineman.

May 25th.—R. V. Gillman, struck by engine while working at Elizabeth, N. J. G. B. Sutts, conductor; M. Eutipe, engineman.

May 29th.—C. Del Milli and F. Loeperk, killed; F. Toppe, L. Breese and A. J. Keeler, injured, in wreck at Waverly, N. J. A. H. White and W. T. Sharp, conductors; C. R. Stiner and C. A. Thomas, enginemen.

June 2d.—G. Kroll, fell while jumping on train at Jersey City, N. J. W. Gee, conductor; J. B. Sweet, engineman.

June 5th.—A. McLees, foot injured by trunk falling on it at Princeton Junction, N. J. G. W. Phillips, conductor; G. Morrison, engineman.

June 8th.—Daniel Paxis, killed at Trenton, N. J., while walking on the track; W. H. Burroughs, conductor; T. Smith, engineman.

June 18th.—Geo. C. Coe, struck by car while repairing switch in Jersey City yard. J. B. Bloomer, conductor; W. Manning, engineman.

June 26th.—G. Warner, struck by a car while crossing the tracks at Harsimus Cove, Jersey City, N. J. J. W. Greenleaf, conductor; F. Bradbury, engineman.

June 28th.—M. Lycun, killed at Rahway, N. J., while flagging train. B. W. Rulon, conductor; G. H. Morrison, engineman.

June 29th.—T. J. Courtney, injured while piling baggage in car at Trenton, N. J. S. Knowles, conductor; S. Pine, engineman.

July 2d.—F. Smith, foot caught between buffers of Pullman car at Waldo Avenue Yard, Jersey City, N. J., while cleaning car. E. Heaton, conductor; L. Mahoney, engineman.

July 3d.—G. Gagliano, struck by engine while working on the track at Lawrence, N. J. E. Gunn, conductor; F. C. Krewson, engineman.

July 6th.—L. Markue, struck by engine while filling switch-lamps at Jersey City, N. J. M. McGovern, conductor; F. Mutze, engineman.

July 7th.—I. Senzie, struck by engine and killed while cleaning a switch at Jersey City, N. J. Edward Heaton, conductor; L. Mahoney, engineman.

July 17th.—R. E. Buggy, hand injured by car door closing on it at Waverly, N. J. R. E. Buggy, conductor; C. Swem, engineman.

July 25th.—J. R. Lotan, struck by engine and killed at Waldo Avenue Yard, Jersey City, N. J. ———, conductor; E. Poberly, engineman.

July 31st.—L. Farkas, struck by engine and killed while crossing the tracks at Trenton, N. J. J. H. Riddle, conductor; C. H. Smith, engineman.

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August 12th.—J. T. Neally, struck by cars while crossing the tracks at Trenton, N. J. C. Wharton, conductor; W. W. Miller, engineman.

September 2d.—C. Pielert, scalded by steam at Trenton, N. J. T. Cooper, conductor; C. Pielert, engineman.

September 21st.—S. Manger, struck by a trunk falling in baggage car at Princeton Junction, N. J. Wm. Kennedy, conductor; Wm. Keefe, engineman.

September 21st.—J. J. Schuss, fell while jumping from train at Marion, N. J. T. Dempsey, conductor; Thos. O'Connor, engineman.

October 12th.—Wm. Cuthberthson, struck by engine while walking on viaduct at Jersey City, N. J. ———, conductor; J. Todd, engineman.

October 12th.—G. W. Clark, fell while jumping from train at Trenton, N. J. ———, conductor; ———, engineman.

October 22d.—M. Younglich, fell while jumping from train at New Brunswick, N. J. O. A. Swenson, conductor; J. Van Nuys, engineman.

October 27th.—A. H. Cochran, finger lacerated by lever of water scoop at Monmouth Junction, N. J. C. F. Mortimore, conductor; F. Howard, engineman.

November 7th.—J. Brown, struck by train and killed while walking on the track at Rahway, N. J. C. Campbell, conductor; W. B. Gurney, engineman.

November 9th.—M. Quinn, struck by cars and killed while throwing switch at Harsimus Cove, Jersey City, N. J. C. Robinson, conductor; Wm. Johnson, engineman.

November 21st.—W. Hutchinson, scalded by steam from bursted injector on engine at Waverly, N. J. T. L. Terree, conductor; W. Hutchinson, engineman.

November 23d.—J. Dekas, struck by train while crossing the tracks at Newark, N. J. E. C. Cline, conductor; R. Schuchardt, engineman.

November 26th.—J. J. Egan, struck by lever of water scoop on engine at Rahway, N. J. W. A. White, conductor; W. J. Dugan, engineman.

December 7th.—Geo. Noterup, scalded by water from gauge glass bursting on engine at South Elizabeth, N. J. P. J. Hand, conductor; W. Wilson, engineman.

December 8th.—J. W. Scott, fell from engine at Newark, N. J. I. F. Arnold, conductor; W. H. Nunamacher, engineman.

December 15th.—J. R. Clark, struck and killed by engine while throwing switch at Meadows Yard, N. J. Peter Noon, conductor; T. B. Mead, engineman.

December 26th.—P. Gerarco, struck by engine and killed while picking coal at Waverly, N. J. Jas. Brown, conductor; H. Metz, engineman.

None of the conductors or enginemen were discharged on account of these accidents.

ACCIDENTS—AMBOY DIVISION.

Persons killed by trains while crossing tracks.

May 30th.—S. S. Clevenger, killed at East Burlington, N. J. C. C. Wills, conductor; J. C. West, engineman.

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July 9th.—Catherine Bedle, killed at Freehold, N. J. W. H. Read, conductor; Frank Goff, engineman.

November 3d.—J. W. Stoney, killed at Freehold, N. J. E. C. Ayers, conductor; J. Cain, engineman.

Persons injured by trains while crossing tracks.

January 10th.—W. Austermuhl, bruised, Haddon avenue, N. J. J. Hann, conductor; W. C. Richards, engineman.

February 26th.—J. Kelly, head hurt, Burlington, N. J. A. S. Curlis, conductor; J. Robbins, engineman.

April 30th.—Charles Purcell, head hurt, Camden, N. J. G. O. Alexander, conductor; R. Van, engineman.

May 2d.—J. P. Hillman, head and body hurt, Merchantville, N. J. E. Deacon, conductor; T. D. Bunting, engineman.

May 16th.—Mrs. Probasco, head hurt, Hoffmans, N. J. S. R. Way, conductor; T. J. Joiner, engineman.

August 17th.—J. Johnson, foot hurt, near Beideman, N. J. J. L. Richey, conductor; B. F. Lucas, engineman.

August 31st.—F. Shedaker, head cut, at Mozart Crossing, N. J. J. L. Richey, conductor; B. F. Lucas, engineman.

October 24th.—John Eastman, leg broken, Newton, N. J. W. H. Read, conductor; W. Riley, engineman.

November 17th.—Joseph Wilson, shoulder hurt, Haddon Avenue, N. J. Frank Flynn, conductor; J. Bruden, engineman.

November 26th.—Mary Weston, side bruised, near English-town, N. J. F. H. Dey, conductor; C. H. Smith, engineman.

December 9th.—J. Reinhart, slightly hurt, Trenton, N. J. H. M. Fritzinger, conductor; J. Sypherd, engineman.

December 21.—H. Loveland, knee hurt at Masonville, N. J. H. G. Vanmarter, conductor; T. Bunting, engineman.

Persons killed by trains while walking or standing on tracks.

June 21st.—M. C. Murphy, killed, near Beverly. H. M. Fritzinger, conductor; W. Way, engineman.

July 10th.—F. Caulfort, killed, near Howell, N. J. Train unknown.

July 12th.—M. McClosky, fatally hurt, near Hightstown, N. J. Train unknown.

August 23d.—Frank Kelch, fatally hurt, near Palmyra, N. J. Byron Grigg, conductor; C. M. Cable, engineman.

August 29th.—Unknown man, found on track, Moorestown, N. J. Train unknown.

November 15th.—M. Egerton, found dead on track near Farmingdale, N. J. Train unknown.

October 18th.—D. Vallentino, found fatally injured, near Burlington, N. J. Train unknown.

December 7th.—Unknown man, killed near Vincentown, N. J. Jos. Scroggy, conductor; J. West, engineman.

December 3d.—Unknown man, killed at South Amboy, N. J. Elias Stratton, engineman.

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Persons injured by trains while walking or standing on tracks.

September 1st.—J. Zebro, head hurt at South Amboy, N. J. Wm. Bailey, conductor; E. Smock, engineman.

October 6th.—P. Walsh, head and side hurt near Stanwick, N. J. W. A. Gwynne, conductor; A. J. Downs, engineman.

October 13th.—J. Lynch, severe bruises at Bordentown, N. J. G. H. Sickles, conductor; Wm. Way, engineman.

November 20th.—C. Carter, leg hurt at Camden. P. Shemela, conductor; Wm. Way, engineman.

Persons killed or injured getting on or off moving trains.

January 13th.—Mahlon Faust, bruised, getting off, Camden, N. J. E. Deacon, conductor; T. D. Bunting, engineman.

February 5th.—A. Heckel, contusions, getting off, Riverside, N. J. A. F. Perret, conductor; W. T. Perry, engineman.

March 10th.—George Grannor, hip hurt, getting off, Mt. Holly, N. J. George W. Slimm, conductor; A. J. Downs, engineman.

March 12th.—C. Sylvester, back hurt, getting off, Camden, N. J. T. J. Owens, conductor; J. Conrad, engineman.

April 22d.—Robert Shadel, fatally hurt, getting on, Jobstown, N. J. C. S. Toy, conductor; H. Crispin, engineman.

May 7th.—Edward Shults, killed, getting on, Burlington, N. J. F. D. Deacon, conductor; W. W. Watts, engineman.

May 18th.—Mrs. J. Taylor, arm hurt, getting off, Camden, N. J. J. Dowell, conductor; J. Colton, engineman.

June 15th.—Mary Duffy, head hurt, getting off, Camden, N. J. J. Rogers, conductor; W. Gross, engineman.

June 18th.—William Brown, head hurt, getting on, Burlington, N. J. A. F. Perret, conductor; W. Perry, engineman.

July 10th.—Frank Hess, head hurt, getting on, Camden, N. J. L. C. Wright, conductor; W. Laurie, engineman.

July 26th.—C. Drake, ankle hurt, getting off, Island Heights Junction, N. J. F. Johnson, conductor; H. Crispin, engineman.

July 28th.—C. Sherman, arm bruised, getting off, Allenwood, N. J. W. W. Gaskill, conductor; D. Emmons, engineman.

August 10th.—Fred. Reed, foot crushed, getting on, Old Bridge, N. J. R. Reamer, conductor; J. Buchanan, engineman.

August 13th.—Jacob Sobel, back hurt, getting off, Hights-town, N. J. D. R. Blizzard, conductor; I. Worts, engineman.

August 19th.—R. Matthews, knee hurt, getting on, Borden-town, N. J. Running cars.

September 30th.—J. P. Donahue, side hurt, getting on, Asbury Park, N. J. A. Davison, conductor; D. Emmons, engineman.

September 21st.—Wm. Ruddick, face hurt, getting on, Camden, N. J. J. K. McMillan, conductor; A. Burnum, engineer.

October 9th.—C. Crammer, hand hurt, getting on, Fountain Woods, N. J. T. A. Robertson, conductor; A. E. Engle, engineman.

November 1st.—V. Anderson, killed, getting off, Palmyra, N. J. C. E. Pettit, conductor; J. L. Ettinger, engineman.

November 3d.—J. Devlin, bruised, getting on. Fish House, N. J. Train unknown.

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November 17th.—M. Brown, leg hurt, getting off, Jamesburg, N. J. J. H. Riddle, conductor; J. Cain, engineman.

Persons killed or injured otherwise than as above stated.

January 5th.—Theo. Appleby, hand hurt by car door, Jamesburg, N. J. L. W. Eler, conductor; J. R. Worts, engineman.

January 26th.—B. Hata, hand hurt by car door, South Amboy, N. J. D. R. Blizzard, conductor; E. S. Gulick, engineman.

January 26th.—C. P. Mount, hand hurt by car door, Jamesburg, N. J. J. H. Riddle, conductor; E. S. Gulick, engineman.

February 14th.—E. L. Middleton, arm broken by fall, Camden, N. J.

February 23d.—C. Matthews, arm hurt by fall, Camden, N. J.

March 15th.—M. Stevenson, hand hurt by car door, Pemberton, N. J. C. Hinchman, conductor; A. Dare, engineman.

March 24th.—P. Wisnisky and T. Kemiceik, killed; Patrick Kroick and M. Zelick, hurt, at South Amboy, by running cars.

April 9th.—N. Fassett, face hurt by stone, Delair, N. J. A. F. Perret, conductor; A. Burnum, engineman.

April 22d.—W. M. Cartwright, head hurt by gate, Camden, N. J.

April 26th.—A. T. Karpeinstein, hand hurt by car door, Riverside, N. J. J. Hartman, conductor; A. Burnum, engineman.

May 22d.—J. Zinchee, body hurt by bank caving, Jamesburg, N. J.

June 1st.—S. Beatty, head hurt by fall, Camden, N. J.

June 5th.—J. O. Hagan, back hurt by fall, Merchantville, N. J.

May 10th.—A. McAllister, arm hurt on train, Burlington, N. J. J. Hartman, conductor; E. W. Cain, engineman.

June 26th.—W. N. Allen, hand hurt by car door, Freehold, N. J. J. P. Read, conductor; H. Fine, engineman.

August 18th.—R. F. Ritter, arm hurt by mail crane, Birmingham, N. J. E. Stout, conductor; F. Stults, engineman.

August 20th.—E. Broadwater, arm hurt by window, Pavonia, N. J. C. C. Wills, conductor; R. Stewart, engineman.

August 13th.—Unknown man, killed, by bridge, Yardville, N. J. H. C. Hammell, conductor; H. Bunting, engineman.

August 23d.—S. A. McLaughlin, arm hurt by fall, Camden, N. J.

September 7th.—W. B. Slemmer, hand hurt by car window, Belmar, N. J. F. H. Dey, conductor; E. E. Bouse, engineman.

September 3d.—C. Myers, arm hurt by cars drilling, Camden, N. J. R. R. West, conductor; E. Clymer, engineman.

October 27th.—T. B. Dennis, bruised by fall at station, Camden, N. J.

November 6th.—O. H. Tilton, hand hurt by car window, Bay Head, N. J. J. G. Clark, conductor; F. Stults, engineman.

November 26th.—O. H. Tilton, hand hurt by car window, Morris, N. J.

December 10th.—A. Tranwinski, bruised by fall on pier, South Amboy, N. J.

Employes killed or injured coupling or handling cars.

January 23d.—Frank Guerin, brakeman, foot hurt, Old Bridge, N. J. J. W. Boice, conductor; F. Legget, engineman.

February 23d.—T. F. Pettie, brakeman, foot hurt, Sea Girt, N. J. J. N. Hampton, conductor; H. L. Jobes, engineman.

February 17th.—J. Golmoka, topman, hand hurt, South Amboy, N. J. Running cars.

March 4.—J. R. Bryson, brakeman, leg hurt, Pavonia, N. J. L. Hammel, conductor; Jas. Zanes, engineman.

March 7th.—E. A. Lewellen, brakeman, body bruised, Riverside, N. J. A. L. Berkley, conductor; J. Stanton, engineman.

March 20th.—Frank Gibson, brakeman, bruised, Moorestown, N. J. C. S. Toy, conductor; H. Crispin, engineman.

May 12th.—J. Price, brakeman, leg hurt, South Amboy, N. J. Running cars.

May 10th.—T. F. Brennan, brakeman, arm hurt, South Amboy, N. J. Running cars.

June 23d.—Elmer Coward, brakeman, head hurt, South Amboy, N. J. D. R. Blizzard, conductor. I. Worts, engineman.

June 25th.—Frank Witcraft, brakeman, leg hurt, Camden, N. J. Running cars.

June 20th.—W. F. Page, brakeman, back hurt, Riverside, N. J. C. R. Stewart, conductor; J. Watts, engineman.

July 13th.—Harry Stewart, brakeman, leg broken, Camden, N. J. J. Fellona, conductor; E. Mount, engineman.

July 17th.—David Boxer, brakeman, knee hurt, Mt. Holly, N. J. H. B. McCue, conductor; J. Lewis, engineman.

August 10th.—B. C. Purnell, brakeman, arm hurt, Palmyra, N. J. E. Dock, conductor; J. Hatch, engineman.

August 13th.—J. J. Hatch, engineman, killed, Runyon, N. J. J. J. Hatch, engineman; G. H. Johnson, conductor.

September 17th.—E. A. Willard, brakeman, body bruised, Burlington, N. J. H. M. Fritzingler, conductor; H. Hartman, engineman.

September 23d.—J. I. Ore, brakeman, leg cut, Camden, N. J. J. Williamson, conductor; R. Gauntt, engineman.

October 5th.—T. Gardiner, flagman, side hurt, Camden, N. J. J. Fellona, conductor; W. Griscom, engineman.

October 9th.—J. Welden, brakeman, hand hurt, Camden, N. J. P. Schmela, conductor; W. Griscom, engineman.

October 14th.—George Miller, brakeman, hand hurt, Bordentown, N. J. J. N. Newell, conductor; J. Sypherd, engineman.

November 5th.—H. Johnson, brakeman, leg hurt, South Amboy, N. J. Running cars.

November 23d.—A. S. Howell, brakeman, head hurt, Beideman, N. J. A. L. Berkley, conductor; F. Dickson, engineman.

November 23d.—S. R. Mattison, brakeman, hand hurt, Jamesburg, N. J. Geo. Johnson, conductor; E. Gulick, engineman.

December 24th.—Fred Lenz, brakeman, side hurt, Camden, N. J. W. Bessey, conductor; H. P. Wilson, engineman.

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Employees killed or injured otherwise than as above stated.

January 6th.—Vincenzo Vito, trackman, face injured by engine, Camden, N. J.

January 7th.—A. Ladsinski, trackman, leg hurt handling tools, Beverly, N. J.

January 8th.—G. R. Brewer, shopman, hand hurt by tools, Camden, N. J.

January 7th, S. Rago, trackman, hand hurt handling supplies, Camden, N. J.

January 14th.—M. Anderson, topman, hand hurt by tools, South Amboy, N. J.

January 10th.—John Kerner, conductor, head hurt by fall, Old Bridge, N. J.

January 16th.—G. L. Busby, shopman, hand hurt by tools, South Amboy, N. J.

January 15th.—J. P. Dill, shopman, back hurt by fall, South Amboy, N. J.

January 15th.—J. Zyznienwki, topman, hand hurt by tools, South Amboy, N. J.

January 16th.—P. Kelly, topman, foot hurt in frog, South Amboy, N. J.

January 17th.—J. O'Leary, trimmer, hand hurt by coal, South Amboy, N. J.

January 23d.—J. J. Walsh, brakeman, side hurt handling freight, Beverly, N. J.

January 29th.—C. D. Fisher, shopman, side hurt by tools, Camden, N. J.

January 29th.—W. Zielinski, trackman, hand hurt by tools, Jamesburg, N. J.

February 10th.—C. Parry, shopman, hand hurt handling tools, Camden, N. J.

February 11th.—M. Eler, switchman, foot hurt by baggage, Jamesburg, N. J.

February 18th.—D. A. Maghan, brakeman, killed, struck by engine, Jamesburg, N. J.

February 25th.—H. Shellenberger, shopman, eye hurt by tools, Camden, N. J.

February 28th.—James Russell, carpenter, foot hurt by tools, South Amboy, N. J.

March 6th.—Ed. Wood, laborer, arm broken by fall, Bordentown, N. J.

February 14.—J. B. Geant, laborer, foot hurt by plank, South Amboy, N. J.

March 6th.—C. T. Cross, carpenter, hand hurt by plank, Masonville, N. J.

March 6th.—J. Allen, carpenter, hand hurt by plank, South Amboy, N. J.

March 11th.—J. Wilkowski, laborer, foot hurt by bar, Jamesburg, N. J.

March 4th.—R. R. West, conductor, foot hurt by fall, Beverly, N. J.

March 13th.—A. C. Hyer, carpenter, hand hurt by fall, South Amboy, N. J.

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March 21st.—L. C. Burns, carpenter, leg hurt by tools, South Amboy, N. J.

March 18th.—Hal Powell, trackman, foot hurt by rail, Hanover, N. J.

March 28th.—L. Legget, mason, foot hurt by stone, Yardville, N. J.

March 30th.—J. Elbertson, shopman, hand hurt by brass, Camden, N. J.

April 1st.—C. Ireland, brakeman, hip hurt in car, Beverly, N. J.

April 6th.—J. J. Cunningham, laborer, arm and foot hurt by fall, Florence, N. J.

April 11th.—E. Souders, shopman, hurt handling tools, Camden, N. J.

April 17th.—M. R. Bradshaw, laborer, leg hurt, handling freight, Camden, N. J.

April 14th.—J. Horzgy, topman, head cut by chute, South Amboy, N. J.

April 9th.—J. T. O'Neil, laborer, hand hurt by tools, South Amboy, N. J.

April 29th.—F. Gilbert, helper, hand hurt by baggage, Burlington, N. J.

April 30th.—J. R. Huyett, brakeman, foot crushed by fall, Camden, N. J.

April 30th.—G. F. Appleget, carpenter, leg hurt by fall, South Amboy, N. J.

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May 4th.—J. F. Trainer, laborer, foot hurt by lumber, Camden, N. J.

May 7th.—B. F. Lucas, engineman, leg hurt by fall, Camden, N. J.

May 7th.—D. P. Connerty, laborer, foot hurt by rail, Jamesburg, N. J.

May 15th.—W. C. Hughes, stationman, ribs broken by fall, Camden, N. J.

May 12th.—C. B. Pearce, machinist, leg hurt at work, South Amboy, N. J.

May 22d.—A. R. Broadwater, blacksmith, hand hurt at work, Camden, N. J.

May 18th.—C. Pitbaccio, laborer, foot hurt by ties, Camden, N. J.

May 22d.—J. Swain, fireman, hand cut by lamp, Jamesburg, N. J.

June 2d.—G. Vandoren, carpenter, side hurt by fall, Bordentown, N. J.

June 5th.—B. V. Mershon, laborer, back hurt at Bordentown, N. J.

June 12th.—R. G. Mahan, brakeman, hip hurt by car, Camden, N. J.

June 20th.—H. R. Fritzing, conductor; hand cut by glass, Fish House, N. J.

June 18th.—E. Beale, shopman, hand hurt at work, Camden, N. J.

RAILROAD AND CANAL REPORTS.

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June 22d.—A. Townsend, deck hand, hand hurt at work, Camden, N. J.

June 9th.—A. Andrew Nelson, laborer, foot hurt by tie, Florence, N. J.

June 19th.—N. C. Hartman, brakeman, leg hurt by fall, Jamesburg, N. J.

June 22d.—W. S. Toman, shopman, side hurt by fall, Camden, N. J.

June 24th.—H. Blatt, shopman, back hurt at work, Camden, N. J.

July 8th.—F. Donner, shopman, foot hurt at work, Camden, N. J.

July 9th.—Daniel Corson, brakeman, hand hurt by door, South Amboy, N. J.

July 14th.—S. Safranski, shopman, foot hurt by truck, South Amboy, N. J.

July 18th.—J. Hayes, topman, hand hurt by pipe, South Amboy, N. J.

July 27th.—H. Lurenzo, brakeman, foot hurt by fall, Burlington, N. J.

July 31st.—S. H. Lloyd, shopman, hand hurt at work, Camden, N. J.

July 25th.—A. Paloino, laborer, hand hurt by fall, Stevens, N. J.

August 1st.—W. Chamberlin, laborer, body hurt by fall, White Hill, N. J.

August 1st.—A. J. Cheshire, brakeman, hurt by car door, Bordentown, N. J.

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August 2d.—M. Dalton, laborer, foot hurt at work, Camden, N. J.

August 4th.—P. Triogno, laborer, hand hurt by derrick, Camden, N. J.

August 6th.—Wm. Springer, laborer, hand hurt by crate, Camden, N. J.

August 10th.—H. C. Armstrong, baggageman, foot hurt by crate, Camden, N. J.

August 10th.—H. N. Colbath, engine-cleaner, hand hurt at work, Camden, N. J.

August 12th.—P. Paladino, laborer, side hurt by fall, Camden, N. J.

August 14th.—W. P. Griffin, laborer, arm hurt by fall, Mt. Holly, N. J.

August 15th.—L. Fay, trimmer, hand hurt by coal, South Amboy, N. J.

August 15th.—J. Reyborne, brakeman, killed by bridge, Jamesburg, N. J.

August 18th.—B. V. Meshon, shopman, hand hurt by machine, Camden, N. J.

August 31st.—J. J. Hennessey, brakeman, ankle hurt by fall, Jamesburg, N. J.

September 2d.—P. Brennan, laborer, hand hurt by freight, Bordentown, N. J.

September 3d.—W. P. Dey, laborer, collar-bone broken by fall, Jamesburg, N. J.

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September 3d.—J. A. Donahue, flagman killed; J. N. Newell, conductor, head hurt; R. C. Vancleaf, brakeman, side hurt, in collision, Perth Amboy. J. N. Newell, conductor; H. Gulick, engineman.

September 14th.—F. Shemely, shopman, side scalded, Camden, N. J.

September 14th.—S. Lagoda, topman, foot hurt by wrench, South Amboy, N. J.

September 15th.—G. Comerowski, shopman, hand hurt by hammer, South Amboy, N. J.

September 16th.—G. A. Crammer, carpenter, side hurt by fall, Bordentown, N. J.

September 17th.—A. Patton, flagman, leg hurt by fall Jamesburg, N. J.

September 19th.—J. Deringer, fireman, scalded by steam, Camden, N. J.

September 21st.—A. Tuono, watchman, head hurt by engine, Fish House, N. J. R. H. Robbins, conductor; Wm. Morgan, engineman.

September 29th.—J. J. Dugan, brakeman, hand hurt at scales, South Amboy, N. J.

September 30th.—M. Richards, shopman, eye hurt at shop, Camden, N. J.

October 7th.—W. T. Height, laborer, wrist broken at work, Sea Girt, N. J.

October 31st.—J. Baxter, shopman, hand hurt at work, Camden, N. J.

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October 30th.—L. Warner, laborer, head hurt by fall, Camden, N. J.

November 3d.—G. Joisteng, laborer, foot hurt at work, Camden, N. J.

November 19th.—W. Stetser, shopman, killed between cars, Camden, N. J.

November 30th.—C. E. Oehler, laborer, killed by engine, Camden, N. J.

December 5th.—A. Macunkoei, topman, leg hurt at work, South Amboy, N. J.

December 7th.—J. Prusukoski, topman, bruised by fall, South Amboy, N. J.

December 15th.—E. J. Downs, clerk, foot hurt by fall, Camden, N. J.

December 17th.—C. S. Toy, conductor, foot hurt by fall, Mt. Holly, N. J.

December 19th.—J. Brahney, shopman, face hurt by fall, South Amboy, N. J.

December 22d.—William Kendall, engineer, hand hurt at work, South Amboy, N. J.

December 25th.—E. T. Connors, brakeman, head hurt by fall, Birmingham, N. J.

December 29th.—C. A. Hughes, inspector, arm hurt by fall, Camden, N. J.

No conductor or engineman has been discharged on account of any of the above accidents.

VINCENTOWN BRANCH OF THE BURLINGTON
COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vincentown Branch of the Burlington County Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$25,000 00
Bonded debt,	15,000 00
Floating debt—None.	
 Cost of road and equipments,	 \$40,000 00

The road extends from Ewansville, N. J., to Vincentown, N. J., a distance of 2.84 miles.

It is leased to the United New Jersey Railroad and Canal Company, lease assigned to the Pennsylvania Railroad Company at an annual rental of six per cent. on the \$15,000 capital stock held by individuals, interest on funded debt of \$15,000 assumed and paid by the Pennsylvania Railroad Company at maturity, and taxes.

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

State of New Jersey, Hudson county, ss.—F. Wolcott Jackson, being duly sworn, on his oath says, that he is President of the Vincentown Branch of the Burlington County Railroad Com-

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

F. WOLCOTT JACKSON.

Sworn and subscribed before me this first day of February, A. D. 1904.

H. C. Ross,

Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$1,066 21
Income from freight,	3,687 78
Income from other sources,	840 48
	<hr/>
Total,	\$5,594 47
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$5,605 11
Dividends paid during the year 1903, and how paid—Two dividends of three per cent. each on \$15,000 stock, payable in cash.	

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

VINELAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$600,000 00
Cost of road and equipments, at foreclosure sale, \$10,000, since added, \$130,405.52,	\$140,405 52

The road extends from Atsion to Bayside, a distance of 46.82 miles.

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

State of New York, New York County, ss.—George F. Baer, being duly sworn, on his oath says, that he is President of the Vineland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

Dividends paid during the year 1903, and how paid—None.

RECEIPTS AND EXPENSES FOR 1903.

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.

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

WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	3,912 68
Cost of road and equipments,	\$3,197,912 68

The road extends from New Hampton Junction to Delaware river, a distance of 18.82 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

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

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

B. D. CALDWELL.

Sworn and subscribed before me this 15th day of February, A. D. 1904.

C. HOWARD,
Notary Public, New York County.

Dividends paid during the year 1903, and how paid, \$126,000 directly to stockholders by lessee.

P. O. address of this company—No. 26 Exchange Place, New York City.

ACCIDENTS.

February 10th.—Bruce, John, track laborer, lost sight of left eye by chip flying while cutting rail with chisel at Delaware.

February 25th.—Burgenback, Peter, tunnel watchman, three toes crushed; stone fell from tunnel at Oxford Furnace.

April 3d.—Ayres, Aaron, non-employe, killed, struck by train No. 10 at Bridgeville.

April 25th.—Conklin, E. J., engineman, contusion and laceration of head; fell from engine at point west of Washington.

May 21st.—Ocutario, Benedicto, trackman, right leg broken; jumped from moving train west of Washington.

November 15th.—Unknown man, killed; struck by train at Buttsville.

WEST END RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$43,700 00
Floating debt,	26,588 91
Cost of road and equipments,	\$70,288 91

The road extends from East Long Branch to West End, a distance of 1.55 miles.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says that he is President of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1903.

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

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RAILROAD AND CANAL REPORTS.

Dividends paid during the year 1903, 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.

WEST JERSEY AND SEASHORE RAILROAD
COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Seashore Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$5,056,050 00
Bonded debt,	4,986,800 00
Floating debt,	1,349,597 28
Cost of road and equipments,	\$11,816,890 05

Dividends paid during the year 1903, and how paid—Two of two and one-half per cent. each on the common capital stock, and two of three per cent. each on the special guaranteed stock.

The road extends from	Miles.
Camden, N. J., to Cape May, N. J.,	80.92
Woodbury, N. J., to Penn's Grove, N. J.,	19.99
Woodbury, N. J., to Salem, N. J.,	28.39
Branch in Salem, N. J.,	1.27
Elmer, N. J., to Riddleton Junction, N. J.,	10.38
Alloway Junction, N. J., to Quinton, N. J.,	4.22
Glassboro, N. J., to Bridgeton, N. J.,	19.68
Main street, north of the old passenger station, to Pearl and Lemon streets in Bridgeton, N. J.,	1.67
Manumuskin to Maurice river, opposite Port Norris,	9.76
Newfield, to junction with West Jersey and Seashore Railroad, near Atlantic City, N. J.,	32.60
Pleasantville, N. J., to Somer's Point, N. J.,	7.14
Sea Isle Junction, N. J., to Sea Isle City, N. J.,	4.79

	<i>Miles.</i>
Sea Isle City, N. J., to Second Street Pier, Ocean City, N. J.,	11.68
Sea Isle City, N. J., to Stone Harbor, N. J.,	9.14
Anglesea Junction, N. J., to Holly Beach, N. J.,	7.24
Camden, N. J., to Atlantic City, N. J.,	58.73
Haddonfield, N. J., to Medford N. J.,	11.98
Absecon Inlet, N. J., to Albany avenue, in Atlantic City, N. J.,....	3.04
West Jersey and Seashore Railroad, at Drawbridge, Atlantic City, N. J., to junction with South Atlantic City Branch, near Provi- dence avenue, south of Chelsea, N. J.,	1.23
Junction Atlantic City Branch at Albany avenue, Atlantic City, N. J., to Longport, N. J.,	5.49
Total,	329.34

RECEIPTS AND EXPENSES FOR 1903.

Income from passengers,	\$2,647,581 29
Income from freight,	1,162,237 37
Income from other sources,	358,144 04
Total,	\$4,167,962 70

Expenditures during the year for working road, including re-
pairs, maintenance of way, motive power and contingencies, \$3,218,037 83

P. O. address of the above company—General Office, Penn-
sylvania Railroad Company, 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 1903 are correct and true, to the
best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this thirtieth day of January,
A. D. 1904.

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

RAILROAD AND CANAL REPORTS.

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ACCIDENTS.

January 2d.—Mrs. Elizabeth Zelle, injured in boarding train at Paulsboro.

January 24th.—Gustav Kitso, struck and instantly killed by train at Sycamore street, Camden.

February 4th.—E. A. Smith, a trespasser, fell while crossing tracks and had his leg broken, at Atlantic City.

February 12th.—Morris Ayers Powers, a minor, struck while playing on tracks and subsequently died, at Woodbury.

February 24th.—Brakeman Jesse Rutter, had leg crushed while drilling cars at Millville.

February 24th.—George McElhone, a minor, injured while playing on cars at Gloucester.

February 24th.—Margaret Mulgroo, struck and instantly killed while crossing tracks at South Gloucester.

April 15th.—Brakeman J. H. Blake, injured while engaged in drilling cars at Mays Landing.

April 22d.—Alicia B. Wenger, struck and instantly killed while trespassing on tracks at South Camden.

May 9th.—James Cummings, struck and instantly killed by train at Woodbury Heights.

June 12th.—Stephen Garrison, struck and instantly killed while crossing tracks at Elmer.

June 17th.—Job Ewan, injured while crossing tracks at Millville.

June 21st.—Clarence Stone, injured in boarding train at Angelsea.

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June 25th.—William Keebler, had leg crushed while attempting to ride on train at Clayton.

July 5th.—Frank Hersey, colored, struck and instantly killed while asleep on track at Fenwick.

July 6th.—Joseph Guglielmo, killed; Thomas Guglielmo, Dominick Guglielmo and John Nuss, injured, by wagon being struck by train at Van Hook street, Camden. All minors.

July 3d.—J. N. Tomlinson, injured in alighting from train at Vineland.

July 14th.—Susan Price, struck and instantly killed by train at South Camden.

August 3d.—Margaret Logan, a trespasser, struck and instantly killed on track near Haddonfield.

August 10th.—M. Hirsch, injured in boarding train at Atlantic City.

September 16th.—Henry S. Stratten, killed; J. S. Clendenning, injured, by being struck by a train at Pitman.

September 21st.—T. B. Paulin, struck by train and seriously injured at Friendship.

October 9th.—Mrs. Wm. Adams, injured in alighting from a train at Sea Isle Junction.

December 5th.—Engineman Frank Eldredge, injured in falling from engine at Ocean View.

December 28th.—C. V. M. Redfield, struck and injured by a train at South Westville.

WEST SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Shore Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$10,000,000 00
Bonded debt,	50,000,000 00
Cost of road and equipments,	\$60,000,000 00

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 423.50 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds, secured by a mortgage not to exceed fifty million dollars.

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

State of New York, New York county, ss.—W. H. Newman, being duly sworn, on his oath says, that he is President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. NEWMAN.

Sworn and subscribed before me this 3d day of February, A.D. 1904.

LOUIS BENDER,
Notary Public (51).

RECEIPTS AND EXPENSES FOR 1903.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, county of New York, ss.—Marshal L. Bacon, 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 during the year ended December 31st, 1903, is correct and true, to the best of his knowledge and belief.

MARSHAL L. BACON,
Auditor.

Sworn and subscribed before me this 2d day of February, 1904.

J. P. McMAHON,
Notary Public in and for Queens County, N. Y.
Certificate Filed in New York County.

ACCIDENTS.

January 20th.—J. E. McCarthy, while climbing up ladder of box-car, engine moved cars suddenly, and McCarthy lost his balance and fell to ground. His back was wrenched and right ankle sprained. Weehawken. Yard engine 341. A Desmond, engineer; E. Leach, conductor.

January 28th.—John Carney, stepped off front step of engine 261 directly in front of cars being switched by engine 341, and was run over and fatally injured. Weehawken. Yard engine 341. A. R. Desmond, engineer; E. Leach, conductor.

January 30th.—J. Chaplain, struck by hand car while crossing track. Left leg was bruised and wrenched. New Durham.

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February 16th.—G. H. Blauvelt, fell from ladder of car, dislocating left shoulder, at Weehawken. Yard engine 1609; F. Wendt, engineer; E. Coulson, conductor.

March 15th.—Engine collided with arm of water crane at New Durham, breaking the cab, and C. J. Hickey was cut by flying glass. Engine 356; J. Mulligan, engineer; C. J. Hickey, conductor.

March 18th.—Simon Pacino was found lying on the track fatally injured, at Weehawken. It is not known just how he was hurt, but it is supposed he was run over by some train. Engine 341; C. Grimes, engineer; E. Leach, conductor.

April 14th.—C. Schultz was standing between tracks, at Weehawken, about to make a cut of some of the cars in his train, when he was struck by a large furniture car in train on adjoining track. Left arm and shoulder and left knee were badly bruised. Yard engine 238; J. Boyd, engineer; C. Timms, conductor.

May 7th.—Jacob Berwitz, while driving over crossing, wagon was struck by string of cars backing up, and he was thrown out and injured. Right leg was bruised and he was more or less shaken up. Engine 358; H. Grimm, engineer; P. Campbell, conductor.

May 29th.—Peter Cardish attempted to pass between two cars just as engine shoved them together at Weehawken; left arm was taken off between elbow and wrist. Engine 341. C. Grimes, engineer; J. F. Dodge, conductor.

June 2d.—Daniel Gallagher, body was found lying between rails at Weehawken; it is not known how he was killed, but it is supposed he was either walking alongside the track while engine was moving northward and was struck and killed, or else he attempted to board pilot of engine. Yard engine 265. D. Morrissey, engineer; P. Deveney, conductor.

June 3d.—John Beller, unloading stone from car to truck, at Weehawken, when yard engine 570, which was doing some switching, struck the car, causing stone which he was handling to fall on his leg; right ankle was wrenched and bruised and middle finger of left hand bruised. P. Nolan, engineer; C. E. Emmett, conductor.

June 15th.—F. O'Brien, descending end ladder of box-car, at Weehawken, just after giving engineman "slow" signal, and when the air was applied it caused a jar, and O'Brien fell from ladder to ground; left heel and ankle were badly sprained and wrenched, and left knee was also wrenched. Yard engine 342; J. Lewis, engineer; D. Murphy, conductor.

July 4th.—Catherine Welch, employed by the Pullman Company as car cleaner, at Weehawken, stood with one foot on platform of each of two cars, and when the cars were pulled apart she fell down on the track; both ankles were sprained and limbs bruised; she had been warned that cars were about to be parted. Yard engine 255; M. O'Hare, engineer; W. Shea, conductor.

July 5th.—Unknown man, lying on the track asleep and was struck and fatally injured at Bogota; engineman did not see him in time to stop on account of curve. First No. 12; M. O'Hare, engineer; L. H. Vaughan, conductor.

July 14th.—G. H. Neumeyer, employed as car cleaner at Weehawken, was standing on ladder resting against coach, and when coach was moved by engine striking car, the ladder was knocked from under him and he was thrown to the station platform; he sustained bruises to left hip and left arm, also slight contusions to head. Yard engine 261; D. Morrissey, engineer; P. Deveney, conductor.

July 20th.—F. G. Merz, while passing door of baggage car Merz was struck by piece of wood which was thrown out by baggagemaster, at Dumont; he was badly bruised about the head.

RAILROAD AND CANAL REPORTS. 403

Train No. 68; H. Brewer, engineer; O. M. Underwood, conductor.

July 25th.—M. O. Jones, coach ventilator fell and struck him on the head, inflicting cut over right eye, at New Durham. Train No. 61; E. Roach, engineer; E. M. Ostrom, conductor.

August 1st.—John Malloy, hanging on side of car, with foot in stirrup, and was struck by switchstand, at Weehawken. Yard engine 341; C. Grimes, engineer; Jos. Dodge, conductor.

August 12th.—G. A. Barry, steam and hot water came through hose attached to injector, scalding his left leg, at Little Ferry Junction. Yard engine 342; J. Lewis, engineer; T. Eagan, conductor.

August 15th.—G. W. Cooley, while descending side ladder of car, one end of top ladder rung pulled loose, causing him to fall from the ladder to the ground; right knee badly wrenched, at Weehawken. Yard engine 367; C. Willis, engineer.

August 29th.—G. W. Wolfe, struck and killed while walking on track at Ridgefield Park. Second No. 34; A. Kuykendall, engineer; C. Emmet, conductor.

October 2d.—J. E. Kelly, stepped around on to foot step at side of car to swing off, he was struck by switch stand at Weehawken; he sustained severe scalp wound and injury to right shoulder. Yard engine 367; F. Barker, engineer; J. Shea, conductor.

October 22d.—Eli Coulson, stepping from one caboose to another, he fell down between cars at Weehawken; he sustained severe bruises and abrasions. Yard engine 342; C. Willis, engineer; C. J. Hickey, conductor.

November 14th.—Gottfried Arn, C. Ellasser, P. Frick, unloading stone from car at Weehawken; engine struck the car in which they were working, throwing them to the floor, bruising them

more or less seriously. Yard engine 570; J. Reese, engineer; G. D. Mehrhof, conductor.

November 27th.—George Stein, struck and instantly killed while working on switches at New Durham. Yard engine 342; J. Lewis, engineer; D. Murphy, conductor.

December 19th.—F. Lozerichoch, was unloading cinders in the bottom of cinder car, when it was hit by another car and he fell through the pocket, sustaining injury to his back.

Correct.

J. P. BUDFIELD,

General Superintendent.

WEST SIDE CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Side Connecting Railroad Company presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$125,400 00
Cost of road and equipments,	\$125,330 27

The road, as located, extends from a point on the Central Railroad of New Jersey, near Newark Bay Bridge, to foot of St. Paul avenue, Jersey City, a distance of seven (7) miles, of which there has been constructed .94 mile.

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

State of New York, New York county, ss.—George F. Baer, being duly sworn, on his oath says that he is 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.

GEO. F. BAER.

Sworn and subscribed before me this 23d day of February, A. D. 1904.

PIERRE P. GARVEN,
Master in Chancery of New Jersey.

RAILROAD AND CANAL REPORTS.

RECEIPTS AND EXPENSES FOR 1903.

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 1903, 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.

RAILROAD AND CANAL REPORTS.

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WHIPPANY RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morristown and Erie Railroad Company, on behalf of the Whippany River Railroad Company, presents the following report for the year ending December 31st, 1903:

Capital stock paid in,	\$25,000 00
Bonded debt,	25,000 00
Floating debt,	51,405 36
Cost of road and equipments,	\$109,722 61

Dividends paid during the year 1903, and how paid—None.

The road extends from Morristown to Whippany, a distance of 3.777 miles. Malapardis Branch, 1.068 miles. Extension to brick yard, 1 mile.

RECEIPTS AND EXPENSES FOR 1903—JAN. 1—AUG. 31.

Income from passengers,	\$1,691 27
Income from freight,	26,085 20
Income from other sources,	353 04
Total,	\$28,129 51

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, \$12,855 03

REMARKS.

The Whippany River Railroad Company was merged by consolidation into the Morristown and Erie Railroad Company, and the Morristown and Erie Railroad Company has, from the first day of September, 1903, or about that date, operated the railroad formerly of the Whippany River Railroad Company. This present report deals therefore with the eight months from January 1st, 1903, to September 1st, 1903, inclusive. For the last four months of the same year, that is to say, from September 1st, 1903, to December 31st, 1903, reference is hereby made to the report made by the Morristown and Erie Railroad Company at the same time with this report.

P. O. address of the above company—Whippany, Morris county, N. J.

State of New York, New York county, ss.—Richard W. McEwan, being duly sworn, on his oath says that he is President of the Morristown and Erie Railroad Company, and was the Secretary of the Whippany River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said last-named road during the year 1903 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this 1st day of February, A. D. 1904.

LE ROY T. HARKNESS,
Notary Public (168), Kings Co.
Cert. Filed in N. Y. Co.

ACCIDENTS.

None.

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Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1903.

COMPANIES.	Miles.	Capital Stock.	Bonded Debt.	Floating Debt.	Cost of Road and Equipments.	INCOME.				Expenses.	DIVIDENDS PAID IN 1903.	REMARKS.	LEASED TO OR OPERATED BY.
						From Passengers.	From Freight.	Other Sources.	Total Income.				
Atlantic City Railroad,	167.56	\$3,625,000 00	\$3,757,492 00		\$7,830,582 50	\$921,777 43	\$528,888 02	\$43,736 55	\$1,494,402 00	\$1,370,422 31			
Baltimore and New York Railway,.....	5.30	350,000 00	350,000 00	\$106,644 49	806,644 49		180,429 50		180,429 50	198,869 40			
Barnegat Railroad,	7.73	50,000 00			50,000 00						None,		Manahawkin and Long Beach Trans. Co.
Belvidere-Delaware Railroad,	81.00	1,253,000 00	2,749,000 00		4,134,836 86	314,393 03	1,046,889 05	33,093 16	1,394,375 24	1,159,120 21	One of 5 per cent., payable in cash,		Pennsylvania Railroad Company.
Bergen County Railroad,	9.821	200,000 00	200,000 00		613,216 78						None,	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,	5.91	350,000 00	75,000 00	62,331 06	413,535 37	7,293 18	178 34	662 82	8,134 34	15,938 95	None,	Company in hands of receiver, Nov. 18, 1903. See report,	
Buena Vista Railroad,.....	1.03	21,400 00		1,705 57	23,105 57						None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	Pennsylvania Railroad Company.
Camden and Burlington County Railroad,.....	20.61	381,925 00	350,000 00	32,162 75	764,087 75	184,321 40	99,283 29	47,993 48	331,598 17	310,385 26	Two of 3 per cent. each, payable in cash,		
Cape May, Delaware Bay and Sewell's Point Railroad,.....	7.458	150,000 00	150,000 00		307,757 06	19,042 20		63 26	19,105 46	31,439 99	None,		
Carteret Extension Railroad,	1.82	23,600 00		9,938 33	33,538 33						None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	Central Railroad Company of New Jersey.
Carteret and Sewaren Railroad,.....	1.25	24,800 00			23,984 02						None,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
Central Railroad Company of New Jersey,.....	154.09	27,418,800 00	52,087,100 00			2,501,431 34	6,953,810 50	2,240,580 85	11,695,822 69	7,898,651 92	Four of 2 per cent. each, 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., Ogdon Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R.,	Central Railroad Company of New Jersey.
Chester Railroad,	10.04	98,500 00		127,654 78	228,188 91						None,	Operations included in report of lessee company. Scrip stock, \$2,034.13.	Morris and Essex Railroad Company.
Cumberland and Maurice River Railroad,.....	21.20	252,900 00	5,000 00	7,652 82	265,552 82						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Cumberland and Maurice River Extension Railroad,.....	1.23	16,200 00		283 91	16,483 91						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Delaware and Bound Brook Railroad,.....	30.81	1,800,000 00	1,800,000 00		3,545,510 58	479,049 53	1,015,159 97	54,481 29	1,548,690 79	985,591 68	Four, quarterly, of 2 per cent. each,		Philadelphia and Reading Railway Company.
Delaware Railroad Company of New Jersey,.....	*	4,025 00										Construction of road stopped by injunction,	
Delaware River and Atlantic Railroad,.....	52.00	194,716 67									None,	Road in process of construction,	
Delaware River Railroad and Bridge Company,.....	10.27	1,300,000 00	1,300,000 00		2,600,000 00	102,633 24	133,279 07	1,133 63	237,045 94	94,039 18	Two of 2 per cent. each, in cash,		Pennsylvania Railroad Company.
Docks Connecting Railway,	3.448	9,000 00			9,187 50								Erie Railroad Company.
Dover and Rockaway Railroad,.....	5.12	140,000 00	35,000 00		175,000 00						Six per cent., paid in cash,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
East Jersey Railroad and Terminal Company,.....	.694	4,000 00		362 11			9,971 98		9,971 98	8,455 68	None,		
Easton and Amboy Railroad,	60.15	6,000,000 00	6,000,000 00	183,774 05	10,918,379 12	255,124 51	2,317,166 16	282,087 75	2,854,378 42	1,944,231 39	None,	Included in the operations of this company are the receipts and expenditures of the Lehigh Valley Terminal Ry., Greenville and Hudson Ry., Pittstown Branch Ry., Perth Amboy and Raritan Ry., and Middlesex Ry. See report,	
East Trenton Railroad,	3.03	59,000 00			59,000 00						None,	Receipts and expenses included in report of Delaware and Bound Brook R. R. Co.,	Philadelphia and Reading Railway Company.
Elizabeth Extension Railroad, .....	.89	30,000 00			27,865 70						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	177,220,591 97	7,869,616 95	342,133,812 81	1,040,373 19	1,578,063 41	133,992 88	2,752,429 48	1,940,218 17	\$1,676,234.00 on first preferred stock,	Report includes earnings and expenses of Long Dock Co., Paterson and Hudson River R. R., Paterson and Ramapo R. R., Bergen County R. R., Bergen and Dundee R. R., Docks Connecting R. R., Paterson, Newark and New York R. R., Newark and Hudson R. R., New York and Greenwood Lake Ry., and Northern R. R. Co. of N. J.,	
Ferro Monte Railroad,	2.52	30,000 00			50,309 27			380 00	380 00		None,		
Freehold and Atlantic Highlands Railroad,.....	24.47	650,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Freehold and Jamesburg Agricultural Railroad,.....	27.57	295,600 00	498,600 00	11,000 00	807,726 31	120,152 87	71,175 99	10,812 39	202,141 25	158,282 49	None,		Pennsylvania Railroad Company.
Greenville and Hudson Railway,	2.62	400,000 00	350,000 00	436,722 39	1,186,722 39						None,	Receipts and expenses included in report of Easton and Amboy R. R. Co.,	Lehigh Valley Terminal Railway Company.
Hackensack and Lodi Railroad,.....	1.41	25,000 00			25,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.50	200,000 00			188,941 17						Six per cent. on capital stock,		Central Railroad Company of New Jersey.
Hibernia Underground Railroad,	1.031	100,000 00			100,000 00		8,132 12		8,132 12	7,541 48	None,		
Hoboken and Manhattan Railroad,		5,000 00										Road not yet constructed,	
Hoboken Railroad, Warehouse and Steamship Connecting Company,.....	**	238,000 00		82,914 66	320,914 66		63,207 22	815 38	64,022 60	58,326 35	None,		
Hopatcong Railroad, .....	.89	10,000 00			17,485 25						None,	Operations included in report of lessee company,	Morris and Essex Railroad Company.
Hudson and Manhattan Railway,	***	7,300 00			7,300 00						None,	Road under survey and construction,	
Jersey City and Bayonne Railroad,.....	5.00	13,500 00		1,195 52	14,695 52							Road not constructed,	
Jersey City Belt Line Railway,.....	5.83	12,000 00		44,881 76	56,881 76						None,	Construction work not yet completed,	
Kinkora and New Lisbon Railroad,	10.84	40,000 00			40,000 00	6,795 55	8,495 75	4,681 91	19,973 21	19,715 66	None,	Not for a full year. See report,	Pennsylvania Railroad Company.
Lafayette Railroad, .....	.55	61,800 00		700 21	62,500 21						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,.....	63.20	1,100,000 00	1,379,739 00	77,000 00	2,670,242 49	17,699 59	318,407 68	22,472 82	358,580 09	207,701 99	None,	Report includes earnings and expenses of South Easton and Phillipsburg R. R. Co. See report,	
Lehigh and New England Railroad,.....	23.90	750,000 00	1,800,000 00	200,110 99	2,550,110 99	3,923 46	30,072 83	3,314 13	37,310 42	33,622 52	None,		
Lehigh Valley Terminal Railway,.....	22.81	10,000,000 00	10,900,000 00		12,908,499 82						None,	Receipts and expenses included in report of Easton and Amboy R. R. See report,	Easton and Amboy Railroad Company.
Lehigh Valley Railroad of New Jersey,.....	96.10	16,454,000 00	17,250,000 00	702,513 05	25,149,617 94	320,933 65	2,068,288 74	289,029 48	2,678,271 87	1,787,667 58	None,	See report,	
Lodi Branch Railroad,	1.75	60,000 00			60,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		1,177,272 87						None,	Operations and expenditures included in report of lessee company,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	571 43	2,173 02		2,744 45	2,744 45	None,		
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00							Operations and expenditures included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Manahawkin and Long Beach Transportation Company,.....	8.71	8,900 00				4,324 37	2,646 23	3,022 70	9,993 30	9,642 30	None,		
Manufacturers' Extension Railroad,	1.23	53,700 00		833 07	54,533 07						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		13,825 12	17,825 12						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.

Railroad Name	Miles	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	Notes	Company
Morris and Essex Extension Railroad	1.92	221,000 00		56,644 58	277,644 58																Receipts and expenses of Ibernia Branch R. R. Co. included.	Delaware, Lackawanna & Western R. R. Co.
Morris and Erie Railroad	****	400,000 00	250,000 00	51,405 36	109,722 61	1,651 21	11,657 75	158 38	13,467 34	6,683 06	None										Operations included in report of the Morris and Essex R. R. Co.	Delaware, Lackawanna & Western R. R. Co.
Mount Holly, Lumberton and Medford Railroad	5.95	95,650 00	75,000 00		170,650 00	2,934 51	2,174 76	427 84	5,537 11	15,537 34	Two of 3 per cent. each, in cash										Not for a full year. See report.	Pennsylvania Railroad Company.
Mount Hope Mineral Railroad	4.28	160,000 00		1,396 24	150,880 08		27,831 00	593 44	28,424 44	14,837 76	Six per cent., in cash, \$9,600.00											
National Docks Railway	8.64	3,854,000 00			3,961,219 01	258 00	222,448 01	1,982 20	224,688 21	70,330 44	One of 1½ per cent., \$57,810.00											
Navesink Railroad	4.66	701,900 00			701,893 14						None										Receipts and expenses included in report of N. J. Southern Ry. Co.	
Newark Bay Railway	4.91	10,000 00		5,901 83	15,901 83						None										Construction work not yet completed.	
Newark and Bloomfield Railroad	4.24	103,850 00		188,336 70	292,186 70						None										Operations included in report of Morris and Essex R. R. Co.	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad	5.620	250,000 00	250,000 00		355,056 18						None										Operations and expenditures included in report of lessee company.	Erie Railroad Company.
New Jersey Junction Railroad	4.43	100,000 00	1,700,000 00		1,800,000 00																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	54,134 86	3,315,234 86	243,384 71	119,997 68	18,471 68	381,854 07	353,470 74	None											
New Jersey and Pennsylvania Traction Co.	† 1.90	500,000 00	835,000 00	38,194 08	181,503 72	68,336 24	1,796 49	107 50	70,240 23	46,486 41	None										Receipts and expenses include Trenton, Lawrenceville and Princeton R. R., Trenton, Lawrenceville and Princeton Extension R. R., New Jersey and Pennsylvania Traction Co., Trenton City Bridge Co., Yardley, Morrisville and Trenton Street Ry., and Newtown and Yardley Street Ry.	
New Jersey Shore Line Railroad	15.50	31,000 00		2,924 29	33,924 29						None										Road not constructed.	
New Jersey Southern Railway	75.66	2,590,600 00	1,790,600 00			376,399 18	359,994 55	311,622 34	1,048,016 07	1,024,100 36	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., Navosink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R., also the steamboat route between New York and Atlantic Highlands.	
New Jersey Terminal Railroad	5.585	500,000 00	230,000 00		730,000 00	764 36	10,513 14	86 01	11,363 51	13,159 83												
New Orange Four Junction Railroad	3.97	100,000 00			50,944 09	2,196 32	11,715 29	368 92	14,280 53	16,011 36	None											
New York Bay Railroad	10.92	500,000 00	467,073 99	4,245,313 04	5,212,387 03																	
New York and Fort Lee Railroad	.24	1,000,000 00			269,601 72						One of 4 per cent., payable in cash										There is no lease. During the year 1903 the Pennsylvania Railroad Company paid \$38,682.96 for use of the road.	Pennsylvania Railroad Company.
New York and Greenwood Lake Railroad	51.66	100,000 00	1,500,000 00		1,600,000 00						None											N. Y. Central & Hudson River R. R. Co.
New York and Long Branch Railroad	38.04	2,000,000 00	1,745,000 00								None										Operations and expenditures included in report of lessee company.	Erie Railroad Company.
New York, Susquehanna and Western Railroad	101.00	26,000,000 00	12,739,000 00	445,585 54	41,993,026 33	413,503 97	1,668,853 25	93,594 51	2,175,951 73	1,167,738 82	None									Earnings and expenses are covered in the accounts of the operating companies.	Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement.	
Northern Railroad Company of New Jersey	26.05	1,000,000 00	654,000 00		1,654,000 00																Operations and expenditures included in report of lessee company.	Erie Railroad Company.
Ogden Mine Railroad	9.86	450,000 00			450,000 00					23,000 00	23,000 00										Two of 2½ per cent. each, in cash.	Central Railroad Company of New Jersey.
Passaic and Delaware Railroad	14.11	111,050 00		31,930 36	142,980 36						\$5,552.50 by lessee.										Operations included in report of Morris and Essex R. R. Co.	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad	7.41	100,000 00			100,000 00						\$4,000.00 by Dela., Lack. & West. R. R. Co.										Operations included in report of Morris and Essex R. R. Co.	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad	3.00	70,000 00	70,000 00		140,000 00																Operations and expenditures included in report of lessee company.	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad	‡	7,700 00			7,700 00						None										No construction yet done. See report.	
Paterson and Hudson River Railroad	13.95	630,000 00			630,000 00						Eight per cent., paid in cash, \$50,400.00											Erie Railroad Company.
Paterson, Newark and New York Railroad	11.326	250,000 00	500,000 00		545,433 29						None										Operations and expenditures included in report of lessee company.	Erie Railroad Company.
Paterson and Ramapo Railroad	14.413	298,000 00			350,000 00						Eight per cent., paid in cash, \$23,840.00											Erie Railroad Company.
Pemberton and Hightstown Railroad	24.42	342,150 00	160,000 00		502,150 00						None											Union Transportation Company.
Perth Amboy and Raritan Railroad	6.40	228,400 00	100,000 00		346,937 08	100,618 77	98,105 54	11,319 29	210,043 60	152,932 92	Ten per cent. in cash, \$22,840.00											
Perth Amboy and Woodbridge Railway	6.16	12,000 00		60,227 12	72,227 12						None										See report.	
Philadelphia and Beach Haven Railroad	12.09	200,000 00		162,769 10	200,000 00	5,033 65	1,941 15	1,260 17	8,234 97	20,897 61	None											Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad	13.90	300,000 00	50,000 00	31,462 74	303,123 51	2,387 88	3,090 02	900 16	6,378 06	12,928 10	None											
Philadelphia and Long Branch Railroad	49.07	765,000 00	750,000 00	107,112 74	1,545,133 63	83,423 09	40,412 50	6,291 19	130,126 78	188,261 81	None										Company in hands of receiver, November 17, 1902. See report.	
Pittstown Branch Railway	4.02	40,000 00		19,535 92	59,535 92						None											Pennsylvania Railroad Company.
Port Reading Railroad	21.21	2,000,000 00	1,500,000 00		3,721,291 29		555,521 92	3,633 99	559,155 91	454,967 52											See report.	
Raritan North Shore Railroad	1.75	66,400 00		3,948 76	70,348 76						None											
Raritan River Railroad	19.54	400,000 00	400,000 00		825,224 61	5,220 86	119,311 29	6,548 99	131,081 14	82,798 78	Two of 2 per cent. each, in cash										Receipts and expenses included in report of Central R. R. Co. of N. J.	Central Railroad Company of New Jersey.
Raritan Terminal and Transportation Company	§ 4.97	40,000 00		1,561 33	41,561 33		9,594 20	27,383 83	36,978 03	33,639 76	One of 30 per cent., \$12,000.00											
Rockaway River and Montville Railroad	2.728	30,000 00		30,000 00	60,000 00						None											
Rockaway Valley Railroad	¶ 2.728	125,000 00	125,000 00	98,512 00	320,987 06	4,892 52	25,797 53	1,373 60	32,063 74	28,196 27	None										See report.	
Rocky Hill Railroad and Transportation Company	2.38	45,600 00			45,654 14	2,104 34	9,619 64	685 71	12,409 69	15,731 31	None											
Sound Shore Railroad	6.17	149,200 00		8,757 96	157,957 96						Six per cent. on capital stock, paid half-yearly.											
Sussex Railroad	30.55	1,638,600 00			1,929,025 21	66,444 58	112,034 50	26,423 65	204,902 73	121,951 25	None										Receipts and expenses included in report of Central R. R. Co. of N. J.	Central Railroad Company of New Jersey.
Toms River Railroad	7.57	240,000 00			15,000 00						None											
Toms River and Barnegat Railroad	14.71	75,300 00			74,522 23						None										Receipts and expenses included in report of N. J. Southern Ry. Co.	
Trenton, Lawrenceville and Princeton Railroad	11.03	200,000 00	100,000 00	285,504 80	478,470 17						None										Receipts and expenses included in report of N. J. Southern Ry. Co.	
Trenton and New Brunswick Railroad	22.641	1,000,000 00	839,000 00	45,515 63	1,834,304 12	39,119 84					None										Receipts and expenses included in report of New Jersey and Pennsylvania Traction Co.	
Treckerton Railroad	29.00	550,991 54	99,882 50	1,130 58	652,004 62	24,607 81	32,038 53	74 65	39,194 49	33,000 16	None											
Union Transportation Company	24.38					31,256 39	19,691 69	2,379 22	53,327 30	56,525 12	None											
United New Jersey Railroad and Canal Company	469.88	21,240,400 00	20,000,000 00		54,859,105 11	10,092,868 91	15,469,066 87	2,406,980 09	27,968,915 87	20,922,668 24	Ten per cent., \$2,124,040.00, by lessee											
Vineland Branch Railroad	2.84	25,000 00	15,000 00		40,000 00	1,066 21	3,687 78	840 48	5,594 47	5,605 11	Two of 3 per cent. each on \$15,000.00 stock, in cash											Pennsylvania Railroad Company.
Vineland Railroad	46.82	600,000 00			140,405 52						None											
Warren Railroad	18.82	1,800,000 00	1,394,000 00	3,912 68	3,197,912 68						None										Receipts and expenses included in report of N. J. Southern Ry. Co.	Pennsylvania Railroad Company.
West End Railroad	1.55	43,700 00		26,588 91	70,288 91						\$126,000.00 by lessee.										Operations included in report of Morris and Essex Railroad Co.	Delaware, Lackawanna & Western R. R. Co.
West Jersey and Seashore Railroad	329.34	5,056,050 00	4,986,800 00	1,349,597 28	11,816,890 05	2,647,581 29	1,162,237 37	358,144 04	4,167,962 70	3,218,037 83	None										Receipts and expenses included in report of N. J. Southern Ry. Co.	
West Shore Railroad	423.50	10,000,000 00	50,000,000 00		60,000,000 00						Two of											