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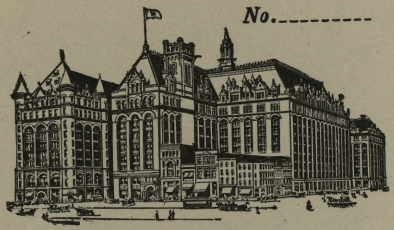
State of New Jersey.

Railroad and Canal Reports.

1901.

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No.----------



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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 23d, 1902.

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 1901, and the reports of all railroads and canal companies for said year, excepting the Rockaway Valley Railway Company. Repeated efforts have been made by this department to obtain this missing report.

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.

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State Director's Report.

TRENTON, N. J., February 10th, 1902.

To His Excellency Franklin Murphy, Governor of the State of New Jersey, Trenton, N. J.:

DEAR SIR—I have the honor to submit herewith my annual report as State Director of the "United New Jersey Railroad and Canal Company" for the year ending December 31st, 1901.

The accompanying statements give:

First—An itemized record of the various divisions operated under lease by the Pennsylvania Railroad Company, showing a net profit of $191,623.20.

Second—The condition of the United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1901, inclusive, showing a debit balance of $12,916,675.68.

The State of New Jersey is the owner of 3,242 shares of the capital stock of the United New Jersey Railroad and Canal Company, apportioned as follows, viz.:

State Fund, 1,887 shares (par $100),.....	$188,700
School Fund, 1,335 shares (par $100),.....	135,500
Total,.....	$324,200

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

The property of the company has been maintained in the same high state of efficiency as heretofore, and the road operated in the most commendable manner, and the terms of the lease fully complied with.

I am, very respectfully,

CHARLES BRADLEY,
State Director.

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Statements.

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, 1901.

GROSS EARNINGS FROM OPERATION.

From Freight Traffic,	$13,597,334 34	
Passenger Traffic,	8,597,223 39	
Express Traffic,	884,274 34	
Transportation of Mails,	467,340 84	
Miscellaneous Sources,	204,698 08	
Rents,	306,964 70	
Delaware and Raritan Canal,	272,752 63	
Total,		$24,330,588 32

OPERATING EXPENSES.

For Maintenance of Way and Structures,	$2,796,863 02	
Maintenance of Equipment,	2,513,856 63	
Conducting Transportation,	11,357,276 11	
General Expenses,	305,584 93	
Delaware and Raritan Canal,	331,649 03	
Total,		17,305,229 72
Net Earnings from Operation,		$7,025,358 60

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

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Dividend on 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,	65,726 78	
		255,170 28
Total income,		$7,280,528 88

Comptroller's Office,
The Pennsylvania Railroad Company,
Philadelphia, Pa., January 31st, 1902.

R. W. DOWNING,
Comptroller.

Total income, $7,280,528 88

From which deduct payments as follows:

United New Jersey Railroad and Canal Company—

Dividend on $21,240,400.00 stock at ten per cent.,	$2,124,040 00	
Interest on loan of 1901, $5,669,000.00 (six months) at six per cent.,	170,070 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 (six months) at three and one-half per cent.,	99,207 50	
Organization,	10,000 00	
Commissions, paying interest and dividends,	1,242 56	
Taxes (including Transit Duty),	467,833 34	
Interest on Mortgages and Ground Rents,	97,090 96	
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	
Interest at four per cent. on advances to Connecting Railway for Construction for year 1901,	58,436 21	
		$3,697,980 57

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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,	10,668 28	
		$60,078 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 $1,278,300.00 Stock at six per cent.,	$76,698 00	
Interest on $798,000.00 Bonds at six per cent.,	47,880 00	
Interest on $193,000.00 Bonds at three and one-half per cent.,	6,755 00	
Taxes,	17,331 70	
		148,664 70
Trenton Delaware Bridge Company—		
Rental and Taxes,		34,969 34
River Front Railroad Company—		
Rental and Taxes,		34,170 72

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Kensington and Tacony Railroad Company—		
Dividend on $355,900.00 Stock (15 months) at four per cent.,	$17,795 00	
Taxes,	1,338 05	
		$19,133 05
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	
		38,682 96
Fair Hill Railroad Company—		
Dividend on $150,000.00 Stock (17 months) at four per cent.,	$8,500 00	
Interest on $183,000.00 Deb. Certificates (17 months) at four per cent.,	10,370 00	
Taxes,	1,338 55	
		20,208 55
Delaware River Railroad and Bridge Company—		
Net earnings,	$139,507 63	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	50,513 16	
Belvidere Delaware Railroad Company—		
Net earnings,	412,086 60	
Philadelphia, Germantown and Chestnut Hill Railroad Company—		
Net earnings,	40,756 84	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	28,105 94	
Columbus, Kinkora and Springfield Railroad Company—		
Net earnings,	1,326 60	
Pennsylvania Annex—		
Net earnings,	12,929 27	
		685,226 04

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Real Estate Expenditures in 1901:			
United New Jersey Railroad and Canal Company,	$81,058 26		
Philadelphia and Trenton Railroad,	21,336 67		
Right of Way and Real Estate Expenditures in 1901:			
Harsimus Cove,	120,412 71		
Construction Expenditures in 1901:			
United New Jersey Railroad and Canal Company,	1,025,589 56		
Harsimus Cove,	238,276 79		
Philadelphia and Trenton Railroad,	375,628 64		
Fair Hill Railroad,	3,648 89		
Philadelphia and Long Branch Railroad,	4,500 00		
Philadelphia, Germantown and Chestnut Hill Railroad,	2,264 91		
Equipment—			
Barges, Car Floats and Canal Boats,	78,990 54		
Steamboats and Tug Boats,	295,909 00		
Shop Tools and Machinery,	59,735 00		
		$2,307,350 97	
			$7,088,905 68
Net profit,			$191,623 20

R. W. DOWNING,
Comptroller.

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Statement of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts from January 1st, 1872, to December 31st, 1901, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1900,	$15,202,249 68	
Amount expended in 1901,.....	1,034,223 56	
		$16,236,473 24

Cr.

By Proceeds from sale of Bonds, Equipment and other property to December 31st, 1900,	$6,965,632 10	
Proceeds from sales in 1901,.....	8,634 00	
		6,974,266 10
Debit balance, January 1st, 1902,.....		$9,262,207 14

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1900,	$3,285,012 48	
Amount expended in 1901,.....	88,708 26	
		$3,373,720 74

Cr.

By Proceeds from sale of Real Estate, Materials, etc., to December 31st, 1900,.....	$1,055,887 13	
Proceeds from sales in 1901,.....	7,650 00	
		1,063,537 13
Debit balance, January 1st, 1902,.....		$2,310,183 61

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1900,	$2,961,371 22	
Amount expended in 1901,.....	238,276 79	
		$3,199,648 01

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Cr.

By United New Jersey Railroad and Canal Company's stock,	$2,258,708 55	
Proceeds from sale of Buildings and Materials to December 31st, 1900,	61,518 49	
Proceeds from sales in 1901,	Nothing.	
		2,320,227 04
Debit balance, January 1st, 1902,		$879,420 97

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1900,	$1,086,042 70	
Amount expended in 1901,	120,412 71	
		$1,206,455 41

Cr.

By United New Jersey Railroad and Canal Company's stock,	$741,291 45	
Proceeds from sale of Buildings and Materials to December 31st, 1900,	300 00	
Proceeds from sales in 1901,	Nothing.	
		741,591 45
Debit balance, January 1st, 1902,		$464,863 96

SUMMARY.

Dr.

To Cost of Construction,	$16,236,473 24	
Real Estate,	3,373,720 74	
Harsimus Cove Construction,	3,199,648 01	
Harsimus Cove—Right of Way and Real Estate,	1,206,455 41	
		$24,016,297 40

Cr.

By Proceeds from sale of Bonds, Equipment, Real Estate, Materials and other property,	$8,099,621 72	
United New Jersey Railroad and Canal Company's stock,	3,000,000 00	
		11,099,621 72
Debit balance, January 1st, 1902,		$12,916,675 68

R. W. DOWNING,
Comptroller.

E. and O. E.
Philadelphia, Pa., January 31st, 1902.

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Report of Railroad Companies.

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Atlantic City Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$3,625,000 00
Bonded debt,	3,774,052 50
Floating debt—None.	
Cost of road and equipments,	$7,729,756 24

Dividends paid during the year 1901, 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.; Tuckahoe, N. J., to Cape May, N. J.; Ocean City Junction, N. J., to Ocean City, N. J.; a distance of 167.44 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$805,596 02
Income from freight,	425,257 69
Income from other sources,	36,096 88
Total,	$1,266,950 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,113,862 51
In addition, there was expended for re-surfacing, new rails, ties, etc.,	364,052 71

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REMARKS.

"Atlantic City Railroad Company" was formed July 1st, 1901, by merger of The Atlantic City Railroad Company, The Camden County Railroad Company, Seacoast Railroad Company and The Ocean City Railroad Company.

P. O. address of this company—Reading Terminal, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this seventeenth day of February, A. D. 1902.

C. K. KLINK,
Notary Public.

ACCIDENTS.

January 1st.—John Nace, employe, non-fatally injured; fell from train at Winslow Junction, N. J. A. J. Johnson, conductor; Charles Fahl, engineman.

January 17th.—Joseph Griffee, non-employe, non-fatally injured; struck by engine at Winslow Junction, N. J. —— ——, conductor; P. Strohlberger, engineman.

January 28th.—Samuel Gifford, employe, non-fatally injured, jumping from train at Elwood, N. J. W. D. Laycock, conductor; J. C. Buckage, engineman.

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February 2d.—James McGee, non-employe, fatally injured; struck by train at Camden, N. J. Robert Brady, conductor; Samuel English, engineman.

February 7th.—Ferdinand Mucerelli, non-employe, non-fatally injured, jumping from train at Fruit Growers' Union, N. J. George W. Morrison, conductor; W. R. Hammell, engineman.

March 5th.—Noah Osbourne, non-employe, non-fatally injured; struck by train at Atlantic City, N. J. —— ——, conductor; —— ——, engineman.

March 19th.—Sebatino Barrone, employe, non-fatally injured, jumping from train at Williamstown Junction, N. J. W. F. Neaster, conductor; J. C. Buckage, engineman.

April 10th.—George R. Ketchline, employe, non-fatally injured; fell from train at Clementon, N. J. E. Haines, conductor; George Stauart, engineman.

April 11th.—Frederick Fries, Jr., non-employe, fatally injured; struck by engine at Haddon Heights, N. J. Josiah Lee, conductor; T. H. Thompson, engineman.

May 4th.—Michael Piller, employe, non-fatally injured; fell from train at Broadway, N. J. C. P. McLain, conductor; M. J. Rattigan, engineman.

June 9th.—Curtis Risley, non-employe, non-fatally injured; struck by train at Pleasantville, N. J. N. Laycock, conductor; S. L. English, engineman.

June 10th.—Howard Lauber, non-employe, fatally injured; struck by engine at Camden, N. J. J. C. Stokes, conductor; M. Lantry, engineman.

June 25th.—Antonio Abreille, employe, fatally injured; struck by train at Pleasantville, N. J. C. F. Arthur, conductor; Charles Fahl, engineman.

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July 8th.—Julia May Martin, non-employe, fatally injured; struck by train at Pleasantville, N. J. T. Dawson, conductor; Elisha Egbert, engineman.

July 11th.—Joshua Smith, non-employe, fatally injured; struck by lumber at Atlantic City, N. J. N. Prosser, conductor; D. Morris, engineman.

August 1st.—Bart Long, employe, non-fatally injured; scalded at Clementon, N. J. A. J. Johnson, conductor; P. Strohlberger, engineman.

August 24th.—William C. Adlington, employe, fatally injured; struck by train at Camden, N. J. J. N. Randolph, conductor; F. Hines, engineman.

September 7th.—Adam Buckwoski, employe, fatally injured; struck by engine at Cologne, N. J. Josiah Lee, conductor; T. H. Thompson, engineman.

September 8th.—Vincenzo Antonio, employe, fatally injured; struck by train at Atlantic City, N. J. C. P. McLain, conductor; C. H. Fahl, engineman.

October 9th.—Francisco Particello, employe, non-fatally injured; fell from car at W. Collingswood, N. J. W. D. Laycock, conductor; James Hitson, engineman.

November 6th.—Mrs. Ephraim S. Bakely, non-employe, non-fatally injured; collision, fell on floor of car at Winslow Junction, N. J. G. W. Morrison, conductor; J. P. Barklam, engineman.

November 8th.—Beatrice Butler, non-employe, non-fatally injured; fell from train at Lawnside, N. J. A. J. Johnson, conductor; M. Rattigan, engineman.

March 21st.—Sani Royale, non-employe, non-fatally injured; fell from train at Gloucester, N. J. A. Hernissey, conductor; F. Leupold, engineman.

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June 4th.—Unknown man, non-employe, fatally injured; struck by train at Runnemede, N. J. W. J. Cartwright, conductor; W. N. Ward, engineman.

August 21st.—Mary Winner, non-employe, fatally injured; in collision of trolley car with train at Gloucester, N. J. W. Hofflinger, conductor; William M. Ward, engineman.

September 27th.—Samuel Steel, non-employe, fatally injured; fell under car at Blackwood, N. J. W. S. Expler, conductor; Edward Frass, engineman.

November 12th.—Walter M. Ware, employe, non-fatally injured; caught between cars, Winslow Junction, N. J. W. F. Neaster, conductor; R. Harrison, engineman.

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BALTIMORE AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00

Floating debt—None.

Dividends paid during the year 1901, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1901.

Income from freight,	$151,762 87
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$150,007 30

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

State of New York, New York County, *ss.*—J. Van. Smith, being duly sworn, on his oath says, that he is President of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

J. VAN. SMITH.

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Sworn and subscribed before me this 18th day of January, A. D. 1902.

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

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BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Barnegat Railroad Company presents the following report for the year ending December 31st, 1901:

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

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

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

SAMUEL REA.

Sworn and subscribed before me this 31st day of January, A. D. 1902.

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

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Dividends paid during the year 1901, and how paid—None.

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

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BELVIDERE DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,749,000 00
Floating debt—None.	
Cost of road and equipments,	$4,155,639 95

The road extends from—	Miles.
Trenton to Manunka Chunk, N. J.,	67.49
Junction with Martin's Creek Branch, Bangor and Portland Ry., Penna., to State line, middle of Delaware river,	0.15
State line, middle of Delaware river, to junction of Belvidere Delaware Railroad and Martin's Creek Station, N. J.,	0.14
Lambertville to Flemington, N. J.,	11.55
Coalport, in Trenton, to East Trenton, N. J.,	1.67
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, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson being duly sworn, on his oath says, that he is the President of the Belvidere Delaware Railroad Company, and

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

W. H. WILSON.

Sworn and subscribed before me, this twenty-ninth day of January, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$261,524 10
Income from freight,	1,015,115 28
Income from other sources,	29,925 36
Total,	$1,306,564 74
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$894,478 14

Dividends paid during the year 1901, and how paid—One of five per cent., payable in cash.

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

ACCIDENTS.

January 9th.—Walter Slack, while attempting to jump train No. 540 near Washington's Crossing, fell under train, and was instantly killed.

January 19th.—John Houlihan, brakeman, while sitting on rear end of tank of engine 148 as it was passing into Coal Port roundhouse, was caught between door and tank, bruising muscles of chest and abdomen.

January 28th.—Wm. Girsham, M. W. & S. laborer, was struck by drill engine 365 near Perry street crossing, Trenton, and was instantly killed.

March 4th.—J. B. Salter, fireman, while engine 1410 of train 552 was taking water at Phillipsburg, Salter was holding lever,

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his foot slipped, causing him to lose his hold of lever, which flew back, striking him in the nose, breaking it.

March 6th.—Albert Florey, brakeman, while riding a draft of cars in Phillipsburg Junction yard, fell from car on track, and was instantly killed.

March 19th.—Charles Bellisfield, brakeman, in getting off car in Coal Port yard, stepped on a stone, causing his left ankle to turn under him, spraining it.

March 21st.—George Mustard, brakeman, in jumping from tool-car of work train No. 2 at Phillipsburg, fell, causing a bad sprain of the cords of his left leg.

April 16th.—Frank S. Joiner, engineman, by the blowing off of a nut on engine 340, between Belvidere and Manunka Chunk, was slightly burned about the face and arms by escaping steam.

April 16th.—Harry Myers, fireman, by the blowing-off of a nut on engine 340, between Belvidere and Manunka Chunk, was quite badly burned about face and neck by escaping steam.

April 21st.—Edward Larkins, struck by train near Hamilton avenue, Trenton, and killed.

May 13th.—Thomas Heitzman, brakeman, in placing cars at Phillipsburg, fell between cars and strained sinews of both legs.

May 31st.—John Holden, engine preparer, in coupling engine to cars at Coal Port roundhouse, had his left hand caught between the couplers, mashing little finger and cutting index finger and thumb.

June 11th.—Elwood Gordon, brakeman, while crossing over to the east side of Barracks yard, Trenton, engine 565 struck a draft of cars which did not clear crossing; Gordon stood on the apron between engine and tank, and when he saw the engine was going

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to strike he jumped to the ground and injured the great toe of left foot.

June 18th.—Alfred Schenck, conductor, in getting off moving train at Coal Port, was struck by tank of engine, knocking him down and bruising left arm.

June 24th.—Engine 1409 went in on lower end of No. 8 track at Coal Port to drill out a car, which was the eighth car from lower end; this car was thrown out and the remaining seven shoved back, striking the cars that were standing on that track and moving them back; just as the cars struck, six boys, Simon, Max, Henry and Charles Levenson (brothers), Harry Marshall and Michael Cohen, were crawling under the cars; Harry Marshall had his right leg crushed below the knee, four small toes on left foot crushed; leg and toes amputated; Simon Levenson, body, arms and leg crushed, instantly killed; Charles Levenson, right leg crushed below knee, leg amputated.

July 1st.—Victor Holcombe's body found on platform at Titusville station; supposed he had been stealing a ride on train 523, and in attempting to get off fell under the train. His body was cut in two.

August 4th.—H. C. Highly; an oil-box lid from a freight car must have been laying on right-hand rail at Johnson's siding; front pony-truck wheel struck and broke it, and a portion of it flew through front window of passenger coach 433 of train 567; Mr. Highly was sitting on front seat, and the piece of iron struck him on the head, bruising his forehead and slightly mashing his nose.

August 6th.—The body of an unknown man was found at Edinger's No. 2 cut in two at the hips; supposed to have been run over by one of our trains during the night.

August 7th.—Mrs. H. O. Sassaman attempted to cross main track from river to her house at a point just north of Milford station; train 521, drilling at that point, backed caboose of train

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against her, knocking her down and bruising her head and crushing her right arm below the elbow, so that amputation was necessary.

August 7th.—William H. Heitzman, brakeman, fell from box-car at Milford, bruising right leg and knocking skin off the back of his right hand.

August 21st.—Walter Stahler, a passenger on train 573, when train was about two miles south of Frenchtown a window in coach 765 fell, bruising his right hand.

August 30th.—William H. Heitzman, brakeman, was standing on platform at Moore Station as train 523 was passing, when something on a car in train struck him, knocking him off platform, breaking his right arm below the elbow.

September 5th.—John Cunningham, while stealing a ride on train 522, attempted to climb on a box-car near Prospect street bridge, Trenton, and was struck by the bridge, cutting his head.

September 18th.—William Henry Anderson, stealing a ride on train 540, attempted to get off at Wilburtha, and fell, injuring himself, not seriously.

October 1st.—James Baker, brakeman, was stepping from car to the back platform of tender, at Phillipsburg, when he stepped on a break-shoe, which turned under him, sparining his right ankle.

October 2d.—The body of an unknown colored man was found at Calhoun's No. 2, Trenton; supposed to have been run over by one of our southbound freight trains during the night.

October 4th.—Patrick Flaherty, watchman, Coal Port, was walking on No. 1 track and did not hear train of empty cars coming which were being placed on that track, and was struck on hip, not injuring him seriously.

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October 7th.—Dominic Tamburo, while the crew of engine 1427 were drilling at B. M. & J. F. Shanley's quarry, Goat Hill, they struck him and bruised him about the head and body and cut right foot.

October 9th.—Edward H. Geishel, brakeman, was riding a gondola down grade at Phillipsburg Junction and struck standing cars, and was caught between brake-wheels, which were directly opposite each other, bruising him over kidney on right side.

October 14th.—B. Seals, R. Geatherd, J. B. Wolverton and G. L. Parker, work-train men, while trying to replace a car on Co-Operative trestle at Coal Port, the wreck car toppled over, and these men, who were on car, were all of them injured in jumping.

October 22d.—Harry Joslin, watchman, Coal Port, had two ribs broken in right side by being struck by a package of brake packing thrown from train 573 at Coal Port.

November 4th.—Henry Opdyke, brakeman, was riding a car at Phillipsburg Junction; seeing car would not clear some standing cars, he gave engineman signal to stop quick; the shock threw him against end of car with sufficient force to bruise his left side.

November 16th.—O. J. Wright, brakeman, was on top of a box-car at Phillipsburg, and was in the act of stooping down to reach brake-wheel when the car surged and threw him over wheel to track; he struck bumper, which bruised him considerably.

November 12th.—Frank T. Warner, brakeman, was climbing down from the top of a box-car at Phillipsburg, and when reaching for the grab-iron he missed it, and fell, injuring his left hip and both arms.

September 29th.—Oscar Fisher, brakeman, was putting up a pair of doors which had come down on freight car of train 544 while it was standing at Milford getting orders; train moved and doors fell, injuring him on back and stomach.

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BERGEN COUNTY RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1901:

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

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

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

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

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

State of New York, New York county, *ss.*—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.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

Dividends paid during the year 1901, and how paid—None.

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

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BERGEN AND DUNDEE RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Bergen and Dundee Railroad, presents the following report for the year ending December 31st, 1901:

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

The road extends from a point on the Bergen County Railroad, in Saddle River, to Vreeland's Lake, in Passaic, N. J., a distance of 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 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 the law is furnished by that company, and is annexed hereto.

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

C. R. FITCH.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

Dividends paid during the year 1901, and how paid—None.

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

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BRIGANTINE TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Brigantine Transportation Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$350,000 00
Bonded debt,	74,000 00
Floating debt,	45,444 28
Cost of road and equipments,	$413,535 37

Dividends paid during the year 1901, and how paid—None.

The road extends from Absecon Inlet to Brigantine Inlet, on Brigantine, N. J., a distance of six and one-half miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$9,407 22
Income from freight,	245 52
Income from other sources,	945 92
Total,	$10,598 66
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$19,202 54

P. O. address of this company—Atlantic City, N. J.

State of New York, New York county, *ss.*—C. P. Vedder, being duly sworn, on his oath says, that he is President of the Brigantine Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said

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road during the year 1901 are correct and true, to the best of his knowledge and belief.

C. P. VEDDER.

Sworn and subscribed before me this 24th day of March, A. D. 1902.

JOHN O. HEALD,
M. C. C. of N. J.

ACCIDENTS.

August 9th.—Rear-end collision, near North United States Life Saving Station, between cars No. 9 and 2, running south. Just as car No. 2 was coming to a stop to let off passengers it was overtaken and run into by car No. 9. The impact threw a lady to the ground, who was stepping off, and slightly bruised another lady sitting in the rear seat. Both were passengers on car No. 2.

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BUENA VISTA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$21,400 00
Bonded debt—None.	
Floating debt,	28 11
Cost of road and equipments,	$21,428 11

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, and is annexed hereto.

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

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

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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P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1901:

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

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 and all taxes.

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

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

SAMUEL REA.

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Sworn and subscribed before me this 31st day of January, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

(Includes Burlington and Mount Holly Traction Company.)

Income from passengers,	$174,366 88
Income from freight,	72,489 47
Income from other sources,	41,103 22
Total,	$287,959 57

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$244,893 19
Dividends paid during the year 1901, 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.

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

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cape May, Delaware Bay and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Cost of road and equipments,	$352,014 33

The road extends from Sewell's Point to Steamboat Landing on Delaware Bay, a distance of 7.549 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$14,160 04
Total,	$14,160 04
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$61,074 37

State of Pennsylvania, Philadelphia county, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Cape May, Delaware Bay and Sewel's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

D. JONES.

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Sworn and subscribed before me this 8th day of March, A. D. 1902.

C. K. KLINK,
Notary Public.

ACCIDENTS.

None.

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CARTERET EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$23,600 00
Bonded debt—None.	
Floating debt,	2,613 28
Cost of road and equipments,	$26,213 28

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, and is annexed hereto.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Carteret Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—None.

P. O. address of this company—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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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, 1901:

Capital stock paid in,	$24,800 00
Bonded debt—None.	
Floating debt,	32 90
Cost of road and equipments,	$24,832 90

The road extends from Leibig'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, and is annexed hereto.

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

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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CENTRAL RAILROAD 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, 1901:

Capital stock paid in,	$27,411,800 00
Bonded debt,	46,684,100 00
Cost of road and appendages,	$74,095,900 00

Dividends paid during the year 1901, and how paid—Four dividends of one and one-quarter per cent., in all five per cent., on par value of capital stock, payable in cash.

LOCATION AND LENGTH OF ROAD AND BRANCHES.

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

	Miles.
Elizabethport to Brills,	5.51
Elizabethport loop,	3.02
Communipaw to Newark (formerly Newark and New York Railroad),	6.22
Elizabethport and Perth Amboy and spur (formerly Perth Amboy and Elizabethport Railroad),	12.57
Centreville to Constable Hook (formerly Constable's Hook Railroad),	1.95
Brills to Passaic river (formerly Manufacturers' Railroad),	1.68
Somerville to Flemington (formerly South Branch Railroad),	15.78
High Bridge to Port Oram (formerly High Bridge and Longwood Valley Railroads),	25.17
German Valley to Chester (formerly High Bridge Railroad),	4.51
Hopatcong Junction to Lake Hopatcong (formerly Lake Hopatcong Railroad),	5.56
Total,	154.27

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RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$2,053,661 54
Income from freight,	5,735,530 60
Income from other sources,	1,875,899 86
Total,	$9,665,092 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$5,693,551 85

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

	Miles.
Carteret and Sewaren Railroad Company,	1.25
Carteret Extension Railroad Company,	1.82
Dover and Rockaway Railroad Company,	5.12
Elizabeth Extension Railroad Company,	0.89
Hibernia Mine Railroad Company,	4.20
Lafayette Railroad Company,	0.55
Manufacturers' Extension Railroad Company,	1.23
Middle Brook Railroad Company,	1.85
Middle Valley Railroad Company,	1.38
Ogden Mine Railroad Company,	9.86
Raritan North Shore Railroad Company,	1.75
Sound Shore Railroad Company,	6.17
West Side Connecting Railroad Company,	0.94

P. O. address of the above company—143 Liberty street, New York City.

State of New York, New York County, *ss.*—C. H. Warren being duly sworn, on his oath says, that he is Vice-President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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ACCIDENTS.

New Jersey Central Division and Branches.

January 2d.—Brakeman William Sutphen had head cut by being struck by bridge at Fanwood. Engineer, B. Bodine; conductor, Thomas Hill.

January 2d.—Brakeman G. H. Battersby, while trying to climb from car at White House, slipped and fell, cutting back of left hand and breaking skin of third finger. Engineer, W. J. Smith; conductor, H. S. Davidson.

January 2d.—Brakeman W. J. Lausche sprained his back by falling between cars in Phillipsburg yard. Engineer, William Grimm; conductor, Charles McCarthy.

January 3d.—Fireman F. W. Wells had right wrist cut slightly in collision in Jersey City passenger yard. Engineer, James McIntyre; conductor, Thomas O'Connor.

January 3d.—Brakeman William Burdge had right hand crushed trying to lift coupling pin with hand at Raritan. Engineer, John Pawlsion; conductor, A. D. Case.

January 4th.—Michael Malloy, carpenter's helper at Elizabethport passenger car shop, had his right hand slightly squeezed while trying to keep steps of car from being damaged by coming in contact with trucks of car.

January 4th.—Michael Michael, blacksmith's helper, Elizabethport smith shop, sustained slight bruise to left foot through allowing an 80-pound rail to fall which he was cutting.

January 4th.—Mrs. W. H. Palmer sprained ankle (which ankle is not known) while trying to ascend from train at Fanwood. Engineer, J. Ianson; conductor, W. W. Barnes.

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January 5th.—Fireman John Mundie had left leg injured by being struck by coal board, which, through some unknown cause, sprang from an ash-pan of engine, where it had been placed. Engineer, C. Weisel; conductor, D. Howley.

January 5th.—Brakeman Richard Costello had his back sprained by falling to the ground from tank on engine, trying to push water-pipe back after taking water. Engineer, John Koehler; Conductor, Patrick Hannigan.

January 9th.—The following named persons were injured in a collision at Perth Amboy, engineer, William Miles, and conductor, A. S. Wooding: Harry Burdge had left ankle sprained and cut on left leg, back and body bruised, scalp cut, also over both eyes; W. J. Duncan had right leg and hip bruised; Elmer Geran received injuries to body and was cut on top of head and on left leg; Jesse P. Heyer received injuries to left shoulder, arm and leg; August Kroeger had knee bruised; Fred. Lupton, Jr., had left arm and left leg injured; Roger Leonard had back injured; L. F. Meninger sustained fracture of tibia and fibula in lower third, scalp wound and cuts on face; O. M. Randolph received a cut over right eye and on right leg and had back bruised; Thomas Tassino had breast injured, top of head cut and left leg bruised; Alonzo Walling received contusions and bruises on body; Chester Young received injuries to breast and shoulders.

January 9th.—Mrs. S. Moore, Coney Island, N. Y., injured left knee slightly through slipping from step of car at Elizabethport. Engineer, M. Kennedy; conductor, W. G. Brown.

January 9th.—Theo. Peterson, carpenter at Elizabehtport, cut under left eye by being struck with a pinch bar.

January 10th.—Samuel Spurga, laborer, index finger of right hand broken by falling spring at Elizabethport.

January 11th.—Conrad Kimmell, brakeman, was run over in Jersey City freight yard and fatally injured. Engineer, W. J. Lewis; conductor, Charles Harvey.

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January 11th.—Samuel Arthur, machinists' helper, had two toes mashed on right foot by cylinder falling on them at Phillipsburg.

January 14th.—Edwin M. Davis, brakeman, slightly injured second finger of left hand by closing car door on it at Elizabethport. Engineer, Lloyd Clark; conductor, James W. Van Houten.

January 15th.—F. Maxwell, engineer, at Bound Brook; latch of reverse lever slipped, crushing index finger of right hand; at Elizabethport similar accident occurred, crushing index finger of left hand. Engineer, F. Maxwell; conductor, S. J. Johnson.

January 15th.—Unknown man found dead in ditch alongside track at East Forty-ninth street, Bayonne.

January 15th.—Edward Phillips, brakeman, had left side and arm bruised at Hampton while attempting to climb down side of box-car by being rolled between it and cars on next track. Engineer, J. Berry; conductor, H. S. Davidson.

January 16th.—John Golfia had back and shoulder injured by falling from sill of high side of gondola in Jersey City. Engineer, —— ——; conductor, —— ——.

January 17th.—Harry Opdyke, Elizabeth, injured about head and contusion of the brain, and Nathan Hill, Dunellen, badly bruised about head by cant-hook giving way while pulling in ice-breaker at east end Newark bay bridge.

January 17th.—William H. Moser, brakeman, had both legs cut off and was injured about the head by being struck and knocked under cars at Asbury. Engineer, Hugh Sweeney; conductor, William Walker.

January 21st.—James Schneider, sealer, had shoulder sprained and bruised by being thrown in attempting to jump to ground, caused by his foot catching in door-rest of car.

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January 21st.—Eugene Chamberlain, Glen Gardner, fell through culvert at White House, breaking leg below thigh and cutting face over right eye.

January 21st.—William McManus, machine helper, sustained scalp wound by wrench breaking at Fiddlers.

January 21st.—E. S. Searfoss, conductor, cut head and bruised shoulder by slipping off foot-board of engine at Fanwood. Engineer, J. P. Weller; conductor, E. S. Searfoss.

January 21st.—Charles Reuter was injured about face, being thrown in an attempt to board a moving train at East Twenty-second street, Bayonne. Engineer, George Jackson; conductor, J. W. Sanborn.

January 23d.—Dennis Dougherty was injured about the back through falling ten feet to flooring of dock, caused by wrench slipping, Port Johnston.

January 23d.—Fred. Casper, painter, slightly squeezed in going between cars in course of being coupled at Elizabethport.

January 23d.—Charles C. Cole, machinist, had two fingers on left hand crushed while examining crosshead keys at Phillipsburg shop.

January 23d.—William Frederick, passenger, had head cut by stone thrown through window near Claremont. Engineer, E. D. Huff; conductor, D. S. Horton.

January 24th.—George H. Morey was struck, bruised and shaken up by being struck by crossbeam of engine while walking too close to track at Roselle. Engineer, E. D. Huff; conductor, D. S. Horton.

January 25th.—Mrs. Albert C. Bates had side hurt through falling on walk at Jackson Avenue Station, Jersey City.

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January 26th.—C. Huffnagle was struck and instantly killed through stepping in front of train at Elizabeth. Engineer, W. Cobson; conductor, W. Craven.

January 26th.—Joseph Murray, machinist, had third and fourth toes on right foot crushed by piston head falling on same at Fiddler's shop, Jersey City.

January 26th.—Harry Brown, machinist, had left foot injured by lathe carriage falling on same while it was being repaired at Fiddler's shop, Jersey City.

January 26th.—J. McGuire, brakeman, had scalp cut open by being carelessly pushed, causing him to fall backward against buffer block in Jersey City station.

January 28th.—Jacob Goff, brakeman, was squeezed between cars in Jersey City passenger yard.

January 30th.—Wm. Cox was struck and killed while walking on track at Finderne. Engineer, Thomas Bradshaw; conductor, Thomas Flanagan.

January 31st.—Ernest Lee, hosecutter, slightly scalded about the face while cutting steam hose in Jersey City train shed. Engineer, A. Galloway; conductor, William Magee.

February 1st.—Frederick Reider, scrubber, had left foot bruised by piece of falling iron in Elizabethport roundhouse.

February 1st.—Mrs. J. Ryan injured her knee slightly by stumbling on uneven platform in Jersey City station.

February 2d.—Michael McDonald, brakeman, bruised middle finger of left hand by allowing lid of back tank to fall on it at White House. Engineer, C. Weisel; conductor, D. Howley.

February 2d.—W. W. Dowdell, agent, sustained scalp wound by being struck with piece of ballast thrown by boy at Elizabethport.

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February 3d.—William Gerhart, boiler washer, scalded on head and neck while unscrewing nuts of blow-off cock at Elizabethport engine house.

February 4th.—Thomas Brock, conductor, had face and head injured by slipping on ice and falling in coal chute at Jersey City. Engineer, E. Dwyer; conductor, Thomas Brock.

February 4th.—J. B. Commisky, brakeman, had index finger of right hand crushed while coupling at Bloomsbury.

February 4th.—Thomas Bowden, hostler, scalded on face and neck by accidentally pushing cylinder cocks open in trying to place frog under derailed engine at Elizabethport.

February 5th.—Cornelius Duncan, engineer, sustained slight bodily injuries by falling in engine pit at Communipaw.

February 7th.—Lewis Bellis, brakeman, was severely bruised on back of head and had his left shoulder wrenched by being struck by overhead bridge at White House. Engineer, C. Montgomery; conductor, John Hunt.

February 8th.—John N. Seaman, boilermaker, mashed third finger of left hand by making misblow at chisel at Elizabethport.

February 8th.—Thomas Wallace, hostler, had right hand cut and bruised and shoulders bruised by scraper, which was caught and dragged by passing engine on sidetrack at Phillipsburg.

February 9th.—Mrs. Grahl had ankle sprained by falling from steps of train at West Eighth street. Engineer, —— ——; conductor, George Trimmer.

February 12th.—Unknown man found dead at Van Buren street bridge, Newark. Engineer, ———; conductor, ———.

February 15th.—John Quinn, brakeman, had his ankle hurt by being jarred from pilot, on which he was standing, in Jersey

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City freight yard. Engineer, W. P. Young; conductor, J. Kelleher.

February 13th.—George Valling, driver, dropped dead while carrying cement from car to truck in Jersey City freight yard.

February 13th.—H. Lingerman, brakeman, had body badly bruised by being caught between car and freight house at Westfield.

February 13th.—Unknown man, passenger, had his knee hurt by falling in an attempt to step from train while in motion in Jersey City station. Engineer, P. S. Mead; conductor, J. Merlett.

February 15th.—John McGrath was injured about the head and legs by being struck in wagon by train at Randolph avenue, Jersey City. Engineer, Walter Shendan; conductor, H. A. Boyd.

February 15th.—Robert Mitchell, hostler, while getting off engine slipped from step, which was covered with ice, and fell into an ash pit, seriously injuring his privates, in Communipaw.

February 15th.—Mrs. Helfrecht was injured in the side by a sink, which was displaced by an engine, which, on account of brake being frozen up, ran over turntable, striking building, in Newark. Engineer, H. Foster; conductor, W. Hibbler.

February 18th.—Raymond Hackett, pitman, broke his left arm by slipping from rail on which he was walking, and falling in ash pit at Hampton.

February 21st.—Alex. McMillan was cut over left eye by being struck by bolt at Fiddler's shop.

February 22d.—William Nealy, driller, sprained his foot in stepping from engine at Port Johnston. Engineer, John Logan; conductor, H. A. Wise.

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February 22d.—Wm. Purcell, fireman, was injured in stomach by slipping against fire tool. Engineer, J. Fleet; conductor, W. Purcell.

February 23d.—Jos. Holland, driller, was injured about the back and shoulders by being caught between side step of engine tender, on which he was standing, and scale box in Brills yard. Engineer, George Ross; conductor, T. F. Watson.

February 23d.—Charles H. Hawley, train caller, had middle finger of right hand squeezed in closing gates in Jersey City passenger station.

February 25th.—William Horan, brakeman, had his leg injured by being struck by air hose, which he was cutting, in Jersey City freight yard. Engineer, William Lewis; conductor, H. Abbott.

February 25th.—William McKeon, turntable man, wrenched his knee in going into pit to oil wheels of turntable in Newark.

February 25th.—Paul Warnock fell between cars and was instantly killed at Vulcanite. Engineer, W. R. Moore; conductor, Wm. Walker.

February 25th.—James Connelly, flagman, injured his side in falling against lamp in caboose at Elmora. Engineer, H. Willever; conductor, S. C. Kelsey.

February 26th.—John McDonald, struck by engine and instantly killed at Port Johnston. Engineer, John Logan; conducton, H. W. Wise.

February 27th.—James Quinlivan, brakeman, had his finger pinched while uncoupling cars at White House. Engineer, J. McIntyre; conductor, H. Reid.

March 3d.—John Baker, engineer, was injured about the head by falling from engine at Hampton. Engineer, John Baker; conductor, Pat Conroy.

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March 4th.—Thomas Cusick, laborer, had his hand slightly mashed by catching it between jack and block at Elizabethport.

March 4th.—Unknown man found dead by side of tracks. Engineer, —— ——; conductor, —— ——.

March 5th.—Mrs. F. Baker, had her knee and ankle slightly hurt by falling in aisle of coach from jar caused by coupling engine to train in Jersey City. Engineer, John Waite; conductor, F. S. Lewis.

March 6th.—Mrs. O'Brien was badly bruised by being thrown to the ground by an onlooker to save her from being struck by engine. Engineer, P. S. Schuyler; conductor, A. B. Prawl.

March 6th.—John Polonski, laborer, cut lobe of left ear in falling while carrying lumber at Elizabethport.

March 8th.—Mr. Allen, passenger, had his hand cut by piece of coal falling from passing train. Engineer, G. Geshel; conductor Jos. T. Ross.

March 9th.—William McEvoy, derrick foreman, had a finger mashed while adjusting blocking under jack by being struck with sledge hammer at Elizabethport.

March 10th.—Theodore Tice, engineer, had nose and jaws broken by striking a tree leaning across track at Valley. Engineer, Theodore Tice; conductor, F. S. Lewis.

March 11th.—Frank Wallace, hostler, had left arm scalded by hand-pole plate blowing open at Phillipsburg.

March 12th.—R. E. Timbrook, baggagemaster, injured his finger uncoupling engine, and fell fainting to the ground, bruising his face and arm at Dunellen. Engineer, J. Janason; conductor, W. W. Barnes.

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March 13th.—Rodman Brown, 13 years old, was struck and instantly killed at Westfield. Engineer, Walter Cobson; conductor, M. Craven.

March 13th.—John Dun, trucker, had his left heel mashed by falling casting at Elizabethport.

March 14th.—John Merry, laborer, had his right foot injured while unloading barrels at Jersey City.

March 14th.—George Turner, brakeman, had his left leg slightly injured by falling from roof on box car at Jersey City freight yard. Engineer, J. Hull; conductor, J. Walsh.

March 14th.—Frank Naples, engineer, had his left hand scalded by gauge-glass breaking, Jersey City. Engineer, Frank Naples; conductor, —— ——.

March 15th.—A. E. Martin, passenger, had his left leg slightly injured by piece of coal from passing engine at West 8th street, Bayonne. Engineer, H. Stein; conductor, William A. Schuyler.

March 16th.—Jacob Kensler, flagman, had his arm and back slightly injured by being dragged in attempting to step from moving train at Newark. Engineer, F. Miller; conductor, S. Wardman.

March 16th.—Edward Miller, machinists' helper, burned his arm slightly in disconnecting tank from engine in Fiddler's shop.

March 18th.—Peter Thompson, while attempting to board moving train, was run over and fatally injured at Elizabethport. Engineer, J. Mulford; conductor, D. Sullivan.

March 18th.—Unknown man, in an attempt to board moving train, had his right foot cut off at Elizabethport. Engineer, George Cameron, conductor, S. H. Phipps.

March 18th.—John McDermott, boilermaker, had his great toe of right foot and his side injured by stepping in front of engine. Engineer, J. Leminger; conductor, John Bogart.

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March 20th.—Nellie Nadoin was shot above left knee by watchman protecting himself from attack by thieves at East 22d street, Bayonne.

March 21st.—Martin Telefsen had one leg broken and the other leg and head injured by falling case of machinery at Jersey City.

March 21st.—John McWilliams, brakeman, had one leg and one hand bruised by falling on drawhead of coal car at Glen Gardner. Engineer, J. B. Wright; conductor, E. E. Fry.

March 24th.—William J. Kelly was struck by train and fatally injured while crossing tracks at Elizabethport. Engineer, W. Alpaugh; conductor, G. B. Van Nortwick.

March 27th.—Charles Behan, box packer, bruised his finger while placing journal brass in engine at Fiddlers.

March 30th.—Unknown woman had her arm slightly bruised by engine while walking too close to engine in Jersey City station. Engineer, J. H. Gallagher; conductor, William P. Hibler.

March 31st.—Ramsey Sutton, brakeman, was cut and bruised over the left eye by tripping over grading stake at Valley. Engineer, Jacob Rodenbaugh; conductor, S. L. Piatt.

April 3d.—David Landenburg, brakeman, was run over and fatally injured at Somerville. Engineer, J. Mulford; conductor, A. D. Case.

April 4th.—E. Mahoney, engineer, slightly injured; J. Cronin, fireman, had skull fractured; Mrs. McCall had arm injured; Mary Caulfield had tooth knocked out; R. P. Wilcox sustained slight injuries, and W. Creveling had nose broken, side bruised and face cut in collision at Great Island. Engineers, E. Mahoney and J. W. Lasher; conductors, W. Creveling and D. Sullivan.

April 5th.—William N. Huff, bridge carpenter, had left shin bone fractured by being struck while unloading lumber at Hackensack Bridge.

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April 6th.—Alexander Drumbroski had his arm injured; Frank Smith and Stanley Andrews each had their face bruised by coal chute falling while being lowered at Port Johnston.

April 8th.—Fred Mills, pipe-fitter, mashed left thumb while cleaning brake cylinder at Elizabethport.

April 8th.—H. Davidson, conductor, bruised his knee while trying to save himself from falling from cars. Engineer, S. Emley; conductor, H. Davidson.

April 8th.—S. Bishop had his arm crushed in attempting to board moving train at Elizabethport. Engineer, F. P. Naylor; conductor, C. F. Hodge.

April 8th.—Clarence Sutton was found dead under train at High Bridge. Engineer, J. E. Dineen; conductor, W. H. Snyder.

April 9th.—R. Rehm, brakeman, had his left ankle sprained by slipping on engine at Newark. Engineer, C. Ward; conductor, F. P. Sheridan.

April 9th.—Charles R. Phillips, machinist, had his left leg badly bruised while putting front end door and rim on engine at Phillipsburg.

April 9th.—John Dawbush had his eye burned by flying sparks from welding heat at Elizabethport.

April 10th.—Thomas Reilly had his back and hip injured by falling from top of car caused by sudden stoppage of train in Jersey City. Engineer, William Cooper; conductor, Herman Abbott.

April 13th.—John Bissett was struck and killed by train in Newark. Engineer, E. S. Curtis; conductor, T. Flanagan.

April 16th.—E. E. Townley, brakeman, injured his side slightly by being thrown from top of car to tender by shock of stopping at Elizabeth. Engineer, Charles Moore; conductor, Paul Cavanaugh.

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April 19th.—Charles Piltzeker, driller, had left arm and leg squeezed by iron in car sliding in Jersey City yard. Engineer, G. Broman; conductor, C. Shields.

April 21st.—Mrs. Jeremiah Walsh had her finger injured by her husband accidentally closing car door on her hand at Jersey City.

April 22d.—The following named persons were injured in a collision at Bayway. Engineers, A. Galloway and George Cameron; conductors, H. A. Boyd and S. H. Phipps:

John S. Allen, passenger, received injuries to right thigh.

Henry Albertson, passenger, left leg hurt.

Chris. Anderson, passenger, had three fingers on left hand injured.

Tony Azzarello, slightly injured.

Oscar Anderson, slightly injured on back, shoulders and left ankle.

Joseph Blank received injuries to back and head.

Abraham Belofsky received slight injuries to chest.

Charles J. Barnard received slight injuries to body.

H. A. Boyd had legs, head and arms injured.

George F. Cheeseman, Jr., was injured about back.

Thomas Carey was injured over left eye and on back and knee.

Otto Carlson had back injured.

Henry Donnelly, passenger, injured in back and groin.

William Doering, injured on right side, shoulder, arm and hip.

John A. Ferris received contusions of chest and shoulder.

W. A. Hays, breast injured.

John M. House, injured about head and ear.

W. D. Jack, back injured and severe shock.

Ole Jacobson, slightly injured about head.

John W. Keating, back injured and severe shock.

Cortlandt King, injured about back and left leg.

John H. Lindner, injured about back and stomach.

John N. Lund, ankle and heel of left leg injured.

John B. Longhead, left leg and shoulders injured.

Michael McGinnis, injured about back, head, chest and ribs.

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April 22 Collision at Bayway

Joseph McCallion, legs and arms and head injured.
William McArthur, injured about the fingers.
Patrick Neveins, side slightly injured.
Otto Olsen, slight cut on head.
Samuel Phipps, conductor, side and shoulders injured.
William Patton, injured about back and groin.
Richard Powers, first finger or right hand slightly injured.
Joseph Peal received slight injuries to back.
Frank E. Pettit, injured about legs, neck and body.
Arthur Rowbottom, injured about face, back and leg.
Thomas Roberts, injured about both legs and thigh.
William Rapp was severely injured about the head.
Ed. J. Rattigan was injured about head and back.
John Schincher received contusions on leg.
John Schultz received injuries to right knee.
Thomas Somers received injuries about the head and was cut on right hand and below right eye.
Dayton Van Pelt received severe bodily injuries.
Jacob Van Pelt, injured about head, neck and nose.
William Watson received injuries to back and stomach, knee, hip and head.
Ed. Wentwroth received injuries to left leg.
John Zydyik received injuries to back and stomach.

April 23d.—Paul Cavanaugh, conductor, sustained a slight scalp wound by falling from car pole on which he was standing at Elizabeth. Engineer, Charles Moore; conductor, Paul Cavanaugh.

April 23d.—George Volliner had his eye and nose injured by breaking cap wheel of grinding machine at Elizabethport shop.

April 27th.—Albert Gibbs, brakeman, had his left arm badly squeezed cutting cars in Jersey City freight yard. Engineer, C. Murtha; conductor, I. Prester.

April 30th.—Charles Hack had his scalp cut open by coming in contact with signal pole at Plainfield. Engineer, F. R. Wilcox; conductor, F. A. Bawlby.

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May 1st.—John Fenners, steam-fitter, had his scalp cut open by striking his head against a bolt in Jersey City yard.

May 2d.—P. Kelly, trucker, had two fingers on his left hand mashed between crate of earthenware and side of car at Elizabethport.

May 2d.—J. G. McNaught sustained a scalp wound by having his head caught between bumpers of cars in cutting air-hose at West 8th street, Bayonne. Engineer, John Koehler; conductor, J. G. McNaught.

May 2d.—Patrick O'Donnell had his right arm and three ribs broken and sustained internal injuries by being struck by engine at Constables Hook. Engineer, —— ——; conductor, —— ——.

May 5th.—Alfred S. Lloyd, fireman had index finger of right hand bruised between handle and hook of coal door of engine at Lebanon. Engineer, P. Heaney; conductor, W. J. Batdorf.

May 6th.—Frank Farrell had both legs cut off by falling between cars at Phillipsburg. Engineer, W. R. Moore; conductor, C. Brady.

May 7th.—Walter Saybolt had his hand slightly injured in attempting to board moving train at Van Nostrand Place. Engineer, P. Harsel; conductor, C. W. Keyser.

May 7th.—Toni Fabbi, laborer, sustained a flesh wound on the foot while unloading rails at Bay Ridge.

May 8th.—P. J. Beers, brakeman, had the little finger of his right hand crushed between loose draw-head casting and sill in Jersey City freight yard. Engineer, C. Van Middlesworth; conductor, H. Abbott.

May 8th.—William O'Neill, brakeman, had his leg and wrist injured by being jolted off top of car at Elizabethport. Engineer, —— ——; conductor, Patrick Keenan.

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May 8th.—Gustave Nilson was struck and instantly killed at Cranford Stationn. Engineer, John McCabe; conductor, Edw. McEwen.

May 8th.—John McDonald, boilermaker's helper, was injured between the eyes while punching out staybolts at Elizabethport.

May 9th.—John Clarey, brakeman, had his nose cut by rail which was being unloaded from car at Elizabethport. Engineer, John Funk; conductor, James J. Spollman.

May 9th.—John Kingsland was seriously injured by being thrown into turn-table pit from a carriage to which was attached a runaway horse at Newark.

May 11th.—Mary Boyle was struck and instantly killed while walking on track at East 21st street, Bayonne. Engineer, E. Egbert; conductor, Thomas Dawson.

May 12th.—Harry Hugh was struck and killed by train at Raritan. Engineer, Charles Deterline; conductor, H. W. Shuck.

May 13th.—John B. Gray bruised his nose and face alighting from train while in motion. Engineer, C. Murtaugh; conductor, Thomas Flanagan.

May 14th.—William Regan had his foot injured by an axe while working on pile-driver at Bay Ridge.

May 16th.—William Gill, cart-driver, was slightly injured by being struck by train at Constables Hook. Engineer, J. Leminger; conductor, J. J. Bogart.

May 17th.—George L. Billington, brakeman, strained his back and sustained contusions of stomach by falling from top of box car at Elizabethport. Engineer, Frank Fozard; conductor, Daniel Sullivan.

May 19th.—Thomas A. Kiley, brakeman, was slightly injured about the body by falling from coal car at Claremont. Engineer, William Young; conductor, John V. Lindley.

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May 21st.—Howard P. Lawder, brakeman, had both wrists sprained by falling from top of car at Avenue A., Bayonne. Engineer, P. Snyder; conductor, William Gilp.

May 22d.—Clarence Smith, brakeman, was slightly injured about the body by being jolted from car at Garwood. Engineer, G. Squires; conductor, C. Palmatier.

May 24th.—John Holland, driller, was injured about the head by being struck by overhead bridge at Newark. Engineer, C. Murtha; conductor, E. Slack.

May 24th.—Arthur Quaife, engineer, had his arm bruised by being struck by tender of engine at Fiddlers. Engineer, John Rich; conductor, —— ——.

May 24th.—Bartley Dillon, trucker had his hand cut handling plate of iron at Elizabethport.

May 27th.—L. I. Howard, brakeman, had his right leg cut off and was severely injured about the head by falling off train at High Bride. Engineer, John Mulford; conductor, W. J. Cullen.

May 28th.—James Garvin, trucker, had his finger mashed between two casting at Elizabethport.

June 3d.—John Pande, 10 years of age, was injured about the head while crossing tracks at Elizabethport. Engineer, E. Manning; conductor, J. Whitty.

June 4th.—W. H. Johnson, conductor, cut his cheek by falling on an oil can in caboose, caused by jar of train at Elizabethport. Engineer, J. Rodenbaugh; conductor, W. H. Johnson.

June 5th.—John Huff, trucker, had his leg bruised between piano which he was moving and post on platform.

June 6th.—Philip Finzee, watchman, had his shoulder, hand and ankle injured by iron falling on him at Newark.

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June 7th.—Charles Opdyke, fireman, had his foot squeezed between tank and ash-pan apron at Jersey City. Engineer, Robert Lindsay; conductor, John W. Lindley.

June 7th.—Charles Wilson, captain of barge, injured his knee cap breaking throug a rotten plank on dock at Port Johnston.

June 8th.—Michael Volveskey, switchman, was found badly injured about the body beside track in Black Dan's Cut, near Phillipsburg. Engineer, —— ——; conductor, —— ——.

June 8th.—Charles Lynch, carpenter, was struck and fatally injured on Bay Bridge. Engineer, George Coffey; conductor, George Terrill.

June 9th.—John Mason, engine hostler, had his right foot injured by cover of manhole falling on it at Communipaw.

June 10th.—August Altman, passenger, had his head cut by falling from platform of car at West 8th street, Bayonne. Engineer, P. Harsell, conductor W. W. Barnes.

June 11th.—David Gorman was found badly injured about head and body at Somerville.

June 12th.—William O'Neill, brakeman, had his foot injured by falling from car in an attempt to jump from one car to another at West 8th street, Bayonne. Engineer, George Denny; conductor, T. K. Young.

June 12th.—Unknown Italian struck and killed at Woodbridge. Engineer, George Rowland; conductor, D. Sullivan.

June 12th.—J. R. Hill, engineer, fell from his engine while overcome by heat at West 8th street, Bayonne. Engineer, J. R. Hill; conductor, N. Warman.

June 13th.—Mat. Walsh, trucker, cut his chin on sill of car door falling from platform at Elizabethport.

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June 13th.—Jim Broski had his scalp and arm injured by being knocked from train by board he was carrying striking a stone at West Side avenue, Newark. Engineer, George Geshel; conductor, D. P. Kink.

June 13th.—John Keiley, fireman, had a toe pinched while at work under engine at Communipaw. Engineer, W. Wahl; conductor, L. Hombler.

June 14th.—Unknown man was killed while walking on track in Jersey City yard. Engineer, J. Ballinger; conductor, William Nolan.

June 17th.—Lizzie Siscie had right side of face bruised in getting on train at West 8th street, Bayonne. Engineer, F. R. Naylor; conductor, G. F. Hodge.

June 17th.—James Spence, fireman, had left forefinger crushed in fire-box door at Jersey City. Engineer, M. Ahearn; conductor, —— ——.

June 18th.—Thomas F. Higgins, brakeman, was struck by caboose on the fly and killed. Engineer, P. Snyder; conductor, Frank J. Tracey.

June 19th.—George Edsell, passenger, had his face slightly cut by a stone thrown through window at East 49th street, Bayonne. Engineer, P. Schuyler; conductor, A. B. Prawl.

June 19th.—Percy Van Houten, baggageman, was struck and instantly killed by false bridge at East 33d street, Bayonne. Engineer, J. Powell; conductor, M. H. Henry.

June 21st.—Harry Miller, fireman, had his right side injured by falling in coal tank in Jersey City freight yard. Engineer, George Ward; conductor, M. J. Healy.

June 22d.—James Powell, engineer, was instantly killed by engine turning over in Jersey City. Engineer, James Powell; conductor, William Show.

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June 24th.—William Bears was injured about the head by falling down stairway at Plainfield while intoxicated.

June 25th.—George Sharp fractured his knee by falling from retaining wall at Avenue C, Bayonne.

June 25th.—Paul Knoll had his arm slightly injured by running in front of engine at Elizabethport. Engineer, John Rich; conductor, J. C. Anness.

June 29th.—James Dolan was injured about the head and back being struck by engine at East Ferry street, Newark. Engineer, J. F. Frech; conductor, J. W. Eggers.

June 29th.—J. J. Manning, brakeman, was injured about the back and stomach by falling from top of car at Jackson street, Newark. Engineer, G. Ross; conductor, T. F. Watson.

July 1st.—James C. McGregor, brakeman, while riding on gondola car at Avenue yard, Elizabethport, had hand mashed by lading shifting. Engineer, Frank Bogart; conductor, Calvin Thomas.

July 3d.—Engineer Charles Ward was badly scalded and had arm broken; F. Sheridan, brakeman, had leg slightly scalded, caused by car coming down grade at Newark and colliding with engine. Engineer, C. Ward; conductor, E. W. Hawk.

July 4th.—August Dungust stepped off moving train at Perth Amboy station and was bruised and skinned over left eye. Engineer, William Bennett; conductor, L. C. Hartt.

July 4th.—James J. Young, ferry collector at Jersey City, had a toe mashed by horse stepping on it.

July 5th.—Thomas O'Connor had left leg bruised while transferring freight at Elizabethport.

July 6th.—John F. Kirchner, tableman at Fiddlers, had his arm crushed at turntable.

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July 11th.—G. A. Johnson, agent at East 49th street, Bayonne, while sealing cars, accidentally shot himself in thigh.

July 13th.—Henry Crossley was struck by stone while train was passing through Perth Amboy, cutting his face and hand. Engineer, C. Davis; conductor, W. F. Lynn.

July 14th.—Ed. Bannon, brakeman, at Jersey City, had his right foot badly crushed attempting to jump on car to apply brakes. Engineer, Peter Metsgar; conductor, M. J. Healy.

July 15th.—Jos. Conaghan, brakeman, at Jersey City, received fatal injuries by falling between cars. Engineer, J. Koehler; conductor, E. Dougherty.

July 15th.—Mrs. W. H. Smith turned on her ankle at Elizabeth, injuring in slightly. Engineer, W. Sheridan; conductor, G. B. Van Nortwick.

July 17th.—Patrick Leddy found dead on track at Perth Amboy; probably struck by drill engine. Engineer, William Ahle; conductor, Thomas Pendergast.

July 19th.—Larry Stubida, laborer, had large toe mashed by side rod falling on it at Elizabethport.

July 19th.—Patrick Gannon, laborer, had his leg hurt by slipping between plank and truck at Elizabethport.

July 20th.—Abram Hill, in attempting to board moving train at Plainfield, had arm run over and was badly bruised. Engineer, —— ——; conductor, J. G. McNaught.

July 20th.—W. N. Dunham, engineer, slipped in getting off engine at Green Brook and cracked two ribs. Engineer, W. N. Dunham; conductor, M. Naught.

July 22d.—L. S. Able, fireman, at Phillipsburg, in looking into fire-box had face burned. Engineer, W. Herbert.

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July 22d.—Miss A. Kelly was struck by a piece of ballast at Sewaren and had her hand slightly cut. Engineer, C. Young; conductor, A. P. Hetfield.

July 22d.—Miss Grady fell at Elizabeth station striking her face.

July 23d.—Joseph Miller, laborer, at Port Johnston, fell into car, cut forehead open and split lip.

July 23d.—Frank Beyer, in trying to get on engine at Elizabeth, caught foot in frog, spraining ankle and cutting foot slightly. Engineer, G. H. Squires; conductor, G. W. Bogart.

July 24th.—Jerry Cullen was struck by train at Garfield avenue, Newark, and was instantly killed. Engineer, J. Werkley; conductor, J. Doherty.

July 24th.—B. V. Meyers, brakeman, had thumb pinched while uncoupling cars at Jersey City freight yard. Engineer, F. Day; conductor, Jos. August.

July 24th.—M. Agretsky was struck in the eye by piece of rail at Port avenue yard, losing sight of same.

July 24th.—A. F. Guest, conductor, while using hand brakes passing through Minnisink, was thrown from car and had back, hip and arms hurt.

July 24th.—Anthony Madison attempted to board moving train at Elizabethport and received a cut in back of head. Engineer, C. Young; conductor, A. Hetfield.

July 24th.—Ida Purnell slipped in getting off train at Jersey City and injured her elbow. Engineer, C. Davis; conductor, J. E. Hess.

July 25th.—Peter Hill was found injured on track near Flemington; supposed to have been struck by train.

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July 25th.—Charles De Hart had leg caught by canal boat line at Jersey City, slightly injuring same.

July 26th.—J. Johnson, trucker, slipped between plank and car at Elizabethport transfer station, bruising his leg.

July 27th.—Clarence Smith, brakeman, while coupling cars at Bound Brook, had hand caught, badly bruising same. Engineer, Mulford; conductor, C. Palmatier.

July 28th.—Emil Swolon, deckhand, got his leg caught in a line at Jersey City docks and had it squeezed badly.

July 29th.—Thomas Garrick was struck by train at East Ferry street, Newark, receiving fatal injuries. Engineer, H. Smith; conductor, A. Kans.

July 29th.—Peter Zuika was struck by falling rail at Avenue A, breaking his shin bone.

July 30th.—John Bowrish, laborer, was caught between pipes at Elizabethport freight dock, sustaining bodily injuries.

August 2d.—Clarence Ladd had arm bruised by window falling near Elizabeth. Engineer, R. McCloud; conductor, O. J. Freeman.

August 3d.—Louis Costume, laborer, cut over left eye, also head cut, while shoveling coal at Jersey City. Engineer, George Ward, conductor, G. F. Redder.

August 3d.—Unknown man severely injured by falling off bridge at Greenville.

August 3d.—Michael Cabolls was found injured at East 22d street; supposed to have fallen off some train.

August 3d.—M. W. Hummell, conductor, had three bones in foot broken by car door falling on same at Glen Gardner. Engineer, J. B. Everett; conductor, M. W. Hummell.

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August 4th.—P. H. Rocktoff fell between ties at West 8th street and injured his leg slightly. Engineer, J. E. Haynes; conductor, E. B. Van Nortwick.

August 5th.—James Deignan, brakeman, sprained ankle stepping on stone at Elizabeth. Conductor, D. Sullivan.

August 5th.—John Wilkinson crushed his finger while working in Elizabethport machine shop.

August 6th.—Patrick Mullaney, car inspector, had jaw cut, teeth knocked out and hip injured while removing wheels from car in Jersey City freight yard.

August 6th.—William A. Baldwin, while walking on track at Plainfield, was struck by engine and received injuries which resulted in death. Engineer, E. O'Connor; conductor, John Tracey.

August 6th.—John Murphy attempted to board moving train at Green Brook and had hand and foot mashed. Engineer, E. Huff; conductor, W. W. Barnes.

August 6th.—Harry Miller, fireman, while shoveling coal at Jersey City, was cut on hand by piece of flying coal. Engineer, William Cooper; conductor, Morgan E. Williams.

August 7th.—Herman Sipple, laborer, had hip slightly bruised at Newark by train striking him. Engineer, M. Kennedy; conductor, P. Kirk.

August 7th.—Mrs. M. Bonnieville, car cleaner, fell over rail and sprained arm at Jersey City passenger yard.

August 7th.—Angelo Manzo fell under train at Oak Island Junction and was instantly killed. Engineer, C. Foster; conductor, Cyrene Warner.

August 7th.—J. R. Hoffman had foot caught in rail at Jersey City freight yard and car passed over him, killing him. Engineer, R. Gochner; conductor, George Cooley.

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August 8th.—George Yost did not hear warnings from crew of engine No. 110 at Brills, on account of noise of P. R. R. train on bridge overhead, was struck by engine and side hurt. Engineer, George Ross; conductor, T. F. Watson.

August 9th.—Frank Anderson was struck and killed by engine at Elizabeth avenue. Engineer, C. Davis; conductor, J. E. Hess.

August 10th.—Charles Ritter had his fingers cut in Elizabethport planing mill while at work.

August 13th.—Frank Howell, flagman, had hand caught while uncoupling cars and crushed. Engineer, J. E. Dineen; conductor, D. W. Sliker.

August 14th.—M. Scanlon had head and shoulders bruised by being struck by post at High Bridge. Engineer, P. Heaney; conductor, T. Berkley.

August 14th.—Rev. H. R. Robinson, Jacob Skillman, John Lange, were all slightly injured by collision of trains at Perth Amboy. Engineer, John Rich; conductor, J. Aness.

August 15th.—F. Seik was injured about back by being struck by train at Morse's Creek, Elizabeth avenue. Engineer, ——; conductor, Dawson.

August 15th.—F. Sake, while fishing off bridge at Tremley, was struck by engine and had back injured. Engineer, William Mooney; conductor, T. Dawson.

August 15th.—D. Tippert was slightly injured by collision of cars at Jersey City passenger yard. Engineer, H. Kline; conductor W. McCaull.

August 17th.—Daniel O'Marr had end of thumb cut off while working in Elizabethport shops.

August 17th.—F. H. McPeak, engineer, in stepping from tank of engine to the ground, at Newark, sprained tendons and muscles of knee. Engineer, F. H. McPeak.

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August 18th.—G. W. Mayberry, flagman, while cleaning lamps at Jersey City freight yards, cut wrist by broken globe. Engineer, G. B. Quick; conductor, C. H. Yeagle.

August 31st.—Unknown man found dead on track in Jersey City freight yard; supposed to have been struck by some engine.

August 21st.—Unknown man found dead on track at Claremont; supposed to have been struck by some engine.

August 21st.—J. Ratoni, in attempting to board moving train at Phillipsburg, had foot crushed. Engineer, George Cary; conductor, C. Brady.

August 21st.—Martin Murphy, in transferring acid from car at Elizabethport, had feet and limbs burned by acid from carboy which broke.

August 21st.—John Lehtro, in transferring acid from car at Elizabethport, had feet and limbs burned by acid from carboy which broke.

August 22d.—C. Schill, fireman, was thrown from engine while rounding curve at Elizabethport and was cut about head. Engineer, A. Bogart; conductor, G. S. Miller.

August 23d.—John Conley, laborer, tried to climb over cars at Hampton and was killed. Engineer, J. P. Miller; conductor, J. A. Myers.

August 23d.—J. Luby, brakeman, while uncoupling cars at West 8th street, Bayonne, had thumb crushed. Engineer, C. Callaghan; conductor, H. A. Wise.

August 23d.—Jos. Fisher, boilermaker, at Elizabethport shop; ash pan fell on him striking him on side.

August 25th.—Pat Sullivan, laborer, in trucking barrel through car at Elizabethport, injured his arm and ribs through plank slipping.

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August 26th.—Charles Diman was struck by bridge at Newark in attempting to recover his hat which had blown off. Engineer, C. Clapp; conductor, W. P. Hibler.

August 27th.—Lyman X. Munn, fireman, had three ribs cracked and somewhat bruised by overturning of coal car at Dover. Engineer, J. W. Gray; conductor, Howard Fenwick.

August 28th.—T. Begley fell while attempting to board moving train at Elizabethport and had forehead and hand skinned. Engineer, M. Kennedy; conductor, D. P. Kirk.

August 29th.—John Wilkinson was struck by hamper thrown from train at Pacific avenue; not seriously hurt. Engineer, J. Johnson; conductor, J. J. Kennedy.

August 29th.—R. Lindsay, engineer, had his face and eyes cut by the bursting of lubricating glass at Jersey city freight yard. Engineer, R. Lindsay, conductor, J. N. Lindsay.

August 29th.—John Brick, brakeman, in coupling engine at Jersey City freight yard, had hand crushed. Engineer, William Applegate; conductor, A. Colfath.

August 30th.—J. Knua, in jumping from engine, fell under cars and had two fingers cut off and was injured about the legs.

August 31st.—Christian Extine, mechanic, at Elizabethport machine shop, got his fingers caught between a pile of axles.

September 1st.—F. Kaloski, laborer, at Port Johnston dock, had his eye and bridge of nose struck by chute apron dropping down.

September 2d.—Clara J. Hepner slipped and fell getting off train at West 8th street, but was not seriously hurt. Engineer, William Mason; conductor, M. A. Knapp.

September 3d.—James Boyle, brakeman, had ankle bruised while uncoupling cars at Constables Hook. Engineer, George Denny; conductor, T. K. Young.

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September 7th.—Dennis Meeney stepped off wrong side of train at West 8th street and was struck by switch stand; slight flesh wound in head.

September 7th.—G. W. Wilkin, fireman, was struck by arm of telegraph pole at Elizabethport and received cut on side of head. Engineer, C. Niegert; conductor, M. Varmon.

September 7th.—Mary Messenger was killed while picking coal on tracks at Elizabethport. Engineer, W. Wahl; conductor, L. Holmes.

September 9th.—M. Vasilke, employe, had bone in thumb broken by breaking of ratchet wheel on derrick at Newark Junction.

September 10th.—Victor Golis got hot cinder in eye near Bound Brook.

September 11th.—L. A. Lightfoot was struck by stone thrown in open window near 49th street, Bayonne; slightly hurt.

September 11th.— James Far, bridgeman, had head and hand injured by wheel on bridge at Jersey City ferry slip.

September 12th.—Paul H. Clark, bridge carpenter, had finger badly mashed by iron falling on it at West 8th street, Bayonne.

September 12th.—Robert Wagner was thrown from buggy while crossing tracks at Hamilton street, Newark.

September 13th.—R. J. Hillman, brakeman, was rendered unconscious by being knocked off car at Newark. Engineer, G. Lewis; conductor, J. M. Turbett.

September 13th.—J. Hogan, fireman, while jumping on moving engine, was struck by lamp-post at Green Brook. Engineer, J. Koehler; conductor, J. B. Berkheiser.

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September 16th.—M. J. Healey, conductor, in blocking car at Jersey City freight yard, injured his hand by running nail into it. Engineer, H. Siegfried; conductor, M. J. Healy.

September 16th.—V. Kirby sprained his ankle on walk leading to toilet at Dunellen.

September 18th.—Unknown man ran into breast beam of engine and had head badly cut, foot almost severed and back crushed at Newark.

September 18th.—John Cletro bruised his right side by planking slipping at Elizabethport.

September 18th.—Venenizo Velano somewhat bruised by tie falling on his head at Somerville.

September 19th.—James Donohue had his hips and back bruised by striking a low switch stand near Bound Brook. Engineer, Harry Witteneck; conductor, Silas Hulsziser.

September 19th.—Lawrence Doyle, while intoxicated, wandered on track at Plainfield and was killed. Engineer, Adam Heim; conductor, H. S. Davidson.

September 19th.—August Arbainst was badly injured at Newark, being struck by engine. Engineer, J. Dowd; conductor, G. F. Trimmer.

September 20th.—Annan Brauns attempted to crawl under cars at Elizabethport and had three fingers badly crushed. Engineer, F. Bogart; conductor, C. Thomas.

September 20th.—Horace Paimenter hurt about head and arm broken; found on track at High Bridge.

September 20th.—T. Walters, brakeman, shin injured and side and back bruised by falling in the hole dug by contractors at Newark. Engineer, F. Fozard; conductor, F. P. Sheridan.

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September 22d.—C. Schult, baggage porter, had toes hurt by trunk falling on them at Jersey City.

September 23d.—E. H. Moor drove in front of engine at Kenvil; was struck and hurt in back and shoulders. Engineer, J. W. Grey; conductor, H. Fenwick.

September 24th.— —— Mannion, fireman, badly scalded, and Rev. S. W. Dickerson had side hurt by collision of C. R. R. train with P. and R. Ry. train at Vandeveer's Cut. Engineers, G. Neuber and L. Byrnes; conductors, H. Staats and W. Thomas.

September 24th.—S. H. Phipps, in pushing couplers with foot at Carteret, had foot crushed at instep. Engineer, G. Cameron; conductor, S. H. Phipps.

September 25th.—J. C. Hendricks was found dead on east bound track near Somerville.

September 26th.—R. E. Davis was caught between car and platform; muscles of arm bruised and sprained, at White House.

September 27th.—J. F. Wilson, conductor, injured his foot by slipping on floor of car at South Amboy. Engineer, W. Ferguson; conductor, J. F. Wilson.

September 27th.—C. Taylor, brakeman, while uncoupling cars at Jersey City freight yard, was squeezed between shoulder and chest. Engineer, William Lewis; conductor, F. Wilson.

September 27th.—Robert Nixon, engineer. found unconscious in cab of engine near Rockaway. Engineer, R. H. Nixon; conductor, A. F. Guest.

September 28th.—M. Corcoran stepped from moving train at Bound Brook and struck his head on station platform. Engineer, P. D. Mead; conductor, G. Jenkins.

September 29th.—Fireman Westerfield had leg hurt at Jersey City yard by draw-head falling out on account air hose bursting. Engineer, P. Fallon; conductor, S. Jeffrey.

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September 29th.—Harvey Landis was badly hurt about head and body by falling from top of car while loading cars on float. Engineer, C. Van Middlesworth; conductor, F. Schultz.

September 30th.—John Smith fell from train at Cranford; leg bruised. Engineer, —— ——; conductor, —— ——.

October 1st.—John Kowlkowski, arm slightly injured by being struck by train at Elizabethport. Engineer, —— ——; conductor, —— ——.

October 2d.—Unknown man killed while walking on track. Engineer, William Nivinson; conductor, Charles Wyatt.

October 3d.—Samuel Lukin, killed by being struck by train at Cranford. Engineer, —— ——; conductor, —— ——.

October 3d.—John J. Killion, slightly injured by falling between cars at Jersey City yard. Engineer, George Headden; conductor, Frank Schulty.

October 4th.—Edw. Connelly, killed by being struck at Elizabethport. Engineer, C. Dampman; conductor, A. Shainline.

October 4th.—Walter O'Neil, leg cut by striking switch at Jersey City. Engineer, S. Brown; conductor, D. Lawley.

October 4th.—John Clarke, leg cut off attempting to board train at Jersey City. Engineer, Charles Schroll; conductor, Thomas J. Findley.

October 4th.—Mr. Callhill, injured getting off train at Greenville. Engineer, —— ——; conductor, —— ——.

October 5th.—Frank Kock, slightly injured by glass from broken window at Newark. Engineer, E. E. Gowdon; conductor, G. Trimmer.

October 6th.—James Gardner, back, side and wrists injured by falling from car at Jersey City yard. Engineer, John Lyons; conductor, Jerry Walsh.

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October 7th.—William Walker, killed by being struck by train at Bound Brook. Engineer, Robert Wilkerson; conductor, Nathan Pennington.

October 7th.— —— Stollfellow, struck by train and killed at Elizabethport. Engineer, William Wall; conductor, Homler.

October 8th.—W. J. Kline, hand burned by iron slipping at Elizabethport shop.

October 8th.—Unknown man struck by train and killed at Claremont. Engineer, —— ——; conductor, —— ——.

October 9th.—Mrs. McKee, foot slightly hurt while alighting from train at Elizabeth. Engineer, J. F. Freck; conductor, Wm. Bodine.

October 9th.—Fred. O'Laughlin, struck by train and killed while fishing on Newark Bay bridge. Engineer, F. Wynkoop; conductor, J. T. Dolbert.

October 10th.—Charles Taylor, ankle sprained while cutting cars at Port Liberty. Engineer, William Davis; conductor, Geo. A. Bauer.

October 10th.—John Casime, struck by train and killed at Elizabeth. Engineer, Frank Miller; conductor, C. W. Keyser.

October 11th.—Joseph Riquer was killed by rear-end collision at Cranford. Engineers, A. Galloway and W. Murphy; conductors, J. Berkeiser and W. Drake.

October 11th.—W. M. Digman, thrown from train at Plainfield; scalp wound. Engineer, Charles Geshel; conductor Joseph Ross.

October 11th.—William Griffen, foot injured by vise dropping on it at Elizabethport shop.

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October 11th.—Tony Brocktiz fell under cars while stealing ride at Constables Hook and had leg cut off. Engineer, C. McClearn; conductor, John Bogart.

October 12th.—Harry Taylor fell from train, face scratched, Jersey City freight yard. Engineer, Lewis Gordon; conductor, Robert Johns.

October 13th.—Daniel Donovan, struck by brake-bar and slightly injured. Engineer, —— ——; conductor, —— ——.

October 14th.—George T. Hahn, conductor, thrown by car overturning at Jersey City freight yard, leg and arm injured. Engineer, M. Shuck; conductor, G. S. Hahn.

October 16th.— —— Woodruff, fireman, made misstep and fell across coal board of engine at Jersey City, injuring his back.

October 16th.—Salvesso Colormortino was struck by engine at East 49th street and severely injured. Engineer, N. Sheridan; conductor, George Terrill.

October 16th.—Willie Kerns fell under train at Phillipsburg yard, cutting off toe joint.

October 17th.—Harry Johnson, cut about face by piece of machinery that slipped while being loaded at Elizabethport.

October 17th.—Thomas J. Lally, fell from top of car to float at Jersey City freight yard, bruising his leg slightly. Engineer, J. G. Rollffs; conductor, Thomas J. Lally.

October 18th.—John Jennings, while loading truck from car at Jersey City, hurt right leg, caused by engine backing down and catching him between wagon and car.

October 19th.—J. L. Huthuson stepped through hole in car in Jersey City, spraining his leg.

October 20th.—Unknown passenger, under influence of liquor, received slight injuries trying to board moving train at Newark.

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October 21st.—J. Zurka fell through side opening of Goodwin car at Newark, bruising hip and leg.

October 21st.—Miss M. C. Pratt, in attempting to get off before train stopped, at Jersey City, fell and was dragged a short distance, uninjured. Engineer, —— ——; conductor, W. J. Korndoerfer.

October 22d.—Isaac Bond was struck by train at Plainfield; hand cut open, arm hurt. Engineer, G. Brown; conductor, F. Yerger.

October 22d.—Elizabeth D. Bond was struck by train and killed while standing on track at Plainfield. Engineer, G. Brown; conductor, F. Yerger.

October 23d.—William O'Brien, while unloading car at Jersey City, was thrown from wagon, bruising his leg, caused by engine backing into car.

October 23d.—William O'Sullivan got piece of brass in eye while at work at Elizabethport machine shop.

October 23d.—C. Murphy fell off train while passing through Roselle, dislocating his shoulder.

October 24th.—Unknown man broke glass in Jersey City passenger station, cutting his hand slightly.

October 25th.—John Donohue, driller, had right hand lacerated by being caught between the cars at West 8th street yard. Engineer, B. McDonald; conductor, P. Galvin.

October 26th.—Frank Boyd, conductor, was injured about hips by train backing into cars left standing on tracks. Engineer, P. Snyder; conductor, F. Boyd.

October 26th.—Unknown lady, while coming down steps of car at Newark with child in arms, fell, apparently no injury. Engineer, S. Lowery; conductor, Thomas Flanagan.

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October 29th.—Edward Black, while under the influence of liquor, fell off platform at West 8th street, inflicting deep scalp wound.

October 29th.—E. H. Barley walked in front of engine at Newark, and was struck, having his face bruised. Engineer, T. Bradshaw; conductor, —— ——.

October 29th.—Moses Clausen, brakeman, was struck by gate-post as he was giving signal, cut over eye. Engineer, E. J. Butler; conductor, W. C. Kelsey.

October 29th.—Walter Worsley, while unloading gondola car of pipe at Elizabethport Transfer, one rolled on his foot, injuring same.

October 30th.—J. C. Crane was struck by train and killed by train at Roselle station.

October 30th.—F. Hetherington had finger bruised while at work in Elizabethport shop.

October 31st.—James Dennis, while driving across tracks at Cranford, was struck by train and received fatal injuries.

November 1st.—James Deignan, while uncoupling cars at Elizabeth, had hand caught, bruising one of his fingers. Engineer, B. S. Moore; conductor, P. Cavanaugh.

November 2d.—F. P. Fuhrman, tripped on plank at Mulberry street crossing, Newark, and hurt shoulder.

November 2d.—John Annis was killed, W. L. Blackwood, J. F. Bogan and J. D. Nelson were injured, the result of a rear-end collision at Greenville. Engineers, J. Vanatta and Peter Hartsell; conductors, F. L. Lewis and John Annis.

November 3d.—Charles Yorkstadt was hurt about the legs by boiler plate falling on him while at work in Elizabethport boiler shop.

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November 3d.—William Stillwagon, fell in ash pit at Fiddlers and wrenched his shoulder badly. Engineer, J. P. Butler.

November 4th.—Unknown man killed at East 37th street, Bayonne.

November 4th.—Ed. Moan hurt finger while at work in Jersey City shops.

November 5th.—H. W. Dow, wiper, was carrying can of crude oil, and lighted torch in same hand, at Somerville roundhouse, gas from oil exploded, burning his hand severely.

November 5th.—O. Forner, fireman, was struck by cross beam of signal pole at East 22d street, receiving a cut on forehead. Engineer, E. Purcell; conductor, J. McBarth.

November 7th.—W. Conahan was struck by train in Phillipsburg yard while crossing tracks, and was injured about the legs.

November 8th.—Joseph Walsh, while loading car at Elizabethport transfer, case fell on his foot, injuring it.

November 9th.—Frank O'Laughlin, while fishing, was struck by train at West End bay bridge. Engineer, S. Watson; conductor, M. L. Ranck.

November 10th.—Michael Maher, injured on leg, and Thomas Ryan, fingers crushed, by iron rings toppling over while same was being loaded on truck.

November 10th.—Unknown colored man stepped off train before it stopped at Jackson avenue, and was thrown to the ground; apparently not injured. Engineer, F. Hazard; conductor, L. C. Hartt.

November 10th.—John Brown, while at work in Elizabethport car shop, twisted his leg by having part of old box-car falling on him.

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November 11th.—T. O'Toole, machinist, was carrying torch at Jersey City shop, when same exploded and set fire to his clothes; badly burned about body and face.

November 13th.—Nathan W. Croxon, while getting down to light his lamp at Jersey City freight yard, fell between cars and slightly injured his side. Engineer, J. Thomas; conductor, J. Leonard.

November 14th.—Fred. Landmesser, while sharpening tool at Elizabethport shops, injured his finger.

November 14th.—Joseph Tremont, while unloading freight at Jersey City, slipped and injured his leg.

November 14th.—T. Taylor stepped off train at Jersey City before it stopped and had cheek bruised, eye slightly cut, and a tootch knocked out. Engineer, C. Houston; conductor, J. T. Dolbeer.

November 15th.——— Hodskin, brakeman, was struck by bridge at Phillipsburg, and was injured about face and received broken knee cap. Engineer, E. D. Bodine; conductor, W. Thatcher.

November 15th.—A. W. Hockburry caught his foot in switch at Jersey City freight yard, injuring same. Engineer, R. Fleet; Conductor, P. Braun.

November 16th.—Frank Vittis and Vinzinzo Carlesimo walked in front of train at Elizabeth and were killed. Engineer, S. Curtis; conductor, Cox.

November 16th.—F. Schaun walked in front of an engine that was backing down at Newark, and had three ribs broken and otherwise bruised.

November 16th.—Lewis E. Bruce was struck by an engine while crossing tracks at Randolph avenue, and was killed. Engineer, C. Clapp; conductor, W. P. Hibler.

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November 16th.—— —— Purcell, engineer, was scalded by lubricating glass bursting at Phillipsburg.

November 18th.—John Deeley was struck by train at Sixteenth street, Bayonne, and had arm broken.

November 18th.—James Killett, car inspector, passing between cars at Elizabethport, was knocked against engine, breaking his arm and injuring hand and side.

November 18th.—Charles Grey, while standing alongside engine at Jersey City, received slight scalp wound by being struck by hoe, which fell off.

November 19th.—William Hand, while loading freight at High Bridge, plank slipped and casting fell on his thumb, injuring him painfully.

November 19th.—Arthur Healy was struck by train at Elizabeth while on track; sent to hospital. Engineer, C. S. Moore; conductor, P. Cavanaugh.

November 19th.—J. G. Pixley, brakeman, was found dead on top of car with head badly crushed; struck by overhead bridge between Elizabethport and Green Brook.

November 20th.—John Loksie, while unloading hand-car from flat-car at Somerville, had hand caught and bruised.

November 20th.—Barney Hagan had arm injured by being struck by car on turntable at Flemington yard. Engineer, P. Quick; conductor, E. Klein.

November 21st.—Thomas Leonard was struck by train and killed while walking on track in Phillipsburg yard; Thomas Walsh had foot cut off, arm broken, skull fractured and back lacerated. Engineer, G. Bodine; conductor, John Warner.

November 21st.—John Ambrose, while breaking stone at Elizabethport, was hit in eye, cutting same.

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November 22d.—Charles Montgomery, engineer, lost his balance and fell off engine at Centreville, dislocating his knee-cap.

November 26th.—Joseph Hutter, while at work in Elizabethport shops, had finger caught in machinery; injury not serious.

November 26th.—Edgar Huff, brakeman, was struck by switch-stand at Port Johnston; back and arm injured. Engineer, B. McDonald; conductor, P. Galvin.

November 27th.—E. Faulhaber, while at work at Elizabethport shops, had toes cut by falling piece of steel.

November 28th.—Unknown woman in running to catch train, fell down six steps at Jackson avenue station; apparently not hurt.

November 28th.—J. B. Murray, while at work in Elizabethport shops, got finger caught, necessitating amputation.

November 29th.—C. H. Pease, while putting up electric wires in Newark train shed, received sprained ankle by falling to the ground, through ladder slipping.

November 29th.—Charles Taylor, brakeman at Jersey City freight yard, while opening knuckle, slipped on ties and sprained ankle. Engineer, William Taylor; conductor, George Buss.

November 29th.—James Sweeney, brakeman, had three fingers crushed by lading shifting in car at Jersey City freight yard. Engineer, E. H. Condit; conductor, George Cooley.

November 29th.—Unknown man slightly hurt at Port Oram furnace yard by cars not being under control on grade. Engineer, J. M. Hance; fireman, C. F. Hockenbury.

November 30th.—M. Keogan was burned about face and neck by plug blowing out of channel pipe at Jersey City gas house.

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November 30th.—A. C. Schanck, engineer, hurt on leg by engine running into side of train which was being backed up at Broadway, Elizabethport. Engineers, F. Riddle and A. C. Schanck; conductors, J. Horsho and J. D. Thomas.

November 30th.—J. M. Gans, while trying to board train at Plainfield, fell, but was apparently not injured. Engineer, F. K. Wilcox; conductor, George Terrill.

December 1st.—Rex Day, laborer, injured his instep by block falling on it while transferring freight at Elizabethport Transfer.

December 2d.—F. C. Person, while grinding a tool at Elizabethport shops, was cut on wrist by emery wheel breaking.

December 2d.—William McElroy, brakeman, while uncoupling engine at Green Brook, had hand caught, cutting first finger off and mashing hand. Engineer, S. Walters; conductor, M. D. Drake.

December 4th.—John McBride, at Elizabethport, had hydraulic jack fall on his hand, breaking one of his fingers.

December 4th.—Victor Leonhardt was hurt at Carteret by rail falling on him.

December 4th.—Thomas Meehan slipped and fell between cars at Jersey City freight yard, injuring his side.

December 5th.—John Golding, while at work in Elizabethport shop, was struck by piece of flying steel, cutting artery in arm.

December 5th.—Agnes O'Brien, age 7, ran over track at Wall street, Elizabethport, and was struck by engine and killed. Engineer, J. Tate; conductor, F. Churchfield.

December 6th.—John Stapleton, in trying to drive across tracks at Cranford Junction in front of engine, was struck and injured. Engineer, A. Laughery; conductor, A. J. Shainline.

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December 6th.—John Barrett, while walking on track, was struck and knocked down by engine at Communipaw, and injured about head. Engineer, J. F. Frech; conductor, M. H. Henry.

December 8th.— —— Motzsko, while cutting rails at East 22d street, was struck on head by sledge hammer.

December 9th.—John Kobjibas stepped in front of detached end of train at Port Reading to display red signal, and was killed. Engineer, J. Mulford; conductor, C. Bogart.

December 9th.—Charles E. Dean, running to catch train at Bound Brook, fell off station platform, sustaining injuries to face and leg. Engineer, R. McCloud; conductor, W. Durling.

December 10th.—William S. Barvo, struck by fly of coal car at White House, and was killed.

December 11th.—John Colason, while breaking stone with sledge hammer, at Greenville, had finger cut.

December 11th.—E. G. W. Ladd stood too near track at Lorraine and was struck by beam of engine. Hip and knee injured. Engineer, G. Foster; conductor, Wm. Shaw.

December 11th.—John Berard, while unloading slag from cars at East 33d street, Bayonne, fell between cars, dislocating shoulder.

December 12th.—Tony Scoffeld, laborer, while unloading iron plate at Jersey City, had nail of finger crushed by plate slipping.

December 12th.—Charles Snyder, in getting off train at Hampton, fell, sustaining scalp wound and injuries about the body. Engineer, A. C. Neigert; conductor, S. L. Pratt.

December 12th.—Mrs. Henry Leifke fell after getting off train at Plainfield, injuring her nose. Engineer, Smith Watson; conductor, O. H. Day.

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December 12th.—Hugh Kane slipped on coal barrow and fell to the ground at Jersey City coal chute, injuring his knee and spraining his ankle.

December 14th.—James Allen Smith had fingers caught in car door at Arlington avenue. Engineer, J. Dowd; conductor, G. F. Trimmer.

December 14th.—Mrs. K. Feening, car cleaner, fell between cars at Jersey City passenger yard and was not injured. Engineer, A. Quaife; conductor, Geo. Porter.

December 14th.—Miss Heywood, in crossing track after leaving train, fell and was apparently not hurt. Engineer, N. Sheridan; conductor, G. B. Van Nortwick.

December 14th.—Leroy Brown had two fingers badly injured by cars breaking loose from engine and colliding with a train standing on track at Elizabethport. Engineer, A. Bogart; conductor, J. Hastings.

December 14th.—P. Hannigan, conductor, was thrown underneath car-wheels and killed, at county line, by collision of cars in making fly of train. Engineer, J. W. Lesher; conductor, P. Hannigan.

December 15th.—Unknown child had hand caught in door while going out on platform before train stopped at Elmore. Engineer, W. Garntly; conductor, W. J. Sheehan.

December 16th.—Unknown man attempted to board moving train at Jackson avenue, and was thrown against stone wall.

December 16th.—J. Bary had back of hand injured while repairing car in Jersey City freight yard.

December 16th.—Patrick Kelly had arm bruised while at work in Fiddler's shop.

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December 16th.—P. J. Mahoney slipped between engine and tender, striking against switch-stand, cutting his head, dislocating finger, wrenching shoulder, besides other cuts and bruises. Engineer, G. Cameron; conductor, P. J. Mahoney.

December 17th.—J. L. Harrison slipped on step of car, but was saved from falling by conductor, at Jersey City. Engineer, P. Meade; conductor, W. F. Lynn.

December 17th.—J. Boyle, conductor, stepped into trough of hot water at Bayway and had leg scalded.

December 17th.—Patrick Gaynor, in carrying a heavy package off train at Elizabethport, lacerated his hand.

December 18th.—John Smith, while cleaning switch at Jersey City, was struck and killed by train.

December 17th.—S. Eckman, fireman, and C. Pittinger, engineer, were badly hurt by jumping from engine in collision with cars standing on track at Brills. Engineers, C. Pittinger and S. L. Jones; conductors, J. Ross and J. M. Turbett.

December 18th.—T. H. Brant, flagman, put his hand through pane of glass and cut his wrist and an artery, while train was at Port Reading. Engineer, J. Mulford; conductor, D. Sullivan.

December 18th.—John Lyons had three fingers mashed in trying to couple engines at Communipaw roundhouse.

December 18th.—Peter J. Murray, in throwing switch at Carteret, was struck by tree and injured about the head and arm. Engineer, G. Cameron; conductor, S. H. Phipps.

December 19th.—Joe Grippe, while stowing ties, slipped and fell from top of car and hurt left arm and leg.

December 19th.—David Hogenbury was killed and Raymond Stark was slightly injured by being struck by engine while driving over crossing near Asbury. Engineer, F. Eck; conductor, J. Kuebler.

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December 19th.—H. P. Jacobson fell from tank of engine to ground at Bloomsbury, and hurt his back. Engineer, P. A. Beers.

December 19th.—D. J. Moynihan was struck by brace on ground bridge over Broad street, Elizabeth, sustaining contusion of hip. Engineer, J. Rodenbaugh; conductor, J. Moynihan.

December 20th.—William D. Mack, brakeman, was struck by tree alongside of track at Rockaway, knocking him from one car to another, slightly injuring his legs. Engineer, E. J. Butler; conductor, W. C. Kelsey.

December 21st.—P. Tuohy, laborer, slipped on plank at Elizabethport and injured his leg slightly.

December 26th.—J. P. Sharkey, brakeman, while uncoupling hose at Plainfield train backed up and slightly crushed him. Engineer, R. P. Beaney; conductor, J. E. Walsh.

December 26th.—J. Masterson was struck by train while working at Jackson avenue, and had back injured. Engineer, J. Ragan; conductor, Herber.

December 27th.—A. Smalley, trucker, while trucking rope at Elizabethport Transfer, had coil of rope fall on his foot.

December 28th.—John Hall, brakeman, fell from his train at Hampton, injuring his leg. Engineer, T. Butler; conductor, M. Bowlby.

December 28th.—J. Rockmaker, while removing wheels from engine at Communipaw roundhouse, had leg broken.

December 30th.—A. Heath, conductor, sustained scalp wound by bursting of air hose while passing through West 8th street.

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December 30th.—Albert McKenna, while working on derrick car, a body bolster fell on him, and he received fatal injuries. Engineer, F. Paulman; conductor, F. Coger.

December 30th.—J. J. Kline attempted to board moving train at Somerville and fell, was apparently unhurt.

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CHESTER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$98,500 00
Scrip stock,	2,034 13
Bonded debt,	100,000 00
Floating debt,	27,654 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, and is annexed hereto.

State of New York, New York County, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is Vice-President of the Chester 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 4th day of February, A. D. 1902.

LUDWIG R. MILLER,
Notary Public, appointed from Kings County.

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Dividends paid during the year 1901, and how paid—No dividends.

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

ACCIDENTS.

None.

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COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$66,050 00

United States Circuit Court. A Master's sale under a decree in foreclosure was had on October 6th, 1901, and the road was purchased by William E. Bratten, of Philadelphia, Pa., for $5,000.

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

It is leased to the Pennsylvania Railroad Company at an annual rental of all improvements, taxes, charges and expenses of rolling stock to be paid from receipts.

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

State of New Jersey, Burlington County, *ss.*—John Hutchinson, being duly sworn, on his oath says, that he is President of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN HUTCHINSON.

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Sworn and subscribed before me this 31st day of January, A. D. 1902.

JOHN H. HUTCHINSON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$7,441 67
Income from freight,	9,360 19
Income from other sources,	4,836 08
Total,	$21,637 94

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $20,311 34

Dividends paid during the year 1901, and how paid—None.

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

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CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in—common, $250,000; preferred, $2,900,...	$252,900 00
Bonded debt, ...	5,000 00
Floating debt, ...	8,252 82
Cost of road and equipments and rolling stock,.....	$266,152 82

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

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

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

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$16,200 00
Bonded debt—None.	
Floating debt,	70 33
Cost of road and equipments,	$16,270 33

The road extends from New Jersey Southern Railway to the Cumberland and Maurice River Railroad, at a point near Bridgeton, a distance of 1.23 miles.

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

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

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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DELAWARE AND BOUND BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1901:

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

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

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

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

State of Pennsylvania, Philadelphia County, *ss.*—J. 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 third day of February, A. D. 1902.

C. K. KLINK,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$375,962 99
Income from freight,	833,617 76
Income from other sources,	54,550 16
Total,	$1,264,130 91

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$720,556 13

Dividends paid during the year 1901, and how paid—Four quarterly dividends of two per cent. each, February, May, August, November.

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

ACCIDENTS.

January 26th.—Owen Hughes, employe, non-fatally injured; fell from train at Bound Brook, N. J. J. L. Brown, conductor; F. Weisser, engineman.

February 23d.—Maggie N. Vanzandt, non-employe, non-fatally injured; struck by train at Skillman, N. J. John Barner, conductor; Thomas King, engineman.

March 3d.—Robert J. Dallas, non-employe, non-fatally injured; struck by train at Ewing, N. J. J. E. Hess, conductor; C. P. Dampman, engineman.

April 15th.—James Cullen, non-employe, fatally injured; struck by train at Bellemead, N. J. S. P. Johnson, conductor; D. E. Brown, engineman.

June 5th.—Nicola Di Donato, employe, fatally injured; struck by train at Glenmoore, N. J. P. Jeffers, conductor; L. Byrnes, engineman.

June 18th.—M. W. Haines, employe, non-fatally injured; fell from car at Bellemead, N. J. James Johnson, conductor; D. F. Ryan, engineman.

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June 27th.—Frank Spresser, non-employe, fatally injured; struck by train at Pennington, N. J. William Thomas, conductor; H. Kauffman, engineman.

September 9th.—Edward Scudder, non-employe, fatally injured; struck by engine near Trenton Junction, N. J. W. J. Korndoerfer, conductor; Harry Stem, engineman.

October 18th.—Herbert G. Williams, employe, non-fatally injured; caught coupling, Trenton Junction, N. J. W. L. Massen, conductor; N. P. Rowland, engineman.

November 4th.—William Driscoll, employe, non-fatally injured; fell from engine at Port Reading Junction, N. J. Harry Gordon, conductor; George Behl, engineman.

December 6th.—H. P. Kauffman, employe, non-fatally injured; scalded at Trenton Junction, N. J. W. M. Thomas, conductor; H. P. Kauffman, engineman.

December 9th.—Samuel S. Heston, non-employe, non-fatally injured; fell in train at Trenton Junction, N. J.; jar of train. W. F. Lynn, conductor; W. Waite, engineman.

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DELAWARE RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1901:

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

The road as projected extends from Hamilton street, Camden, to Bulson street, Camden, a distance of about two miles.

RECEIPTS AND EXPENSES FOR 1901.

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 the railroad was commenced, but was stopped by injunction.

State of Pennsylvania, Philadelphia County, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Delaware Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

D. JONES.

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Sworn and subscribed before me this fifth day of February, A. D. 1902.

C. K. KLINK,
Notary Public.

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DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware River and Atlantic Railroad Company presents the following report for the year ending December 31st, 1901:

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 1901, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1901.

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

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State. Work has been commenced on the construction, and part of roadbed graded, and we have complied with all the requirements of the law. Extension of time limit of charter applied for and granted in accordance with said acts.

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

State of Pennsylvania, Philadelphia County, *ss.*—Gustavus A. Muller, 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 1901 are correct and true, to the best of his knowledge and belief.

GUSTAVUS A. MULLER.

Sworn and subscribed before me this 24th day of March, A. D. 1902.

R. C. SNYDER,
Notary Public.

ACCIDENTS.

None.

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DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware River Railroad and Bridge Company presents the following report for the year ending December 31st, 1901:

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

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 4.82 miles. (Branches, 5.45 miles.)

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

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

State of Pennsylvania, Philadelphia 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.

SAM'L REA.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$73,779 68
Income from freight,	123,802 36
Income from other sources,	1,097 81
Total,	$198,679 85

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$59,172 22

Dividends paid during the year 1901, and how paid—June 27th, 1901, two per cent. in cash, $26,000; and December 31st, 1901, two per cent. in cash, $26,000.

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

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DOCKS CONNECTING 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 Docks Connecting Railroad Company presents the following report for the year ending December 31st, 1901:

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

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

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

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

E. B. THOMAS.

Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1901:

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

The road extends from Port Oram, N. J., to Rockaway, N. J., a distance of 5.12 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, and is annexed hereto.

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

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

Dividends paid during the year 1901, and how paid—Six per cent., in cash.

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P. O. address of this company—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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EASTON AND AMBOY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1901:

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

Dividends paid during the year 1901, 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 1901.

Income from passengers,	$541,163 20
Income from freight,	3,920,486 96
Income from other sources,	332,973 05
Total,	$4,794,623 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$3,930,187 21

REMARKS.

Included in the operations of this company are receipts and expenses of the following companies: Lehigh Valley Terminal Railway, Greenville and Hudson Railway, Pittstown Branch Railway, Perth Amboy and Raritan Railway, Middlesex Railway.

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

State of Pennsylvania, Philadelphia County, *ss.*—Alfred Walter being duly sworn, on his oath says, that he is 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 1901 are correct and true, to the best of his knowledge and belief.

ALFRED WALTER.

Sworn and subscribed before me this 19th day of February, A. D. 1902.

EDWARD Y. HARTSHORNE,
A Foreign Commissioner of Deeds
For New Jersey in Pennsylvania.

ACCIDENTS.

Coupling and uncoupling—9 trainmen injured.

Falling from trains and engines—13 trainmen and 3 other employes injured.

Derailments—2 trainmen injured.

Other train accidents—5 trainmen injured.

Other causes—10 trainmen injured, 1 employe killed and 33 injured.

Accidents at highway crossings—Not trespassing, 1 killed, 2 injured.

Accident at station—1 passenger injured.

Other causes—Trespassing, 10 killed, 6 injured; not trespassing, 3 killed and 4 injured.

Summary—Employes killed, 1; injured, 75; passengers injured, 1; others killed, 14; injured, 12. Total killed, 15; injured, 88.

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EAST TRENTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the East Trenton Railroad Company presents the following report for the year ending December 31st, 1901:

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, 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, and is annexed hereto.

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

J. S. WISE.

Sworn and subscribed before me this 3d day of February, A. D. 1902.

C. K. KLINK,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—None.

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

ACCIDENTS.

January 26th.—Frederick A. Hoff, employee, non-fatally injured; caught coupling and squeezed at Trenton, N. J. Engineer, Charles Fisher; conductor, William Compton.

October 25th.—Louis S. English, employee, non-fatally injured; fell from train at Trenton, N. J. Engineer, John Callahan; conductor, John McKenna.

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ELIZABETH EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$30,000 00
Cost of road and equipments,.....	$27,365 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, and is annexed hereto.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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ERIE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$176,271,300 00
Bonded debt,	172,888,379 64
Floating debt,	6,218,061 29
Cost of road and equipments,	$337,023,982 81

Dividends paid during the year 1901, and how paid—$718,386.00 dividend on first preferred stock.

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

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$933,058 33
Income from freight,	1,319,818 05
Income from other sources,	117,257 20
Total,	$2,370,133 58
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,533,073 02

REMARKS.

This report included the earnings and expenses of the Long Dock Company, Paterson, Newark and New York Railroad, Paterson and Hudson River Railroad Company, Newark and Hudson Railroad, Paterson and Ramapo Railroad, New York

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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 1901 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. 1902.

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

ACCIDENTS.

New York, Susquehanna and Western Railroad.

January 22d.—W. Ross, brakeman, bruised side; fell from car.

February 4th.—J. Owen, not employed, left foot cut off above ankle; struck by train while walking on tracks.

January 28th.—F. Kithcart, fireman, finger injured account piece of coal falling on it.

February 18th.—William Kearns, brakeman, killed; run over by train.

February 25th.—A. Miller, not employed, both legs cut off, death resulting; slipped under while attempting to board train.

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March 3d.—W. Nichols, not employed, one leg cut off, death resulting; slipped under train while attempting to board.

March 7th.—G. W. Litts, brakeman; head and shoulders bruised; fell from cars.

March 13th.—Alex. Jevisiack, not employed, bruised while playing on turn table.

March 15th.—Thomas McDonough, brakeman, arm cut off above wrist; fell from car, wheel passing over arm.

March 22d.—Harry Shevon, not employed, injured; fell under engine while stealing a ride.

April 25th.—J. Ostosowski, not employed, leg broken; wagon in which he was riding struck by train, throwing him out.

June 22d.—V. Bachman, brakeman, killed; fell between cars and head caught between bumper.

July 9th.—Patrick McDonnell, laborer, killed; fell from or struck by train.

July 25.—D. Tice, not employed, leg crushed above ankle; fell under train while attempting to board.

July 20th.—James Brown, not employed, arm broken; struck by train while walking on tracks.

July 22d.—J. J. Riley, brakeman, killed while riding on top of cars.

August 2d.—Henry Beveler, not employed, legs badly mangled while stealing a ride.

August 7th.—James Dean, brakeman, injured account being thrown from car while using a brake stick.

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August 19th.—Harry Biggell, not employed; leg broken; fell from car.

October 16th.—David Latham, not employed, killed; struck by train while walking on our tracks.

October 19th.—Frank Kithcart, fireman, struck on head by stake while looking out cab window.

October 29th.—Smith Courter, conductor, thrown from car; right shoulder fractured.

October 30th.—Jos. Gancio, not employed, killed; struck by train.

October 30th.—Jos. Gunmellaci, not employed, killed; struck by train.

November 8th.—Jennie Rotterell, not employed, killed; struck by train; evidently picking up coal.

November 25th.—F. Knerr, brakeman, brake stick struck him in hip incapacitating him.

December 18th.—C. Kirchoff, not employed, killed while trespassing on tracks.

November 26th.—F. Ridner, brakeman, right arm and shoulder bruised; caught between car and post in engine-house while putting away cars.

November 27th.—William Tarr, trackman, back injured account of being struck by rock while working on embankment.

Long Dock Railroad.

January 1st.—Edward Ryan, engine cleaner, struck by train, fatally injured; died same day.

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January 7th.—Rudolph Kruger, struck by train; killed.

January 18th.—Antonio Camarea, ash-pit cleaner, left arm run over by engine.

January 18th.—Joseph Smith, fireman, fell in engine tender; ankle bruised and foot sprained.

January 24th.—C. R. Howe, brakeman, struck by train; shoulder, back, hip and legs bruised.

January 26th.—Dennis Coveney, yard conductor, struck by train; killed.

January 29th.—William Knoth, struck by train; general contusions.

February 6th.—Patrick Mahoney, fireman, struck by train; killed.

February 14th.—F. Shelb, switchman, fell against brake staff on car; leg bruised and strained.

February 15th.—Frank Deitz, fireman, fell from a coal pocket; back bruised.

February 15th.—John Cohalen, switchman, struck by engine; ankle sprained.

February 17th.—Unknown man struck by train; killed.

March 13th.—W. Wellman, brakeman, fell against closet of caboose; incised wound on head.

March 13th.—John Newman, struck by engine; fatally injured, died same night.

March 21st.—John Muhlenbrink, engineer, collision; fatally injured, died March 24th, 1901.

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April 12th.—Toney Marina, trackman, struck by rail bolt; contusion of face.

April 16th.—John H. Rube, fireman, fell from engine; arm dislocated.

April 17th.—James Landy, struck by train; killed.

April 28th.—Fred. Murset, Jr., fireman, alighting from train in motion; contusion of thigh.

May 3d.—Charles Whitesides, struck by train; scalp wound, fracture of hip and back.

May 9th.—John Schenck, yard conductor, slipped and fell on roof of car; knee bruised.

May 10th.—Frank Gorman, fireman, fell from engine; wrist fractured.

May 17th.—Ernest Zerk, foreman, struck by engine; fatally injured, died same date.

May 31st.—Luba Matjas, struck by train; fatally injured, died same date.

June 3d.—James Conroy, switchman, coupling cars; body and arm bruised.

June 20th.—A. Kanduskie, trackman, struck by train; cut over eye.

June 20th.—John C. Harmon, switchman, fell from engine; fatally injured, died same date.

June 23d.—D. J. Hughes, brakeman, fell from freight train; fatally injured, died same date.

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June 25th.—Philip Burns, switchman, fell from freight car; sprain and contusions ankle and foot.

June 27th.—Michael Mack, switch-tender, struck by train; amputation of foot, face bruised.

June 27th.—Henry De Hart, helper, fell from a coach while being switched; leg amputated.

June 28th.—J. Grimes, yard brakeman, fell from freight car; back strained.

July 3d.—Michael Brock, switchman, collision; leg broken.

July 4th.—John Donohue, struck by train; hand and face cut.

July 6th.—Nelson Stoddard, fell from train; knee and shoulder bruised, forehead cut.

July 18th.—Thomas J. Nolan, switch-tender, uncoupling cars; finger bruised.

August 12th.—Unknown man found on track in tunnel; injured about arms and legs.

August 22d.—Julius Harenstein, neck bruised; skid fell on it while unloading car.

August 27th.—W. J. Brown, engineer, scalded by steam escaping due to plug blowing out of engine.

August 28th.—Dennis Healey, car repairer, bruised; car moved by engine; did not display flag.

September 3d.—Simon Steinhardt, scalp wound; fell from train; lost his balance.

October 28th.—John Vlachich, killed; run over by cars at elevator.

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September 28th.—Alex. McCormack, switchman, four ribs broken; caught between cars while coupling.

November 12th.—Thomas Linehan, yard conductor, face lacerated while coupling hose on passenger cars.

December 16th.—George Ominsky, laborer, killed; struck by train while walking on tracks.

Weehawken Branch.

January 9th.—John E. McIntyre, switchman, coupling cars; three fingers crushed.

January 16th.—Michael Solomon, car repairer, caught and dragged by car he was repairing; leg broken, back and arm bruised.

February 7th.—Patrick Turk, switchman, struck by engine; hip bruised.

May 9th.—William Keating, switchman, fell from freight car; leg bruised.

June 3d.—Milton Anderson, yard brakeman, fell from car; bruised.

June 9th.—Robert Reed, fell from freight train; amputation of foot.

July 7th.—William Keating, brakeman, coupling cars; two fingers and thumb crushed.

July 10th.—Thomas Pring, struck by train; fatally injured, died same date.

July 10th.—Martin Brophy, struck by train; killed.

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July 27th.—Joseph Rohner, run over by cars, killed.

August 27th.—J. G. McGrath, brakeman, struck by wire supporting drops protecting bridge.

October 24th.—John E. McIntyre, switchman, breast bruised while coupling cars.

November 26th.—Fred. Bretthauer, scalp wound; struck by train.

December 6th.—Edward McCarthy, switchman, two ribs fractured; caught between cars.

Newark and Hudson Railroad.

March 3d.—E. L. Blumenschein, stone thrown through coach window; face cut.

May 20th.—Miss L. Kendall, alighting from train; cut on head and back wrenched.

September 10th.—Thomas Manning, found dead under overhead bridge; not known how killed.

October 26th.—Hugh McDonald, feet crushed while stealing a ride.

Paterson, Newark and New York Railroad.

January 1st.—George Sanford, struck by train, fatally injured, died next day.

January 6th.—Archie Taylor, struck by train; fatally injured; died same date.

February 20th.—Michael Carroll, struck by train; fatally injured; died shortly after.

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June 9th.—Miss Rose Weil, fell on coach steps; arm and elbow bruised.

September 16th.—George Cassell, leg crushed; fell from train; trespasser.

Paterson and Hudson Railroad.

January 7th.—Sabino Tannaconi, trackman, finger caught under rail and crushed.

January 17th.—H. H. Coover, stealing a ride; fatally injured, died January 22d.

January 19th.—C. Dross, switchman, fell while alighting from engine; contusion of ankle.

January 24th.—Thomas Dempsey, switchman, finger caught in a coal screen; lacerated.

January 29th.—Antonio Perrotta, trackman, struck by train; fatally injured, died same date.

February 12th.—J. L. Guyre, conductor, fell while getting on train; knee and back sprained.

February 16th.—Mary Mundy, struck by train; thigh broken, head cut.

April 26th.—Robert McFade, fell from train; fatally injured, died same date.

May 8th.—M. Caletri, fell from freight train; leg and shoulder bruised.

May 17th.—T. Levenduskie, trackman, struck by train; hands bruised.

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June 11th.—John Collins, fell from freight train; killed.

July 17th.—Raymond Berdan, caught between bumpers of freight cars; foot bruised.

July 17th.—Charles H. Granger, struck by train; scalp wound, contusion of shoulder, thigh and leg.

July 24th.—William Noonan, yard conductor, fell from train; ankle sprained.

August 1st.—William King, killed while walking on track.

August 10th.—Mrs. Mary Kwik, killed while crossing tracks.

August 12th.—Charles Zepvine, found in tunnel with leg and arm broken; had been intoxicated.

August 21st.—John Rathgeber, yard switchman, fingers bruised while coupling cars.

August 29th.—Thomas Stewart, car clerk, shoulder fractured; fell from cars, became dizzy.

September 6th.—John Patek, leg bruised and lacerated while attempting to board train.

September 2d.—Robert Decker, switchman, head and shoulders bruised while riding cars; fell to the ground.

September 13th.—Richard Post, mail messenger, hips bruised; struck by engine while pushing truck.

September 22d.—J. B. Cavanaugh, porter, leg broken; stepped from moving train.

October 3d.—Harry Agnew, fell from train while stealing a ride; fatally injured, died same date.

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October 19th.—Isaac Lewin, shoulder fractured; struck by engine while walking on track.

October 17th.—James O'Shea, jumped from moving train; bruised; under influence of liquor.

October 26th.—Leander Dorn, arms fractured; struck by engine.

October 28th.—Nicola DeLucca, killed while attempting to cross tracks.

November 8th.—Frank DeMullen, head and arms bruised; fell from car.

December 5th.—Frederick Shelb, switchman, struck by engine; shoulder dislocated.

December 21st.—William E. Marks, fireman, train struck some rock in tunnel; fatally injured.

December 21st.—George E. McKinnon, engineer, train struck some rock in tunnel; slightly injured.

December 27th.—J. C. Eglinger, conductor, slightly injured; fingers caught in car door.

December 28th.—Guiseppe Velardi, laborer, hand car struck by engine; five ribs fractured.

December 30th.—George H. Edge, struck by train while driving over crossing.

Bergen County Railroad.

March 2d.—Andrew J. Sexton, brakeman, caught between water crane and tank boards of engine; contusion of leg.

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March 3d.—James Squashio, struck by engine; fatally injured, died same date.

May 20th.—Annie Kuscak, struck by engine; killed.

June 22d.—P. E. Kinney, brakeman, fell from freight train; contusion of knee.

July 14th.—Daniel Brennan, fell from freight train; killed.

September 6th.—Mrs. Ann Wheeler, arm fractured; walked into side of engine.

October 28th.—Peter Fulham, fingers crushed; stealing a ride.

December 9th.—Peter H. Nordmork, found dead between tracks.

December 8th.—Patrick Donnelly, killed; found on east-bound track.

Paterson and Ramapo Railroad.

January 3d.—Thomas Kane, brakeman, two fingers crushed; caught between lumber and end of car.

January 7th.—Gennara Magrino, trackman, rib broken, body bruised; jumped from hand car.

January 19th.—William Pohlman, jumping on train; fatally injured, died same date.

February 4th.—Wesley Nash, struck by train; fatally injured, died shortly after.

February 8th.—Andrew Buess, jumping on moving train; face and hands bruised.

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February 27th.—J. M. Garrison, conductor, slight jar to cars caused him to fall into coach; fracture of clavicle.

March 20th.—George Ferenbach, struck by train; fatally injured, died March 22d.

March 25th.—John Donnelly, yard conductor, back and hip bruised; caught between platform and end of box car.

May 24th.—G. Carpentiere, trackman, struck by train; scalp wound.

June 18th.—Charles Frasier, engine foreman, knee sprained; stepped in small hole in ash pile.

June 21st.—C. Dross, switchman, ankle dislocated; stepped in hole in bottom of coal car.

June 26th.—Albert W. Osborne, struck by train; fatally injured, died same date.

July 15th.—William Best, struck by train; fatally injured, died same date.

September 18th.—Jos. Mosalie, wrist dislocated; struck by piece of iron which came through open car window.

September 30th.—J. H. Ackerman, killed; found alongside of track.

September 29th.—E. J. Dubois, brakeman, killed; train parted and two parts came together.

October 16th.—Paul Eamos, carpenter, killed; struck by train while standing on track.

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Greenwood Lake Railroad.

January 4th.—Walter Allen, wrist and elbow sprained; fell from bridge.

January 7th.—W. Monaghan, brakeman, elbow sprained alighting from train.

January 24th.—Mrs. Mary Tenney, leg bruised; lump of coal falling from engine tender.

February 6th.—W. C. Baker, struck by train; fatally injured, died shortly after.

February 13th.—Mrs. W. Seifert, struck by train; killed.

February 18th.—John Dunn, face cut and bruised; jumped from moving train.

March 1st.—John Pecott, laborer, struck by train; fatally injured, died shortly after.

March 2d.—William Stonebrick, struck by train; scalp wound, shoulder and back bruised.

March 4th.—William Huber, brakeman, shoulder sprained unloading freight.

March 25th.—Robert Hardy, brakeman, finger caught in door of freight car and crushed.

April 1st.—William Oese, brakeman, side and back bruised; fell from freight train.

April 5th.—J. F. Carpenter, brakeman, toe bruised while unloading freight.

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May 13th.—Frank S. Howes, struck by train; killed.

May 25th.—Mrs. G. J. Zeigler, hips, nose and arms bruised while alighting from train.

June 5th.—Joseph Higgins, foot crushed; fell under freight train while stealing a ride.

July 1st.—H. C. Dickinson, collision; leg bruised.

July 2d.—S. M. Styles, fell on coach steps; ankle, knee and fingers bruised.

July 8th.—C. A. Root, brakeman, fell against brake wheel of caboose; arm bruised.

July 9th.—Charles Van Dyne, fireman, derailment; shoulder bruised.

August 25th.—George Andrews, brakeman, head bruised while coupling air hose.

October 18th.—Francis Broadneck, leg cut; fell while boarding train.

October 9th.—Abram S. Guest, killed; struck by train while standing too close to track.

October 16th.—E. F. Boehmer, brakeman, finger bruised while coupling cars.

November 4th.—Herman T. Wolff, fatally injured; struck by engine standing too close to track.

November 6th.—C. B. Davis, brakeman, scalp wound; struck by bridge while riding car.

November 18th.—Charles McMillan, injured across hips; attempted to board train while in motion.

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November 20th.—William Burdenheimer, struck by train while walking on track.

December 26th.—W. S. Myers, brakeman, ankle sprained; fell from car.

Northern Railroad of New Jersey.

January 7th.—Mrs. Metle Swenson, stone thrown through coach window; cut on cheek.

January 26th.—John Meininger, struck by train; George Meininger, head cut and leg bruised.

February 4th.—H. C. Tamm, brakeman, foot bruised; caught between lumber on car and dog of brake.

April 22d.—J. Fawdington, brakeman, ankle sprained alighting from car.

June 14th.—David Van Dusen, nose and forehead bruised; jumping on train in motion.

July 19th.—Miss Nettie Davis, coach window fell on her hand bruising two fingers.

August 22d.—Max Wester, slipped and fell on platform, spraining ankle.

September 3d.—Mrs. Mary Dodson, struck while walking on track; slightly injured.

September 28th.—George Garland, body bruised; truck struck while backing up in front of locomotive.

November 2d.—Morton Phillips, laborer, killed while walking on tracks.

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November 16th.—Harold C. Young, hand crushed while stealing a ride.

December 5th.—W. A. Johnson, brakeman, hand contused while staking cars.

December 11th.—M. M. Cole, brakeman, slightly injured; fell from cars.

New Jersey and New York Railroad.

February 7th.—C. J. Blauvelt, brakeman, ankle sprained; fell while transferring freight.

February 9th.—Emile Dietze, struck by train; fatally injured, died February 15th; Walter Dietze, struck by train; cut and body bruised.

May 7th.—Charles Link, fell from train; back bruised.

June 19th.—Herman Boar, arm and face bruised; jumped from moving train.

July 19th.—J. H. Lyons, brakeman, knee cut and bruised; fell while running on freight car.

August 13th.—Mrs. Sarah Betts, killed while walking on track.

August 14th.—Leo Rauthfinger, trespasser; found alongside of track with head cut and toes cut off.

October 7th.—W. W. Holbrook, fireman, back bruised; fell against fire-box door of engine.

October 28th.—John Farina, found on track; not known how he was injured.

December 16th.—William Sundborgh, found on track; not known how he was injured; extent of injury unknown.

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Watchung Railroad.

January 25th.—W. M. Gonley, struck by train; back bruised.

February 1st.—Edward Turner, laborer, struck by train; killed.

September 15th.—Bruno Lindemeyer, struck while attempting to cross tracks; body bruised.

Caldwell Branch.

October 24th.—James Best, face and head bruised; fell while alighting from train.

Arlington Railroad.

Nothing to report.

Bergen and Dundee Railroad.

Nothing to report.

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FERRO MONTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1901:

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 1901, and how paid—None.	

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

RECEIPTS AND EXPENSES FOR 1901.

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.

REMARKS.

Road was not operated in 1901 because all the mines along the road were idle.

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

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State of New Jersey, Morris County, *ss.*—Alfred Mills, being duly sworn, on his oath says, that he is President of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

ALFRED MILLS.

Sworn and subscribed before me this 9th day of January, A. D. 1902.

ALFRED ELMER MILLS,
Notary Public of New Jersey.

State of New Jersey, Morris county, *ss.*—Frederick A. Canfield, being duly sworn, on his oath says, that he is General Manager of the said Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

FRED'K A. CANFIELD,
General Manager.

Sworn and subscribed before me this 8th day of January, A. D. 1902.

D. R. HUMMER,
Notary Public of N. J.

ACCIDENTS.

None.

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THE 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, 1901:

Capital stock paid in,.....	$650,000 00
Cost of road and equipments,.....	$650,000 00

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

The 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 (22.47) 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, and is annexed hereto.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-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.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$295,600 00
Bonded debt,	498,600 00
Floating debt,	16,954 31
Cost of road and equipments,	$807,726 31

The road extends from Freehold, N. J., to Sea Girt, N. J., a distance of 27.54 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

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

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

SAM'L REA.

Sworn and subscribed before me this 31st day of January, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$108,083 12
Income from freight,	56,757 40
Income from other sources,	10,244 40
Total,	$175,084 92
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$146,978 98

Dividends paid during the year 1901, and how paid—None.

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

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GREENVILLE AND HUDSON RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Greenville and Hudson Railway Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$400,000 00
Bonded debt,	350,000 00
Floating debt,	416,677 78
Cost of road and equipments,	$1,166,677 78

The road extends from a point on the Lehigh Valley Terminal Railway near Brown Place, Greenville, 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 now completed and operated by the Easton and Amboy Railroad Company.

It is leased to the Lehigh Valley Terminal Railway Company at an annual rental of cost of maintenance of way, all expenses, including taxes, interest on bonds, and the yearly sum of twenty-four thousand dollars, equivalent to six per cent. dividend on the capital stock of this company. The construction work on this road is not yet completed.

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

State of Pennsylvania, Philadelphia County, *ss.*—Alfred Walton, being duly sworn, on his oath says, that he is President of the Greenville and Hudson Railway Company, and that the

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

ALFRED WALTON.

Sworn and subscribed before me this 19th day of February, A. D. 1902.

EDWARD Y. HARTSHORNE,
A Foreign Commissioner of Deeds.

RECEIPTS AND EXPENSES FOR 1901.

Included in report of the Easton and Amboy Railroad Company.
Dividends paid during the year 1901, and how paid—None.

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

ACCIDENTS.

Included in report of the Easton and Amboy Railroad Company.

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HACKENSACK AND LODI RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hackensack and Lodi Railroad Company presents the following report for the year ending December 31st, 1901:

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

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

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of all taxes and operating expenses. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

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

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

E. B. THOMAS.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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

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HIBERNIA MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1901:

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 D., L. and W. and Dover and Rockaway Junction, a distance of five and one-half miles, and about one mile sidings.

It is leased to the Central Railroad Company of New Jersey at an annual rental of six per cent. on its capital stock.

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

State of New Jersey, Morris County, *ss.*—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.

Sworn and subscribed before me this seventh day of January, A. D. 1902.

D. R. HUMMER,
Notary Public of N. J.

P. O. address of this company—Dover, N. J.

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HIBERNIA UNDERGROUND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock pa'd in,.....	$100,000 00

Dividends paid during the year 1901, and how paid—None.

The road extends from Hibernia into Hibernia mountain, a distance of 1.031 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from freight,.....	$1,063 00
Total,.....	$1,063 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,540 00

State of New Jersey, Morris County, *ss.*—D. R. Hummer, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Hibernia Underground Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

D. R. HUMMER.

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Sworn and subscribed before me this 13th day of March, A. D. 1902.

WILLIAM OTTO,
Notary Public.

ACCIDENTS.

None.

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HOBOKEN RAILROAD WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Hoboken Railroad Warehouse and Steamship Connecting Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$238,000 00
Bonded debt—None.	
Floating debt,	99,237 02
Cost of road and equipments,	$330,148 24

Dividends paid during the year 1901, and how paid—None.

The road extends from Hoboken to Weehawken, a distance of two miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers—None.	
Income from freight,	$58,226 80
Income from other sources—None.	
Total,	$58,226 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$52,899 90

P. O. address of this company—Foot of Fifth street, Hoboken, N. J.

State of New Jersey, Hudson County, *ss.*—Palmer Campbell, being duly sworn, on his oath says, that he is President of the

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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 1901 are correct and true, to the best of his knowledge and belief.

PALMER CAMPBELL.

Sworn and subscribed before me this 7th day of March, A. D. 1902.

J. W. RUFUS BESSON,
Master in Chancery of New Jersey.

ACCIDENTS.

April 12th—About 11:30 A. M. old man, named John Kelly, was killed while on right of way of this road. Locomotive ran over him.

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HOPATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$10,000 00
Cost of road and equipments,.....	$17,485 25

The road extends from junction with Morris and Essex near Hopatcong station, a distance of .89 mile, to near powder works.

It is controlled by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of operations is included in report made by the latter company.

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

W. H. TRUESDALE.

Sworn and subscribed before me this 4th day of February, A. D. 1902.

LUDWIG R. MILLER,
Notary Public, appointed for Kings County.

Dividends paid during the year 1901, and how paid—None.

P. O. address of this company—26 Exchange place, New York City.

ACCIDENTS.

None.

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HUDSON AND COMMUNIPAW RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson and Communipaw Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock authorized by certificate,	$50,000 00
Capital stock paid in,	2,000 00
Floating debt,	56 06

Dividends paid during the year 1901, and how paid—None.

The road as located will be one mile in length in Jersey City, no part of which is yet constructed.

RECEIPTS AND EXPENSES FOR 1901.

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

REMARKS.

Proceedings to condemn a part of the right of way were commenced, which have been certioraried to Supreme Court without determination as yet.

P. O. address of the above company—Jersey City, N. J., or 143 Liberty street, New York City.

State of New York, New York City and County, *ss.*—John L. Conover, being duly sworn, on his oath says, that he is Treasurer

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of the Hudson and Communipaw Railroad Company, and that the foregoing statement for the year 1901 is correct and true, to the best of his knowledge and belief.

JOHN L. CONOVER.

Sworn and subscribed before me this 15th day of March, A. D. 1902.

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

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JERSEY CITY AND BAYONNE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1901:

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 5 miles.

RECEIPTS AND EXPENSES FOR 1901.

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

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—William H. Newman, being duly sworn, on his oath says, that he is President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

W. H. NEWMAN.

Sworn and subscribed before me this 11th day of February, A. D. 1902.

ALBERT B. QUENCER,
Notary Public (No. 4), New York County, N. Y.

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JERSEY CITY BELT LINE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City Belt Line Railway Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$12,000 00
Floating debt, ...	41,401 76
Cost of road and equipments,.....	$53,401 76

Dividends paid during the year 1901, 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 Pennsylvania, Philadelphia County, *ss.*—John Hood, being duly sworn, on his oath says, that he is President of the Jersey City Belt Line Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this 20th day of February, A. D. 1902.

EDWARD Y. HARTSHORNE,
A Foreign Commissioner of Deeds
For New Jersey in Pennsylvania.

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LAFAYETTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$61,800 00
Floating debt, ...	65 15
Cost of road and equipments,.....	$61,865 15

The road extends from Lafayette to Griffing Iron Works, a distance of .55 mile.

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

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Lafayette Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

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P. O. address of this company—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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LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railway Company, also operating the South Easton and Phillipsburg Railroad Company, presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$1,100,000 00
Bonded debt,	1,379,797 62
Cost of road and equipments,	$2,569,790 73

Dividends paid during the year 1901, 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 1901, IN NEW JERSEY.

Income from passengers,	$10,182 46
Income from freight,	274,461 26
Income from other sources,	5,731 99
Total,	$290,375 71
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$173,510 12

REMARKS.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of 63.20 miles, with trackage rights over the Pennsylvania Railroad tracks, Belvidere, N. J., to Phillipsburg, N. J.,

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about fourteen miles. This report covers the proportions in New Jersey only, also the receipts 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 Company is,.....	$75,000 00
Bonded debt—None.	
Floating debt, ...	69,581 70
Representing the cost of road,.....	$144,581 70

P. O. address of this company—Warwick, Orange county, N. Y.

State of New York, Orange 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 1901 are correct and true, to the best of his knowledge and belief.

LEWIS A. RILEY.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

JOHN W. SANFORD,
Notary Public.

ACCIDENTS.

January 24th.—M. Morgan, brakeman, injured by jumping from car at Franklin Junction, N. J.

January 24th.—J. Cole, brakeman, injured by jumping from car at Franklin Junction, N. J.

September 23d.—F. H. Ziebach, route agent Wells-Fargo Company Express, injured by falling from express car at Vernon, 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, 1901:

Capital stock, issued under re-organization,.....	$750,000 00
Bonded debt, ...	731,000 00
Floating debt, ...	80,750 00
Cost of road and equipments,.....	$1,561,750 00

The road extends from Columbia, N. J., to Hamesburg Junction; from Swartswood Junction, N. J., to Liberty Corners, a distance of 23.90 miles.

State of Pennsylvania, Northampton County, *ss.*—F. S. Fowler, being duly sworn, on his oath says, that he is Treasurer of the Lehigh and New England Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. S. FOWLER.

Sworn and subscribed before me this eighth day of April, A. D. 1902.

S. BRUCE CHASE,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$3,982 95
Income from freight,	37,190 88
Income from other sources,	2,720 38
Total,	$43,894 21

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $39,280 76

Dividends paid during the year 1901, and how paid—None.

P. O. address of this company—Pen Argyl, Pa.

ACCIDENTS.

None.

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LEHIGH VALLEY TERMINAL RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh Valley Terminal Railway Company presents the following report for the year ending December 31st, 1901:

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,	$12,897,974 59

The road extends from Jersey City, N. J., to South Plainfield, N. J., a distance of 22.82 miles.

It is leased to the Easton and Amboy Railroad Company at an annual rental of cost of maintenance of way, all expenses, including taxes, interest on bonds and other expenses connected with the corporation.

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

State of Pennsylvania, Philadelphia County, *ss.*—Alfred Walter, being duly sworn, on his oath says, that he is 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.

ALFRED WALTER.

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Sworn and subscribed before me this 19th day of February, A. D. 1902.

EDWARD Y. HARTSHORNE,
A Foreign Commissioner of Deeds
For New Jersey in Pennsylvania.

RECEIPTS AND EXPENSES FOR 1901.

Included in report of Easton and Amboy Railroad Company.

Dividends paid during the year 1901, and how paid—None.

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

ACCIDENTS.

Included in report of the Easton and Amboy Railroad Company.

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LODI BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1901:

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-fourth miles.

It is leased to the New York, Susquehanna and Western Railroad Company.

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

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

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

E. B. THOMAS.

Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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

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LONG DOCK COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Long Dock Company, presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,177,272 87

The road extends from a point 210 feet north of the center line of 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 $48,000 and taxes, including, also, all other property of the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

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

State of New York, New York County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that is President of the Long Dock Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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

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MACOPIN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Macopin Railroad Company presents the following report for the year ending December 31st, 1901:

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

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

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

E. B. THOMAS.

Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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

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MANAHAWKIN AND LONG BEACH TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Manahawkin and Long Beach Transportation Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$8,900 00

Bonded debt—None.
Floating debt—None.

The road extends from Barnegat City Junction to Barnegat City, a distance of 8.71 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,.....	$3,599 07
Income from freight,.....	2,289 96
Income from other sources,.....	1,695 01
Total,.....	$7,584 04
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$7,478 87

P. O. address of this company—Harvey Cedars.

State of Pennsylvania, Philadelphia County, *ss.*—J. K. Shoemaker, 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 1901 are correct and true, to the best of his knowledge and belief.

J. K. SHOEMAKER.

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Sworn and subscribed before me this 6th day of February, A. D. 1902.

WINFIELD S. WALKER,
Notary Public.

ACCIDENTS.

None.

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MANUFACTURERS EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers Extension Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$53,700 00
Cost of road and equipments,.....	$51,258 93

The road extends from Albert street 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, and is annexed hereto.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Manufacturers Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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MIDDLE BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Brook Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$4,000 00
Floating debt, ...	13,761 60
Cost of road and equipments,.....	$17,761 60

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, and is annexed hereto.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Middle Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

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P. O. address of this company—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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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 the year ending December 31st, 1901:

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 1901, and how paid—None.

The road extends from a point on a side track of E. & A. R. R., about opposite center 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 mile.

REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company.

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 is President of the Middlesex Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this 20th day of February, A. D. 1902.

EDWARD Y. HARTSHORNE,
A Foreign Commissioner of Deeds
For New Jersey in Pennsylvania.

ACCIDENTS.

Included in report of the Easton and Amboy Railroad Company.

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MIDDLE VALLEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middle Valley Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$9,900 00
Floating debt,	39 09
Cost of road and equipments,	$9,939 09

The road extends from Middle Valley to Quarry, a distance of 1.38 miles.

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

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Middle Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$95,750 00
Bonded debt—None.	
Floating debt,	125,498 37
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 thirty days' notice. Rental, net earnings.

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

State of New Jersey, Hudson County, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says, that he is 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 31st day of January, A. D. 1902.

H. C. Ross,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$4,049 73
Income from freight,	2,118 35
Income from other sources,	818 08
Total,	$6,986 16

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$14,419 34

Dividends paid during the year 1901, and how paid—None.

P. O. address of this company—26 Exchange place, Jersey City, N. J.

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MORRIS COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris County Railroad Company presents the following report for the year ending December 31st, 1901:

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 1901, and how paid—None.

The road extends from Morris County Junction to Charlotteburg, N. J., a distance of 18½ miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$635 17
Income from freight,	35,606 03
Total,	$36,241 20
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$35,386 40

REMARKS.

Receipts of Hibernia Branch Railroad are included in the receipts of the Morris County Railroad Company, and the expenses of the Hibernia Branch are paid by the Morris County Railroad Company.

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State of New Jersey, Morris County, *ss.*—Edward Kelly, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY.

Sworn and subscribed before me this 24th day of March, A. D. 1902.

AUG. MUNSON,
Notary Public.

ACCIDENTS.

None.

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MORRIS AND ESSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$15,000,000 00
Bonded debt,	25,625,000 00
Cost of road and equipments,	$39,613,507 67

The road extends from Hoboken to Phillipsburg, with Boonton branch additional, a distance of 119.70 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, and is annexed hereto.

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

W. H. TRUESDALE.

Sworn and subscribed before me this 4th day of February, A. D. 1902.

LUDWIG R. MILLER,
Notary Public, appointed from Kings County.

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RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$2,345,565 90
Income from freight,	3,408,686 08
Income from other sources,	528,450 68
Total,	$6,282,702 66

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$4,468,925 24
Dividends paid during the year 1901, and how paid—$1,050,000 directly to stockholders by lessee.	

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

ACCIDENTS.

January 1st.—Edith Goodwin, infant passenger, sustained slight bruises while being carried by its mother, who was stepping from a train.

January 3d.—Jeremiah O'Neil, brakeman, right thumb taken off and forearm badly bruised; coupling cars.

January 5th.—Hopkins Williams, brakeman, fell from moving freight car; fatally injured.

January 9th.—Walter S. Smith, laborer, had ankle fractured while removing freight from car.

January 10th.—William S. Sickles, laborer, index finger broken on left hand while laying down bar of iron.

January 12th.—Edwin Corning, passenger, scalp wound; stepped off train before it stopped.

January 13th.—C. H. Miller, fireman, left train to get drink of water and struck by train on opposite track, instantly killed.

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January 19th.—John J. McPeak, fireman, fell from engine and dislocated arm.

January 21st.—Patrick McCormack, section foreman, run over and killed.

January 26th.—Cazose, Jacob, laborer, while unloading sheet-iron allowed plate to drop, breaking his ankle.

January 26th.—Peter Manning, brakeman, fell from top of freight car; sustained cuts and bruises about the head and face and sprain of one wrist.

January 28th.—Robert Williamson, adjusting circular saw, cut off two fingers.

January 28th.—John Johansen, machinist, fell from standing engine; fractured nose.

January 30th.—John Binane, car repairer, was repairing coupler when it fell to the ground, breaking his leg.

February 1st.—Michael Stelley, brakeman, had ankle badly bruised while removing wheels.

February 2d.—George Lavar, laborer, fell from coal car; sprained left ankle and wrist.

February 4th.—John Donlin, brakeman, while opening switch, had right hand cut severely.

February 4th.—H. L. Miller, fireman, stepped off tank and fell; sprained shoulder.

February 5th.—Martin Carlson, car repairer, arm and back sprained by falling from car.

February 6th.—Richard O'Brien, brakeman, had one toe taken off; walked in front of moving engine.

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February 7th.—A. D. Shaylor, conductor, slipped on ice while leaving car; sprained his ankle.

February 8th.—John Vogt, fireman, right arm and side scalded; clamp of pump broke.

February 10th.—George J. Janier fell from moving freight train and sustained bad scalp wound.

February 11th.—Edward G. Ike, brakeman, freight car was derailed; sustained sprain of ankle.

February 12th.—J. T. Horn, yardmaster, severe scalp wound and internal injuries; stepped backward and fell from bridge.

February 20th.—Thomas S. Bird, carpenter, thumb and first finger cut off while planing a board in mill.

February 20th.—P. J. Hayes, conductor, fell from train; fatally injured.

February 24th.—William Meyers, trespasser, scalp wound and left hand badly crushed; was walking on track and struck by train.

February 26th.—William O'Mally, brakeman, while running to get off engine, slipped and fell to ground; sprained back and right ankle.

March 5th.—Charles Kinney, trespasser, fell while trying to get off freight train; left leg taken off, left hand and head badly cut.

March 6th.—George A. Chase, wireman, both ankles sprained; was hanging wire across track and engine took up slack, pulling him from pole.

March 11th.—Henry Korbel, car inspector, caught between hoppers and ladder; badly bruised about hips and chest.

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March 11th.—Joseph Deehan, car handler, right arm broken; missed his footing while mounting car.

March 12th.—Luke Riley, repairman, laceration of calf; ran track velocipede over torpedo, exploding same.

March 22d.—Mrs. McGrath, trespasser, one foot off, one hand off and the fingers of other hand taken off, scalp wounds; ran in front of approaching train.

March 23d.—Frank Calager, laborer, ankle broken while handling rails.

March 23d.—John Lewis, conductor, killed; stepped between cars while train being made up.

March 25th.—Peter C. Hoffman, rib fractured and contusion of side; fell while getting off box-car.

March 25th.—Joseph Burnish, track laborer, lacerated thigh; torpedo exploded when train passed over it.

March 26th.—Daniel J. Rice, yardman, fatally injured; struck by car being drilled in yard.

March 26th.—George Fleckenstein, trespasser, killed while walking track.

March 26th.—Frank Maring, trackman, knee bruised; slipped from stirrup while getting on car.

March 27th.—Luther Dungon, trespasser, leg badly bruised while riding on car; caught between lumber and side of car.

March 28th.—Robert Neilson, passenger, knee bruised; stumbled on station platform.

March 28th.—Michael Dowling, laborer, fatally injured; struck by derrick handle.

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March 29th.—H. Rounsaville, trackman, one rib broken; fell from car to ground.

April 4th.—Patrick Maloney, laborer, four fingers crushed while handling bar of iron.

April 5th.—William J. Lynch, brakeman, finger crushed; lumber on car shifted.

April 6th.—Henry Burden, brakeman, wrist broken; fell from top of car.

April 8th.—Ira Perry, bridge builder, fatally injured; fell from bridge.

April 9th.—Robert Ferrier, bridge builder, fatally injured; fell from bridge.

April 9th.—Frank Fellwork, bridge builder, punctured wound of thigh; ran large splinter in thigh while going to assistance of fellow employe on bridge.

April 11th.—Mrs. Anna Houlahan, killed; walking around gates and in front of train at crossing.

April 14th.—Michael Marthendy, track laborer, ankle badly bruised while handling rails.

April 14th.—William E. O'Neil, brakeman, right ankle sprained while alighting from gondola.

April 17th.—Patrick Whalen, section laborer, killed; stepped from one train in front of another.

April 19th.—William Genung, engineer, scalp wound and cut over right eye; was running out of cab and struck bridge.

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April 21st.—Charles Lyone, laborer, killed; supposed to have been struck by train.

April 23d.—Fred Blanchard, section laborer, found dead near track; supposed to have been struck by train.

April 24th.—John Roll, drillman, right foot bruised while coupling cars.

April 27th.—Charles Lutz, signal repairman, finger badly lacerated; switch was moved from tower while he was repairing same.

April 27th.—John Conlan, conductor, face lacerated, nose broken; piece of iron flew from train.

May 1st.—George Rich, laborer, left toe crushed while moving barrel, which rolled on foot.

May 2d.—Frederick W. Jaqui, passenger, scalp wound, concussion, etc. Passenger train took siding instead of main track.

May 2d.—Stephen Mayer, carpenter, side bruised; cars backed into car he was working on.

May 4th.—William Jackson, conductor, left foot badly bruised; caught between buffers of cars.

May 4th.—George A. Albeck, brakeman, back sprained; fell from car.

May 4th.—J. D. Brosa, stumbled on passenger station and bruised nose.

May 8th.—Miller, Frank, trespasser, killed; fell between cars while stealing ride.

May 9th.—Mrs. Frankie, trespasser, several scalp wounds; struck by train while walking track.

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May 9th.—Andrew Wilson, fireman, hip and leg bruised; engine jumped track in yard.

May 9th.—Peter Rich, track laborer, right leg badly bruised while placing a signal foundation.

May 14th.—James Kernan, laborer, foot bruised while unloading freight.

May 21st.—Ernest Klingel, knee bruised and general shock; driving across tracks and struck by train.

May 21st.—Edward Earl, watchman, killed; fell from moving freight train.

May 22d.—George Search, brakeman, injury to breast bone while closing door of box-car.

May 23d.—A. Mecca, both legs badly cut and bruised; riding bicycle along track.

May 23d.—Mrs. Sappia, killed; passed under gates and struck by train.

May 24th.—John P. Kissner, baggageman, numerous cuts about body and hands; loading bottled milk lost balance and box fell upon him.

May 25th.—John Flath, blacksmith helper, fracture of left forearm; jumped from moving passenger train.

May 27th.—Robert Burynes, signal fitter, laceration of foot; adz slipped while cutting timber.

June 1st.—Julius Kirsch, laborer, back injured; fell while coming down gang-plank.

June 5th.—James Perry, laborer, toe broken; bundle of splice bars fell on his foot.

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June 6th.—Mrs. Tilly Oschrin, passenger, internal injuries; fell on platform of car.

June 7th.—H. A. Belton, fireman, foot scalded; stepped in hole full of hot water.

June 8th.—Frank Wolf, laborer, shoulder broken; car door fell in.

June 8th.—Mitchell Lyman, right leg broken; shoe caught in stirrup and he fell from moving car.

June 10th.—Robert Locke, fireman, right hand badly bruised cleaning fire.

June 11th.—August Fraisher, shoulder bruised and face cut; struck by overhead bridge.

June 12th.—Jacob M. Hurdman, brakeman, two ribs fractured and contusion of right side of body; car derailed and he was thrown off.

June 14th.—Grace Haskins, contusion of face, laceration of chin, right knee bruised; jumped off moving train.

June 20th.—Joseph Jordan, laborer, killed; went between cars while train was being made up; cars came together and he was squeezed.

June 22d.—John Murphy, arm bruised driving across tracks; struck gate arm.

June 24th.—Charles Hecht, car repairer, finger crushed; helper struck finger with sledge-hammer.

June 26th.—Jacob Kennedy, brakeman, leg broken; slipped from step of engine.

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June 27th.—Thomas McIntyre, painter, leg broken; fell from plank.

June 29th.—Charles D. Case, conductor, severe laceration of leg; caught between cars while coupling.

July 2d.—Hugh O'Connor, passenger, two teeth knocked out; engine hit bumper.

July 2d.—Charles Franklin, right leg bruised; engine hit bumper.

July 3d.—Jacob Fript, car repairer, killed; fell from car while unloading poles.

July 3d.—Ralph Schwartz, car repairer, shoulder bruised; fell from car while unloading poles.

July 10th.—William W. Moore, conductor, scalp wounds; wheel of side door fell on his head.

July 14th.—Nelson W. Bowdish, brakeman, scalp wound; struck by overhead bridge.

July 16th.—William Van Buskirk, passenger, arms and legs cut; passenger train co ded with coal train.

July 16th.—George Saunders, back bruised; passenger train collided with freight train.

July 16th.—Charles Tillotson, passenger, wrist sprained; passenger train collided with freight train.

July 16th.—A. P. Laubach, passenger, shoulder bruised; general contusions; passenger train collided with coal train.

July 16th.—Clarence Gonzalez, passenger, two ribs broken; passenger train collided with coal train.

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July 16th.—Beatrice Kayhart, passenger, shoulder sprained; passenger train collided with coal train.

July 16th.—Henry Draney, fireman, wrist sprained; fell from tank of engine.

July 18th.—William Pendey, killed; stepped off one engine in front of another.

July 18th.—Frank Vidulich, arm bruised while handling freight.

July 19th.—Unknown man found dead near tracks.

July 22d.—Frank Gannon, brakeman, lacerated wound of leg; fell from box-car.

July 22d.—Edward Smith, brakeman, nose broken, laceration of face; jumped off moving train.

July 24th.—Michael Shelly, trackman, lost left eye; piece broke off chisel while cutting rail.

July 25th.—Robert Morrison, age 7, had ankle bruised and cut while playing around turn-table.

July 27th.—Fred Dahnke, left ankle sprained; train ran into open switch.

July 27th.—Charles Hartman, contusion of cheek; engine took switch and collided with another train.

July 30th.—James Coffey, brakeman, right hand and arm bruised while coupling.

July 31st.—Frank Merrell, passenger, synovitis knee; fell on car platform.

August 5th.—Henry Taylor, brakeman, left foot off; struck by train.

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August 5th.—Leslie Morris, fireman, contusion of face and elbows, abrasions of both legs; collision of engine and work train.

August 5th.—John H. Webber, fireman, back sprained; fell from tank while taking water.

August 10th.—Samuel Fine, drillman, dislocation of shoulder; fell from car.

August 10th.—Veliddick Zebrusek, trackman, killed, struck by passenger train.

August 10th.—John Glynn, car repairer, both wrists broken; wrench slipped and he fell of car.

August 15th.—Stephen Schlapak, carpenter hand bruised, one finger taken off; piled timbers too high on hand-car and caught hand when pushing handle down.

August 15th.—Israel Goldfab, car repairer, one rib broken; putting truss rod in place and it sprung back.

August 18th.—Harry Peterson, car repairer, foot and ankle bruised; foot caught between rail and plank, and car pushed against him.

August 24th.—Jesse Bennett, laborer, right foot bruised; pushing hand-car, caught his foot in rail.

August 25th.—John Miller, laborer, right leg broken; was throwing a plank and it fell on his leg.

August 27th.—P. Conroy, car repairer, killed; walked on track toward engine.

August 27th.—L. B. Banfield, car repairer, left eye cut; was working under car, and chisel dropped on his eye.

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August 28th.—Anton Lenk, car repairer, back and side bruised; fell from car while making repairs.

August 28th.—George Demondogus, laborer, laceration of two fingers; injured while handling lumber.

August 29th.—George Rapp, fireman, back and shoulder badly sprained; fell from tank while taking water.

August 29th.—Joseph LaRuke, track laborer, numerous scalp wounds; was on hand-car and another man jostled him and pushed him off.

August 29th.—W. W. Rickley, carpenter, wrist badly cut; was using drawing knife on plank when it slipped.

August 29th.— —— Hursh, finger broken; tie fell upon it.

August 30th.—George A. Clark, brakeman, right arm and shoulder bruised; riding on engine and struck switch stand.

September 1st.—William Alexander, trespasser, killed; walking on track, struck by train.

September 1st.—William Hall, engineer, stumbled on track and bruised chest.

September 2d.—Patrick Toban, trespasser, killed; walking on track, struck by train.

September 3d.—Frank Menlin, brakeman, right hip bruised; fell boarding moving train.

September 7th.—Charles J. Mellin, abrasion of leg from ankle to knee; steped through hole in bridge.

September 11th.—Jacob Braitsch, bridge builder, right arm broken; lost balance, fell through trestle.

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September 12th.—John Frank, track laborer, leg bruised; stone rolled off plank while being put in car.

September 12th.—M. W. Chalmers, carpenter, thumb dislocated while handling timber.

September 12th.—Sidney H. Cole, bridge builder, contusion over spine; gin pole fell on him.

September 14th.—John W. Reeves, brakeman, right leg bruised; fell from freight car.

September 16th.—John Moffatt, shoulder bruised; was driving under gates while same were being lowered.

September 18th.—Asund Daupish, track laborer, right ankle sprained; fell boarding moving car.

September 23d.—Joseph Haltman, laborer, right leg broken; plank slid from car while unloading.

September 24th.—Charles Sturtevant, laborer, foot bruised; bar of iron fell on him.

October 1st.—Stephen S. Bogart killed; lying upon track, struck by train.

October 3d.—Sadie Harris, passenger, general shake-up; fell on platform of car.

October 4th.—William Kanouse, fireman, ankle sprained; fell off engine.

October 7th.—William Scally, brakeman, killed; fell from back of train to ground.

October 8th.—Charles D. Case, brakeman, scalp wounds and sprain of left ankle; fell from top of freight car.

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October 8th.—Thomas Olsen, laborer, leg sprained while handling timber.

October 9th.—Thomas Mulville, laborer, bruise of left knee; slipped while carrying ladder.

October 15th.—Charles O'Mally, brakeman, ankle bruised; car replacer flew up against his leg.

October 16th.—W. C. Seal, fireman, left eye out; caught on poker hook.

October 16th.—William J. Taylor, back and shoulders sprained; fell from box-car.

October 16th.—George Eschenbach, car repairer, finger crushed; struck finger with sledge.

October 17th.—Thomas Hynes, bruises about stomach; lost balance and fell from box-car.

October 19th.—James Nolan, car cleaner, wrist broken; stood on railing to clean car and fell.

October 19th.—James Otis, wound of foot; adz glanced off finger.

October 20th.—Frank Canfield, carpenter, toe broken; piece of timber fell on foot.

October 21st.—Alfred Banghart, slight fracture of skull; axe rebounded from timber and struck forehead.

October 22d.—Harry Forrester, brakeman, internal injuries; fell from car.

October 22d.—Antonio De Caro, laborer, fatally injured; jumped off moving car and fell under wheels.

October 24th.—John J. Sipple, brakeman, knee-cap bruised; slipped and fell against platform.

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October 26th.—James Dellotorre, track laborer, killed; crossed track in front of engine.

October 29th.—Edward Langan, fireman, scalp wound, arm broken; fell from fire-box to ground.

November 1st.—George A. Clark, two teeth out, cut about the mouth, fell from back of car.

November 3d.—Maggie E. Fitcher, passenger, bruise of knee; slipped while alighting from car.

November 4th.—Michael Galvin, driving across tracks in front of engine.

November 6th.—John Peters, engineer, foot badly bruised, contusions of face; passenger train collided with drill engine.

November 6th.—J. Maloney, fireman, cuts and bruises about face and limbs.

November 6th.—E. Howell, conductor, left ankle sprained and bruised about head.

November 6th.—J. W. Cole, fireman, scalp wound and contusion of right side.

November 6th.—S. T. Cozens, passenger, fracture of nose.

November 6th.—William O'Boyle, passenger, severe contusion over ribs.

November 6th.—Arthur Hewitt, passenger, general shock.

November 6th.—Miss J. E. Otto, general shock.

November 6th.—Miss Keith, bruises about the body.

November 6th.—Mrs. Morris Pear, right ankle sprained.

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November 6th.—Emma M. Macklay, nervous shock.

November 6th.—Mrs. W. G. Cullen, passenger, sprain of right knee; fell alighting from train.

November 7th.—Dennis Regan, scalp wounds and bruises of back; car door fell off.

November 9th.—W. H. Wilcox, passenger, foot crushed, toes amputated; alighting from one train and stepped in front of another.

November 9th.—George Booth, brakeman, contusion of left side; taking up slack of train and thrown in caboose.

November 10th.—H. Hotchkiss, engineer, chest bruised; fell from engine.

November 11th.—Andrew Reed, track laborer, shoulder bruised; struck with crow-bar.

November 19th.—Jacob Smith, track laborer, two toes broken; was pushing hand-car, fell, and car run over his foot.

November 21st.—Abraham Nixon, brakeman, finger crushed while uncoupling.

November 23d.—John Murray, brakeman, hips bruised; caught between car and platform.

November 24th.—John Skillman, engineer, several scalp wounds, shoulder dislocated and contusions about body; collision of passenger train.

November 24th.—John Dugan, fireman, leg bruised.

November 24th.—George W. Brown, conductor, arm broken.

November 24th.—J. Clinton, passenger, leg bruised, general contusions.

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November 24th.—S. H. Stein, passenger, nose bruised.

November 24th.—J. H. Hull, passenger, hand sprained and general shock.

November 24th.—W. W. Watson, passenger, arm bruised, general shock.

November 24th.—E. D. Ostrom, passenger, two ribs broken.

November 24th.—Halsey Kane, passenger, contusions of body.

November 24th.—Mrs. Weir, passenger, nervous shock.

November 24th.—Miles Lowery, passenger, nervous shock.

November 24th.—Michael Giaguinto, passenger, nervous shock, abdominal contusion.

November 24th.—Abraham Kaufman, passenger, shock.

November 25th.—Joseph Galvin, trespasser, foot off; stealing ride, slipped and fell from train.

November 26th.—James Daahan, car repairer, scalp wounds, forehead and nose cut and bruised; jack was set on block and rolled over.

November 30th.—Michael Tater, track laborer, fracture of humerus; derrick pole fell.

December 3d.—George Todd, drillman, finger taken off; coal chute fell and caught his finger.

December 4th.—Mrs. Francisco, scalp wounds; passed under gates in front of engine.

December 8th.—Michael Galvin, conductor, both legs badly squeezed; caught between car and engine while coupling.

December 8th.—William Ackerson, boy, leg broken; playing around hand-car and it passed over his leg.

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December 9th.—Anton Carman, laborer, left leg sprained; slipped from car.

December 10th.—Mrs. Elizabeth Carmen, passenger, contusion of face; fell alighting from train.

December 11th.—Thomas Monzi, laborer, contusion of right knee; while pushing hand-car fell into coal chute.

December 11th.—Unknown man, killed; struck by engine in yard.

December 13th.—Linn Washer, brakeman, left foot bruised, one bone broken, ear lacerated; collision of trains.

December 13th.—Thomas Hynes, brakeman, bruise of right arm and knee, contusion of head; fell from box-car.

December 15th.—Harry J. Carty, sprain of muscles of back; ran into gates, which were down.

December 19th.—William Rathgber, brakeman, left ankle sprained; fell from engine.

December 19th.—Lewis Reppuchi, shopman, foot crushed; wheel of press slipped and fell on his foot.

December 23d.—H. Hicks, trespasser, scalp wound; tried to board moving train.

December 23d.—Joseph Kyle, conductor, ankle sprained while shifting barrel.

December 23d.—Alonzo Hedden, carpenter, severe scalp wound; piece of board flew from scaffold.

December 30th.—Frank Rosae, contusion over seventh, eighth and ninth ribs; fell in coal-box.

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MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company, presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$221,000 00
Floating debt,	56,674 58
Cost of road and equipments,	$277,674 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 the Morris and Essex Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

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

State of New York, New York County, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this 4th day of February, A. D. 1902.

LUDWIG R. MILLER,
Notary Public, appointed from Kings County.

Dividends paid during the year 1901, and how paid—$8,840 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.

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MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1901:

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 the organization. Bonded debt, $75,000 assumed at maturity by the lessee, and interest ceased.

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

State of Pennsylvania, Philadelphia City and County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President pro tem. 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.

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Sworn and subscribed before me this 31st day of January, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$1,191 81
Income from freight,	3,847 17
Income from other sources,	257 39
Total,	$5,296 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$9,706 09

Dividends paid during the year 1901, and how paid—Two of three per cent. on $45,050 of stock, payable in cash.

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

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MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in, ... $160,000 00
Bonded debt—None.
Floating debt—None.

Dividends paid during the year 1901, and how paid—Five per cent., $8,000, in cash.

The road extends from Port Oram to Mt. Hope, N. J., a distance of four miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers—None.
Income from freight,..... $27,935 08
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $10,370 52

REMARKS.

The expenditures shown above do not include expenditures for permanent improvements, which amounted to $2,756.67.

P. O. address of the above company—Catasauqua, Pa.

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State of Pennsylvania, Lehigh County, *ss.*—Leonard Peckitt, being duly sworn, on his oath says, that he is Vice-President of the Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

LEONARD PECKITT.

Sworn and subscribed before me this 1st day of February, A. D. 1902.

A. N. ULRICH,
Justice of the Peace.

ACCIDENTS.

None.

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NATIONAL DOCKS RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$3,854,000 00
Cost of road and equipments,	$3,946,647 26

Dividends paid during the year 1901, and how paid—$154,160, paid in cash.

The road extends from Point of Rocks, Jersey City, to Constable Hook, Bayonne, N. J., a distance of 9.31 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$307 60
Income from freight,	201,139 60
Income from other sources,	4,369 85
Total,	$205,817 05
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$75,341 43

P. O. address of this company, 26 Broadway, New York City.

State of New York, New York County, *ss.*—Alfred Walter, being duly sworn, on his oath says, that he is President of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

ALFRED WALTER.

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Sworn and subscribed before me this 11th day of February, A. D. 1902.

DAVID GRANT,
Notary Public, Kings County, N. Y.

ACCIDENTS.

April 23d.—Dora Eisener, struck by engine and fatally injured while trespassing; jumped from car of coal (from which she had been stealing) in front of light engine, south of abattoir.

May 6th.—John Flanigan, struck by train while trespassing, injuring right leg; fell from car while stealing ride on Pennsylvania Railroad freight train at Communipaw avenue.

June 27th.—Thomas McGarry, killed while trespassing; struck by unknown engine during night of June 24th, 1901, at New Jersey Junction; body found by track-walker.

July 28th.—William Fleming, finger on left hand crushed by plunger in interlocking switch at "NS" tower; Fleming was engaged in repairing it.

September 2d.—Sherwood J. Fairchild, fatally injured; Pennsylvania Railroad car inspector; fell between moving cars whilst inspecting same.

December 17th.—Richard Travis, slight injuries to face and scalp; supposed to have received his injuries by being hit by moving cars. Travis was a trespasser.

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NAVESINK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Navesink Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$701,900 00
Floating debt, ...	143 14
Cost of road and equipments,.....	$702,043 14

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on pier at Atlantic Highlands.

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

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Navesink Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

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P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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NEWARK BAY RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark Bay Railway Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$10,000 00
Floating debt,	3,178 83
Cost of road and equipments,	$13,178 83

Dividends paid during the year 1901, and how paid—None.

The road extends from a point near the intersection of Murray street and Avenue T, Newark, N. J., to a point near the intersection of the Morris canal and Frederick street, Newark, N. J., a distance of 4.91 miles.

REMARKS.

Construction work on this road is not yet completed.

P. O. address of this company—228 South 3d street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—John Hood, being duly sworn, on his oath says, that he is President of the Newark Bay Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this 20th day of February, A. D. 1902.

EDWARD Y. HARTSHORNE,
A Foreign Commissioner of Deeds
for New Jersey in Pennsylvania.

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NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$103,850 00
Floating debt,	180,131 09
Cost of road and equipments,	$283,981 09

The road extends from Roseville Junction to Montclair, a distance of 4.24 miles.

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

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

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

W. H. TRUESDALE.

Sworn and subscribed before me this 4th day of February, A. D. 1902.

LUDWIG R. MILLER,
Notary Public, appointed from Kings County.

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Dividends paid during the year 1901, and how paid—$6,231 directly to stockholders, by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company.

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

ACCIDENTS.

October 6th.—Ester Sandel and Mrs. C. J. Sandel, passengers, scalp wounds and general shock; jumped off train after it left station.

October 7th.—Richard Hollis, killed pushing wheelbarrow; passed around gates in front of train.

October 10th.—Edward Downer, fatally injured, walking track; struck by train.

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NEWARK AND HUDSON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Newark and Hudson Railroad Company, presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$250,000 00
Bonded debt,	250,000 00

Floating debt—None.

Cost of road and equipments,	$355,056 18

Dividends paid during the year 1901, and how paid—None.

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

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

State of New York, New York County, ss.—C. R. Fitch, being duly sworn, on his oath says, that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. R. FITCH.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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

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NEW JERSEY JUNCTION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1901:

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 4.85 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, and is annexed hereto.

State of New York, New York County, *ss.*—William 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.

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Sworn and subscribed before me this 11th day of February, A. D. 1902.

ALBERT B. QUENCER,
Notary Public (No. 4), N. Y. Co., N. Y.

RECEIPTS AND EXPENSES FOR 1901.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, County of New York, *ss.*—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad Company, 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 in the State of New Jersey on the New Jersey Junction Railroad during the year ended December 31st, 1901, is correct and true, to the best of his knowledge and belief.

JOHN CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 15th day of February, 1902.

ALBERT B. QUENCER,
Notary Public (No. 4), N. Y. County, N. Y.

ACCIDENTS.

July 5th.—John Smith, fireman, train 63, jumped from engine to avoid being injured in collision at Jersey City; 8 injured. Engineman, C. W. Willis; conductor, J. M. Stewart.

September 10th.—Unknown man struck and killed by train 21 at Weehawken while walking on track. Engineman, W. Curran; conductor, G. F. Williams.

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October 18th.—John H. Van Dyke, flagman at Hoboken, signalled engine 2244 to back, but failed to notice which track it was on, and was struck and killed. Engineman, L. Roach; conductor, J. Wood.

October 21st.—Daniel Flaherty, struck and killed by train 68 at Hoboken while attempting to cross track ahead of train. Engineman, F. Hargraves; conductor, J. M. Stewart.

December 14th.—Horace Nichols killed while stealing a ride on extra 2238 at Hoboken. Engineman, T. Jarvis; conductor, P. Kline.

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NEW JERSEY AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey and New York Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,032,160 00
Floating debt,	34,905 24
Cost of road and equipments,	$3,295,665 24

Dividends paid during the year 1901, and how paid—None.

The road extends from New Jersey and New York Junction to New City, New York, a distance of 34.504 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$212,756 25
Income from freight,	111,328 15
Income from other sources,	15,780 55
Total,	$339,864 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$229,338 08

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

State of New York, New York County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the New Jersey and New York Railroad Company, and that the fore-

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going statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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NEW JERSEY SHORE LINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$31,000 00.
Floating debt, ...	2,438 00
Cost of road and equipments,.....	$33,438 00

Dividends paid during the year 1901, 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 1901.

None.

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—William H. Newman, being duly sworn, on his oath says, that he is President of the New Jersey Shore Line Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

W. H. NEWMAN.

Sworn and subscribed before me this 11th day of February, A. D. 1902.

ALBERT B. QUENCER,
Notary Public (No. 4), New York County, N. Y.

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NEW JERSEY SOUTHERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1901:

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 (purchased at foreclosure sale in 1879),	$752,000 00

Dividends paid during the year 1901, 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 1901.

Income from passengers,	$317,433 70
Income from freight,	329,443 67
Income from other sources,	290,132 74
Total,	$937,010 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$819,320 25

REMARKS.

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

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	Miles.
The Buena Vista Railroad Company,.....	1.03
The Cumberland and Maurice River Railroad Company,.....	21.20
The Cumberland and Maurice River Extension Railroad Company,...	1.23
The Freehold and Atlantic Highlands Railroad Company,.....	24.47
The Navesink Railroad Company,.....	4.66
The Toms River Railroad Company, ...	7.57
The Toms River and Barnegat Railroad Company,.....	14.71
The Vineland Railroad Company,.....	46.82
The West End Railroad Company,.....	1.55

And also of the steamboat route between New York and Atlantic Highlands.

P. O. address of this company—143 Liberty street, New York City.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

ACCIDENTS.

March 14th.—John Quinn, track laborer, at Port Monmouth, in pulling upwards too soon on handle of hand-car, fell off and car passed over him, injuring his knee and breast slightly. Engineer, —— ——; conductor, — ———.

March 15th.—J. Craig, brakeman, while unloading freight at Port Norris, box fell on his foot, injuring him slightly. Engineer, M. Maloney; conductor, John Kelly.

June 4th.—While transferring baggage, Atlantic Highlands Pier, something exploded in trunk, strewing contents over car

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floor, setting fire to some clothing. Andrew Heavy, Patrick Coen and John Alstrom, dockmen, were burned on face and arms.

June 24th.—Jerre Norcross, while painting lower part of Shrewsbury draw, Highlands of Navesink, had his leg crushed when draw opened; injury necessitated amputation.

June 25th.—Mr. Hartenstein received slight bruises and Mrs. Hartenstein's arm was broken by horse taking fright and running on tracks at Freneau. Engineer, N. B. Savidge; conductor, H. Attison.

August 29th.—Frank Smith, dockman, in transferring ice at Atlantic Highlands, fell and dislocated his left arm at the elbow.

September 3d.—Charles Thompson and Clark Thompson drove on track in front of engine at S. Lakewood and were killed. Engineer, John Davis; conductor, John Oliver.

September 16th.—William Boyce, while coupling cars at Atlantic Highlands, had his hand slightly injured. Engineer, H. Tuthill; conductor, John Kelly.

October 23d.—Sabetura Pugetora, laborer, jumped off train that was in collision at Lakewood, and wrenched his back and was otherwisce bruised. Engineer, S. C. Rhoads; conductor, J. V. Johnson.

December 7th.—Body of Abner Pittit was found lying near track at Lakewood; supposed to have been struck by passing train. Engineer, J. Erickson; conductor, John Oliver.

December 14th.—Charles Rice, engineer, stepped off running board of engine at Winslow Junction, receiving severe shock and strain. Engineer, Charles Rice; conductor, Lewis Poole.

December 31st.—Joseph Predmore, ran against a truck on platform of Barnegat station and ruptured himself.

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NEW ORANGE FOUR 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 Orange Four Junction Railroad Company presents the following report for the year ending December 31st, 1901:

Bonded debt,	$75,000 00
Floating debt,	3,505 42
Cost of road and equipments,	$46,089 33

The road extends from New Orange to Aldene and Roselle, a distance of 4.19 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$1,621 50
Income from freight,	1,334 58
Income from other sources,	332 65
Total,	$3,288 73
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$9,548 24

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 Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

W. W. COLE.

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Sworn and subscribed before me this 1st day of February, A. D. 1902.

J. J. CURTIS,
Notary Public.

ACCIDENTS.

None.

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NEW YORK BAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York Bay Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$500,000 00
Bonded debt,	467,073 99
Floating debt,	1,884,599 97
Cost of road and equipments,	$2,851,673 96

The road extends from—	Miles.
4037 feet east from Waverly Station, N. J., to crossing of the Central Railroad of New Jersey (Newark and Elizabeth Branch),	2.20
4184 feet east from Waverly Station, N. J., to Passaic river, Newark, 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 Emmet Street Station to south side of Elizabeth avenue, Newark, N. J.,	2.05
Total,	9.44

There is no lease. During the year 1901 the Pennsylvania Railroad Company paid $38,682.96 for the use of the road.

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

State of Pennsylvania, Philadelphia City and County, *ss.*— Samuel Rea, being duly sworn, on his oath says, that he is Vice-

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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.

SAM'L REA.

Sworn and subscribed before me this 31st day of January, A. D. 1902.

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

Dividends paid during the year 1901, and how paid—One of four per cent., payable in cash.

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

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NEW YORK AND FORT LEE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company, lessee, on behalf of the New York and Fort Lee Railroad Company, presents the following report for the year ending December 31st, 1901:

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 States of New Jersey and New York. The road built was about two miles from Weehawken north. That portion which extends from the north line of the Delaware and Hudson Canal Company's property for a distance of .24 miles is leased to the New Jersey Junction Railroad Company at an annual rental of taxes, assessments and expenses of organization, not exceeding $1,000 per annum. The remaining portion of the constructed road is included in the reports 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, and is annexed hereto.

State of New York, New York County, *ss.*—William H. Newman, being duly sworn, on his oath says, that he is President of the New Jersey Junction Railroad Company, and that the fore-

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

W. H. NEWMAN.

Sworn and subscribed before me this 11th day of February, A. D. 1902.

ALBERT B. QUENCER,
Notary Public (No. 4), New York County, N. Y.

RECEIPTS AND EXPENSES FOR 1901.

None.

P. O. address of this company—Grand Central Station, New York City. Care of John Carstensen, Comptroller N. Y. C. and H. R. R. R. Co.

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NEW YORK AND GREENWOOD LAKE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the New York and Greenwood Lake Railroad Company, presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$100,000 00
Bonded debt,	1,500,000 00
Floating debt—None.	
Cost of road and equipments,	$1,600,000 00

The road extends from Meadow Junction to Sterling Forest, a distance of 51.66 miles.

It is leased to the Erie Railroad Company at an annual rental of $75,000 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth; includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung Railroad.

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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

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NEW YORK AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1901:

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.

It is equipped and operated by the operating companies, and the further information required by law is furnished by those companies, and is annexed hereto.

State of New York, New York County, *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 20th day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

The earnings and expenses form part of the income and expenses of lessee companies.

P. O. Address of this company—143 Liberty street, New York City.

ACCIDENTS.

February 13th.—John E. Duryea, residence 177 Fifth street, Jersey City, N. J., a brakeman employed on P. R. R. freight train No. 502, while standing on south-bound track in Long Branch yard, was struck and fatally injured by C. R. R. passenger train No. 317. Engineer, Joseph S. Tate; conductor, F. W. Shinafield.

March 11th.—James M. Stewart, residence 43-A Madison avenue, Jersey City, N. J., a brakeman employed on P. R. R. freight train No. 502, was struck by overhead bridge north of Middletown station and fatally injured. Engineer, Patrick Sullivan; conductor, Richard Hager.

March 18th.—John E. McClaskey, residence Asbury Park, N. J., while attempting to board P. R. R. passenger train No. 273 at Elberon station, fell and was considerably injured. Engineer, Edward Carr; conductor, C. R. Evans.

April 24th.—William Pennington, residence Red Bank, N. J., a brakeman employed on C. R. R. train 344, while coupling air-hose between cars at Matawan station, was run over and fatally injured. Engineer, Frank Riddle; conductor, Frank Wilson.

April 29th.—Vinto Antonio, residence Long Branch, N. J., a laborer employed on N. Y. & L. B. R. R. work-train, stepped on south-bound track near Hazlet station, was struck by C. R. R. passenger train No. 331 and fatally injured. Engineer, Thomas Bradshaw; conductor, W. G. Brown.

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May 15th.—Pasquale Chesra, residence Matawan, N. J., a laborer employed on N. Y. & L. B. R. R., while stepping from C. R. R. passenger train No. 301 at Middletown station, before train had come to a full stop, fell and sustained severe scalp wound. Engineer, J. A. Errickson; conductor, J. E. Hess.

May 23d.—Philip J. Beers, residence Jersey City, N. J., a brakeman employed on C. R. R. freight train No. 345, while standing on top of box-car which was being shifted in South Amboy yard, struck overhead bridge and was severely bruised. Engineer, Thomas Ferguson; conductor, Frank Wilson.

June 1st.—Florence E. Morrow, an infant, residence Allenhurst, N. J., while playing about the tracks south of Allenhurst crossing, was struck and instantly killed by P. R. R. passenger train 396. Engineer, John D. Huston; conductor, John G. Clark.

July 6th.—Clarence Smith, residence Jersey City, N. J., a brakeman employed on C. R. R. freight train No. 344, while standing on top of box-car which was being shifted in South Amboy yard, struck overhead bridge and was severely bruised. Engineer, W. L. Smith; conductor, John Horoho.

July 13th.—Michael Danbriese, residence Long Branch, N. J., while playing with other boys at under-pass bridge at Eastborne avenue, Long Branch, was struck by C. R. R. freight train 344 and fatally injured. Engineer, Jos. F. Nieman; conductor, John Horoho.

August 10th.—Antonio Cutugno, residence Asbury Park, N. J., a track laborer employed on N. Y. & L. B. R. R., while crossing southbound track north of Asbury Park station, was struck by N. J. S. Div. passenger train No. 123 and fatally injured. Engineer, Jos. Errickson; conductor, D. C. Johnson.

September 13th.—John Murphy, residence Brooklyn, N. Y., a brakeman employed on P. R. R. freight train No. 501, was severely injured by train parting and the sections colliding at Lit-

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tle Silver station. Engineer, Albert Bennett; conductor, Richard Hager.

September 13th.—William Rinker, residence Jersey City, N. J., a brakeman employed on C. R. R. freight train 341, struck overhead bridge north of Middletown station and was fatally injured. Engineer, Thomas Ferguson; conductor, John Horoho.

October 19th.—John W. Harding, residence 4 Jewett avenue, Jersey City, N. J., a brakeman employed on P. R. R. freight train No. 502, while shifting cars at Elberon freight-house, was thrown under the wheels and instantly killed. Engineer, C. E. Cook; conductor, George W. Hoffman.

October 26th.—Philip Purcell, conductor, residence South Amboy, N. J., William R. Murweis, engineer, residence Newark, N. J., while in charge of shifting engine at Long Branch, ran out upon south-bound track in front of C. R. R. passenger train No. 309 causing a collision with that train, and were severely injured. Engineer, Clarence Young; conductor, A. P. Hetfield.

December 6th.—Elias George, residence Red Bank, N. J., a track laborer employed on N. Y. & L. B. R. R., while working in deep cut north of Red Bank station, was struck and instantly killed by C. R. R. passenger train 308. Engineer Jos. S. Tate; conductor, F. W. Shinifield.

December 23d.—John Mazzo, residence Matawan, N. J., a track laborer employed on N. Y. & L. B. R. R., while working near F. & A. H. R. R. crossing south of Matawan, was struck and severely injured by splinters from wreck caused by C. R. R. passenger train No. 307 colliding with F. & A. H. Div. freight train No. 183 at the intersection. Engineer, J. A. Errickson; conductor, W. G. Brown.

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NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,763,000 00
Floating debt,	499,815 14
Cost of road and equipments,	$42,119,673 08

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of 235.44 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$365,180 65
Income from freight,	1,505,246 76
Income from other sources,	51,997 17
Total,	$1,922,424 58
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,078,891 33

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 1901 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February A. D. 1902.

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

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NORTHERN RAILROAD OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Northern Railroad of New Jersey, presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$1,000,000 00
Bonded debt,	654,000 00
Cost of road and equipments,	$1,654,000 00

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company at an annual rental of $88,240 and taxes.

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

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

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

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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, 1901:

Capital stock paid in,.....	$450,000 00

Bonded debt—None.
Floating debt—None.

Cost of road and equipments,.....	$450,000 00

The road extends from Nolan's Point to Ogden Mine, a distance of 9.86 miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of $23,000.

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

State of Pennsylvania, Philadelphia County, *ss.*—John L. Wilson, being duly sworn, on his oath says, that he is Treasurer of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. L. WILSON.

Sworn and subscribed before me this 12th day of March, A. D. 1902.

ALEX. C. KNORR,
Notary Public.

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THE PALISADES RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Palisades Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$253,585 00
Cost of road and equipments,.....	$232,793 60

The road extends from Hudson Heights to Coytesville, a distance of 4.442 miles.

REMARKS.

This company was merged with the Jersey City, Hoboken and Paterson Street Railway Company on November 1st, 1899. Since that date the road has been operated by the J. C,. H. & P. S. Ry. Co., and the report of earnings and expenses are included in their report.

P. O. address of the above company—21 Hudson Place, Hoboken, N. J.

State of New Jersey, Hudson County, *ss.*—George W. Roe, being duly sworn, on his oath says, that he is Treasurer of the Palisades Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

GEO. W. ROE.

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Sworn and subscribed before me this 7th day of February, A. D. 1902.

SCHUYLER C. STIVERS,
Notary Public, N. J.

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PASSAIC AND DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$111,050 00
Floating debt, ...	35,378 63
Cost of road and equipments,.....	$146,428 63

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, and is annexed hereto.

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

W. H. TRUESDALE.

Sworn and subscribed before me this 4th day of February, A. D. 1902.

LUDWIG R. MILLER,
Notary Public.

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Dividends paid during the year 1901, 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.

July 20th.—Amos L. Hoffman, brakeman, foot crushed, necessitating amputation; tried to open coupler with his foot.

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PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1901:

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 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, and is annexed hereto.

State of New York, New York County, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 4th day of February, A. D. 1902.

LUDWIG R. MILLER,
Notary Public.

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Dividends paid during the year 1901, 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.

April 23d.—Edward Snyder, trackman, back bruised; standing on side of car and struck switch stand.

August 17th.—Richard J. Burke, brakeman, elbow bruised; wrench slipped, fell from car to ground.

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PASSAIC AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., 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, 1901:

Capital stock paid in,.....	$70,000 00
Bonded debt, ...	70,000 00
Cost of road and equipments,.....	$140,000 00

The road extends from Passaic Junction to Passaic, Passaic county, N. J., a distance of three miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $4,200 and taxes.

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

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

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

E. B. THOMAS.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

Dividends paid during the year 1901, and how paid—None.

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

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PASSAIC RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic River Extension Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in	$7,700 00
Cost of right of way and organization	$7,700 00

REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad to a connection with the Newark and New York Railroad, a distance of about one mile.

The right-of-way for this road is being secured, and no construction has yet been done.

P. O. address of the above company—143 Liberty street, New York City.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

C. H. WARREN.

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Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$630,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,.....	$630,000 00

The road extends from the city of Paterson to Marion in the county of Hudson, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of fifty-three thousand four hundred dollars, including land in Jersey City.

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

State of New Jersey, Passaic County, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

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Sworn and subscribed before me this 6th day of January, A. D. 1902.

WILLIAM NELSON,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—Eight per cent., paid in cash, $50,400.

P. O. Address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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PATERSON AND HUDSON RIVER RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad, presents the following report for the year ending December 31st, 1901:

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, and is annexed hereto.

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 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 24th day of February, A. D. 1902.

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

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

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PATERSON, NEWARK AND NEW YORK RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, as lessee of the Paterson, Newark and New York Railroad, presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00
Floating debt—None.	
Cost of road,	$545,433 29

The road extends from Paterson, 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 accounts of that company, and cannot be more specifically set forth.

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

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

F. D. UNDERWOOD.

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Sworn and subscribed before me this 24th day of February, A. D. 1902.

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

Dividends paid during the year 1901, and how paid—None.

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

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PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$298,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments (including cost of Union Railroad), ...	$350,000 00

The road extends from Paterson northerly to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of twenty-six thousand five hundred dollars.

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

State of New Jersey, Passaic County, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me this 6th day of January, A. D. 1902.

WILLIAM NELSON,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—Eight per cent. paid in cash, $23,840.

P. O. address of this company—Robert I. Hopper, Secretary, Paterson, New Jersey.

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PATERSON AND RAMAPO RAILROAD.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Erie Railroad Company, lessee of the Paterson and Ramapo Railroad, presents the following report for the year ending December 31st, 1901:

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, and is annexed hereto.

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 24th day of February, A. D. 1902.

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

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Dividends paid during the year 1901, and how paid—None.

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

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PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$342,150 00
Bonded debt, ...	160,000 00
Floating debt—None.	
Cost of road and equipments,.....	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.42 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79.

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

State of Pennsylvania, Philadelphia City and County, *ss.*—John M. Wood, being duly sworn, on his oath says, that he is Treasurer of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN M. WOOD.

Sworn and subscribed before me this 30th day of January, A. A. D. 1902.

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

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Dividends paid during the year 1901, and how paid—None.

P. O. address of this company—General office, Pennsylvania R. R. Co. of Philadelphia, Pa.

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PERTH AMBOY AND RARITAN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Raritan Railway Company presents the following report for the year ending December 31st, 1901:

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 1901, and how paid—None.

The road extends from a point on Easton and Amboy Railroad in Woodbride township, N. J., to a point near Mill Brook, in Raritan township, N. J., a distance of 6.16 miles.

REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company.

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 is President of the Perth Amboy and Raritan Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this 20th day of February, A. D. 1902.

EDWARD Y. HARTSHORNE,
A Foreign Commissioner of Deeds
for New Jersey in Pennsylvania.

ACCIDENTS.

Included in the report of the Easton and Amboy Railroad Company.

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PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$228,400 00
Bonded debt,	100,000 00
Floating debt—None.	
Cost of road and equipments,	$346,439 43

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.40 miles.

It is operated by 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, and is annexed hereto.

State of New Jersey, Hudson County, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says, that he is Vice-President of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this 31st day of January, A. D. 1902.

H. C. Ross,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,.....	$88,758 04
Income from freight,.....	86,379 14
Income from other sources,.....	9,589 88
Total,.....	$184,727 06
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$134,213 90

Dividends paid during the year 1901, and how paid—December 2d, 1901, ten per cent. in cash, $22,840.00.

P. O. address of this company—26 Exchange Place, Jersey City, N. J.

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PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Beach Haven Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	137,678 49
Cost of road and equipments,	$200,000 00

The road extends from Manahawkin, N. J., to Beach Haven, N. J., a distance of 12.09 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

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

State of Pennsylvania, Philadelphia City and County, *ss.*—John M. Wood, being duly sworn, on his oath says, that he is Treasurer of the Philadelphia and Beach Haven Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN M. WOOD.

Sworn and subscribed before me this 30th day of January, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,.....	$4,679 69
Income from freight, ...	2,161 90
Income from other sources,.....	1,569 99
Total,.....	$8,411 58
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$20,747 96

Dividends paid during the year 1901, and how paid—None.

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

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PHILADELPHIA AND BRIGANTINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Brigantine Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$300,000 00
Bonded debt,	50,000 00
Floating debt,	10,041 32
Cost of road and equipments,	$302,679 19

Dividends paid during the year 1901, and how paid—None.

The road extends from Brigantine, N. J., to Brigantine Junction, N. J., a distance of 13.90 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$2,628 67
Income from freight,	3,939 72
Income from other sources,	1,048 47
Total,	$7,616 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$14,010 78

P. O. address of the above company—Brigantine, N. J.

State of New York, New York County, *ss.*—C. P. Vedder, being duly sworn, on his oath says, that he is President of the Philadelphia and Bigantine Railroad Company, and that the foregoing statement and the annxed statement of accidents on the said

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road during the year 1901 are correct and true, to the best of his knowledge and belief.

C. P. VEDDER.

Sworn and subscribed before me this 24th day of March, A. D. 1902.

JOHN O. HEALD,
M. C. C of N. J.

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PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	368,920 98
Cost of road and equipments,	$1,545,133 63

The road extends from Birmingham, N. J., to Bay Head Junction, 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 49.07 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

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

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

SAMUEL REA.

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Sworn and subscribed before me this 31st day of January, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$67,072 61
Income from freight,	33,582 19
Income from other sources,	6,123 04
Total,	$106,777 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$139,980 10

Dividends paid during the year 1901, and how paid—None.

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

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PITTSTOWN BRANCH RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pittstown Branch Railway Company presents the following report for the year ending December 31st, 1901:

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 1901, and how paid—None.

The road extends from Landsdowne to Pittstown, N. J., a distance of 4.02 miles.

REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report for that company.

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 is President of the Pittstown Branch Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this 20th day of February, A. D. 1902.

EDWARD Y. HARTSHORNE,
A Foreign Commissioner of Deeds
For New Jersey in Pennsylvania.

ACCIDENTS.

Included in the report of the Easton and Amboy Railroad Company.

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PORT READING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Port Reading Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments,	$3,721,391 29

The road extends from Port Reading Crossing to Port Reading, a distance of 21.21 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from freight,	$463,249 01
Income from other sources,	1,030 00
Total,	$464,279 01
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$360,722 17

State of Pennsylvania, Philadelphia County, *ss.*—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

D. JONES.

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Sworn and subscribed before me this 5th day of February, A. D. 1902.

C. K. KLINK,
Notary Public.

ACCIDENTS.

January 4th.—Michael McGarvey, employe, non-fatally injured; caught between cars at Port Reading, N. J. Engineer, John Shea; conductor, F. A. Chubb.

January 30th.—D. F. Baker, employe, non-fatally injured; caught between cars and chute at Port Reading, N. J. Engineer, G. Diernback; conductor, H. D. Miller.

February 25th.—William McGuire, employe, fatally injured; scalded at Metuchen, N. J. Engineer, J. R. Neville; conductor, Harry Gordon.

April 5th.—Edward Exerson, employe, non-fatally injured; caught between cars at Port Reading, N. J. Engineer, H. Luckenbill; conductor, P. J. McGovern.

June 29th.—James McTague, employe, non-fatally injured; chute dropped on hand at Port Reading, N. J. Engineer, J. Burke; conductor, W. Wisham.

July 12th.—Albert Kelter, employe, non-fatally injured; fell from engine at Port Reading, N. J. Engineer, H. Reeder; conductor, J. R. Bond.

July 22d.—Michael Angelo Tounella, non-employe, fatally injured; struck by cars at Port Reading, N. J. Engineer, G. H. Rausch; conductor, H. Gordon.

September 4th.—Michael Mulvey, employe, non-fatally injured; caught in engine at Port Reading, N. J. Engineer, F. Fiel; conductor, John Carney.

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RARITAN NORTH SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan North Shore Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$66,400 00
Floating debt,	3,689 63
Cost of road and equipments,	$70,089 63

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, and is annexed hereto.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Raritan North Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

P. O. address of this company—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, 1901:

Capital stock paid in,	$382,000 00
Bonded debt,	382,000 00
Floating debt,	25,123 75
Cost of road and equipments,	$786,099 52

Dividends paid during the year 1901, and how paid—None.

The road extends from South Amboy to New Brunswick, a distance of 12.63 miles; branches, 5.61 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$6,423 95
Income from freight,	73,037 72
Income from other sources,	7,744 89
Total,	$87,206 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$49,411 70

P. O. address of this company—15-21 Exchange Place, Jersey City, N. J.

State of New Jersey, Hudson County, *ss.*—Frank H. Earle, being duly sworn, on his oath says, that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road

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during the year 1901 are correct and true, to the best of his knowledge and belief.

FRANK H. EARLE.

Sworn and subscribed before me this 25th day of February, A. D. 1902.

WILLARD C. FISK,
Master in Chancery of New Jersey.

ACCIDENTS.

February 8th.—Philip Staver, brakeman, while coupling cars at South River, had one finger slightly mashed. Conductor, John MacQuin; engineer, John Sullivan.

April 27th.—John Zabuga, brickyard laborer, at Sayreville, had foot injured by being struck by a piece of planking which had been left on track and struck by locomotive. Conductor, Morris Lucitt. Engineer, John Sullivan.

June 4th.—John Roshock, laborer, fell from construction train while in motion, near South River, and received injuries from which he died the following day. Conductor, Thomas Britt; engineer, James Yetman.

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RARITAN TERMINAL AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan Terminal and Transportation Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$40,000 00
Floating debt,	1,491 44
Cost of road and equipments and lighters,	$44,551 41

Dividends paid during the year 1901, and how paid—Not any.

The road extends from plant of Raritan Copper Works, foot of Elm street, Perth Amboy, to Lehigh Valley Railroad Company tracks at Perth Amboy, a distance of 5,192 feet.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers—Nil.	
Income from freight,	$13,204 76
Income from other sources,	12,086 10
Total,	$25,290 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$16,966 97

State of New Jersey, Middlesex County, *ss.*—J. C. McCoy, being duly sworn, on his oath says, that he is President, Secretary and Treasurer 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 1901 are correct and true, to the best of his knowledge and belief.

J. C. McCOY.

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Sworn and subscribed before me this 21st day of February, A. D. 1902.

SIDNEY RIDDLESTORFFER,
Notary Public, New Jersey.

ACCIDENTS.

No accidents have occurred on the line of railroad of the Raritan Terminal and Transportation Company during year 1901.

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ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rockaway River and Montville Railroad Company presents the following report for the year ending December 31st, 1901:

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 1901, and how paid—None.

The road extends from Hog Mount Quarry to Rockaway River below Boonton, a distance of 2.728 miles.

RECEIPTS AND EXPENSES FOR 1901.

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

REMARKS.

Temporary financial embarrassment prevented the working of the road.

P. O. address of this company—308 Main street, Paterson, New Jersey.

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State of New Jersey, Hudson County, *ss.*—Michael J. Kennedy, being duly sworn, on his oath says, that he is Vice-President and Treasurer 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 1901 are correct and true, to the best of his knowledge and belief.

MICHAEL J. KENNEDY.

Sworn and subscribed before me this 7th day of May, A. D. 1902.

S. P. NORTHRUP,
Master in Chancery of New Jersey.

ACCIDENTS.

There were no accidents due to the operation of the road.

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ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$45,600 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,.....	$45,654 14

The road extends from Rocky Hill to Kingston, a distance of 2.38 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per centum, payable as dividends to stockholders.

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

State of New Jersey, Hudson County, *ss.*—F. Wolcott Jackson, being duly sworn, on his oath says, that he is 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 10th day of February, A. D. 1902.

H. C. Ross,
M. C. C., N. J.

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RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,.....	$1,916 36
Income from freight, ...	5,477 60
Income from other sources,.....	579 11
Total,.....	$7,973 07
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$14,044 79
Dividends paid during the year 1901, and how paid—Six per centum on capital stock, paid half-yearly, by the Pennsylvania Railroad Company, lessee, to stockholders, in accordance with the provisions of tne lease,.....	$1,122 00

P. O. address of this company—P. O. box 236, Trenton, N. J.

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SOUND SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sound Shore Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$149,200 00
Floating debt, ...	6,713 22
Cost of road and equipments,.....	$155,913 22

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, and is annexed hereto.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Sound Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

P. O. address of this company—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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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, 1901:

Capital stock paid in,	$1,638,600 00
Bonded debt,	235,500 00
Cost of road and equipments,	$1,929,025 21

Dividends paid during the year 1901, and how paid—Two per cent., $32,772, payable August 1st, 1901, in cash.

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 1901.

Income from passengers,	$42,058 21
Income from freight,	100,021 72
Income from other sources,	22,466 24
Total,	$164,546 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$100,952 95

REMARKS.

Road has increased in length during year 1.03 miles by the completion of tracks, connecting with Morris and Essex Railroad near Stanhope 2.47 miles, and the discontinuing of main track to Waterloo 1.44 miles.

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

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 Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me this 4th day of February, A. D 1902.

LUDWIG R. MILLER,
Notary Public, appointed from Kings County.

ACCIDENTS.

March 25th.—Henry W. Logus, brakeman, right ankle sprained; slipped from box car.

June 14th.—Frank Burger, trackman, contusion of right foot; railroad tie fell on him.

August 12th.—George Booth, boy, toe amputated, foot caught in switch while same was being thrown.

November 21st.—Frank Quackenbush, one rib fractured; collision of car.

December 28th.— —— Auble, brakeman, killed; caught between side of car and post-stone, crushed.

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TOMS RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$240,000 00
Cost of road and equipments, at foreclosure sale,.....	$15,000 00

The road extends from Manchester to Toms River, a distance of 7.57 miles.

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

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Toms River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—None.

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P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Barnegat Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$75,300 00
Floating debt,	88 33
Cost of road and equipments,	$75,388 33

The road extends from Toms River to Barnegat, a distance of 14.71 miles.

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

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—None.

P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Trenton, Lawrenceville and Princeton Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$113,400 00
Bonded debt,	100,000 00
Floating debt—None.	
Cost of road and equipments,	$297,166 86

Dividends paid during the year 1901, and how paid—None.

The road extends from Princeton, N. J., to Trenton, N. J., a distance of 9.57 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$2,516 00
Income from freight,	797 00
Income from other sources—None.	
Total,	$3,313 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$11,396 09

REMARKS.

Road not open for operation until June 2d, 1901, for freight; November 23d, 1901, for passengers.

P. O. address of the above company—Trenton, N. J.

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State of Pennsylvania, Lehigh County, *ss.*—C. M. Bates, being duly sworn, on his oath says, that he is Treasurer of the Trenton, Lawrenceville and Princeton Street Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

C. M. BATES.

Sworn and subscribed before me this 10th day of March, A. D. 1902.

WALTER J. SAEGER,
Notary Public.

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TUCKERTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$550,991 54
Bonded debt,	99,882 50
Floating debt,	684 64
Cost of road and equipments,	$651,558 68

Dividends paid during the year 1901, and how paid—None.

The road extends from Tuckerton, N. J., to Whitings, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$22,191 99
Income from freight,	26,933 77
Income from other sources,	7,054 99
Total,	$56,180 75
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$50,056 86

P. O. address of this company—Tuckerton, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—Richard Ashhurst, being duly sworn, on his oath says, that he is President of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said

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road during the year 1901 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST.

Sworn and subscribed before me this 13th day of January, A. D 1902.

HENRY C. ESLING,
Notary Public.

ACCIDENTS.

None.

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UNION TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Union Transportation Company presents the following report for the year ending December 31st, 1901:

The road extends from Pemberton, to Hightstown, a distance of 24.38 miles.

It is leased to the Union Transportation Company.

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

State of New Jersey, Ocean County, *ss.*—Frank S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRANK S. GASKILL.

Sworn and subscribed before me this 26th day of February, A. D. 1902.

JOHN P. HUTCHINSON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$26,215 13
Income from freight,	16,012 86
Income from other sources,	2,968 07
Total,	$45,196 06
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,448 64

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P. O. address of this company—Union Transportation Company, New Egypt, Ocean county, New Jersey.

ACCIDENTS.

None.

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UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$21,240,400 00
Bonded debt,	20,000,000 00
Floating debt—None.	
Cost of road and equipments,	$49,099,898 50

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 468 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, Hudson County, 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.

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Sworn and subscribed before me this 10th day of February, A. D. 1902.

H. C. Ross,
M. C. C., N. J.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$8,597,223 39
Income from freight,	13,597,334 34
Income from other sources,	2,391,200 87
Total,	$24,585,758 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$17,305,229 72
	$7,280,528 88
Dividends paid during the year 1901, and how paid—Ten per centum on the capital stock, paid quarterly by the Pennsylvania Railroad Company, lessee,	$2,124,040 00

ACCIDENTS—NEW YORK DIVISION.

Persons killed or injured in attempting to get off or on moving trains.

January 8th.—Isaac Lewis, injured at Newark, N. J. L. D. stine, conductor; W. A. F. Smith, engineman.

February 22d.—John Kruttet, injured at South Trenton, N. J. J. Dyer, conductor; J. Boehm, engineman.

March 4th.—Unknown man, injured at Princeton Junction, N. J. A. S. Rock, conductor; F. Barber, engineman.

March 6th.—William Hazen, killed at Trenton, N. J. G. M. Tice, conductor; F. Shipman, engineman.

March 10th.—Unknown man, killed at Newark, N. J. T. Van Horn, conductor; J. F. Decator, engineman.

March 18th.—James Clansey, injured at Waldo avenue yard, Jersey City, N. J. R. Davis, conductor; E. Rose, engineman.

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March 19th.—Patrick Coan, killed at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; G. McLaughlin, engineman.

April 6th.—John Isikamk, injured at Jersey City, N. J. J. McLaughlin, conductor; W. Manning, engineman.

May 2d.—John O'Harah, injured at Rahway, N. J. Thomas Carroll, conductor; C. Wenke, engineman.

May 4th.—John Flanigan, injured at Communipaw, Jersey City, N. J. Thomas Dempsey, conductor; L. G. Titus, engineman.

May 16th.—W. Hussey, injured at Rahway, N. J. P. O'Neil, conductor; C. W. Ferguson, engineman.

June 10th.—Michael Boylan, killed at Waverly, N. J. L. F. Shine, conductor; C. V. Plant, engineman.

June 24th.—W. Christian, injured at Millham Junction, N. J. F. Cooper, conductor; J. Nesbitt, engineman.

June 26th.—Unknown woman, injured at Jersey City, N. J. J. P. Williams, conductor; E. Cubberly, engineman.

July 5th.—Frank Schrieber, injured at Newark, N. J. A. L. Smith, conductor; J. J. Sankey, engineman.

August 3d.—Edward Brown, injured at Rahway, N. J. J. E. Clothier, conductor; George Seward, engineman.

August 4th.—Louis Gleckman, injured at East Brunswick, N. J. W. A. Bingham, conductor; T. Robbins, engineman.

August 24th.—J. McNamara, killed at Harsimus Cove, Jersey City, N. J. C. Robinson, conductor; W. C. Johnson, engineman.

September 10th.—Adolph Miller, injured at Jersey City, N. J. James Moyle, conductor; G. H. Morrison, engineman.

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September 9th.—C. L. Detz, injured at Trenton, N. J. A. Michaels, conductor; E. L. Godefrey, engineman.

September 15th.—P. Gallagher, injured at Robinvale, N. J. J. E. Beach, conductor; E. Devinney, engineman.

September 15th.—E. Raymond, killed at Robinvale, N. J. J. E. Beach, conductor; E. Devinney, engineman.

September 16th.—Peter Rotze, killed at Newark, N. J. A. L. Smith, conductor; J. R. Todd, engineman.

September 23d.—James Little, injured at Woodbridge, N. J. F. Lewis, conductor; P. J. Lawson, engineman.

September 24th.—O. Serkousky, injured at Harsimus Cove, Jersey City, N. J. J. McNally, conductor; H. E. Johnson, engineman.

October 20th.—Charles Stanton, injured at Waverly, N. J. S. W. Horner, conductor; C. H. Cubberly, engineman.

October 23d.—Unknown man killed at Millham Junction, N. J. W. Ahrens, conductor; A. A. Neisser, engineman.

November 10th.—William Dalton, colored, injured at Trenton, N. J. J. F. Lyons, conductor; George Plant, engineman.

November 16th.—Michael Russo, injured at East Brunswick, N. J. R. E. Green, conductor; J. H. Jackson, engineman.

Persons found killed or injured lying alongside of track, supposed to have been struck by passing train or by attempting to jump off or on moving trains. Circumstances, what train, what conductor or engineman unknown:

January 25th.—John O'Fake, killed at Newark, N. J.

March 13th.—Rachael A. Mears, injured at Monmouth Junction, N. J.

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April 12th.—Unknown man (colored), killed at Waverly, N. J.

April 13th.—Unknown man, killed at South Elizabeth, N. J.

April 21st.—Unknown boy (colored), injured at Newark, N. J.

April 26th.—John Martin, injured at Elizabeth, N. J.

April 30th.—George Megurke, injured at Colonia, N. J.

May 24th.—John Hanlon, killed at New Brunswick, N. J.

July 8th.—Gabor Hutko, killed at Edgars, N. J.

July 22d.—William Newman, injured at Linden, N. J.

July 31st.—Joseph Fisher, injured at Meadows, N. J.

August 1st.—John Sutty, killed at Spa Springs, N. J.

August 2d.—Andrew Gray, killed at Monmouth Junction, N. J.

August 3d.—Henry Quael, injured at Monmouth Junction, N. J.

August 25th.—William Tenobi, injured at Newark, N. J.

September 22d.—George Millet, injured at Newark, N. J.

October 2d.—Christopher Awee, fatally injured at Marion, N. J.

October 14th.—Unknown man, killed at Princeton Junction, N. J.

November 14th.—Marcus Lindberg, killed at New Brunswick, N. J.

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November 23d.—Unknown man, killed at South Trenton, N. J.

December 5th.—Unknown man, injured at Franklin Park, N. J.

December 5th.—W. Bergen, injured at Millstone Junction, N. J.

December 31st.—Unknown man, injured at Elizabeth, N. J.

December 31st.—H. Stanley, injured at Newark, N. J.

Employes killed or injured while coupling or handling cars at stations.

January 1st.—Harry Winkler, injured at Jersey City, N. J. Unknown conductor; unknown engineman.

January 5th.—David Fessinger, injured at Princeton Junction, N. J. G. A. Noll, conductor; M. Hogan, engineman.

January 12th.—F. M. Kroegel, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; J. O. Young, engineman.

January 16th.—T. Murray, injured at Meadows Yard, N. J. W. Huncke, conductor; C. Stiles, engineman.

January 19th.—I. O. Snyder, injured at Harsimus Cove, Jersey City, N. J. W. McKenny, conductor; P. Sullivan, engineman.

January 21st.—M. J. Cadden, injured at Harrison, N. J. G. Huncke, conductor; J. Sweeney, engineman.

January 30th.—Jacob Wiegand, injured at Meadows, N. J. T. H. Carroll, conductor; W. O. Jennings, engineman.

February 6th.—A. Harrison, injured at Meadows, N. J. A. Harrison, conductor; L. Mead, engineman.

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February 10th.—Peter Nolan, injured at Harsimus Cove, Jersey City, N. J. F. J. Frawley, conductor; J. McMurty, engineman.

February 18th.—A. Leland, injured at Trenton, N. J. A. Berrien, conductor; W. Cluxton, engineman.

March 2d.—S. Murray, injured at Shanley's Cut, Jersey City, N. J. G. B. Sutts, conductor; J. Kelty, engineman.

March 5th.—Frank Miller, injured at Newark, N. J. J. A. Foster, conductor; S. P. Ross, engineman.

March 5th.—J. McDermott, Jr., injured at Harsimus Cove, Jersey City, N. J. W. Nagle, conductor; T. Mooney, engineman.

March 5th.—Henry Heine, injured at Waverly, N. J. G. Mount, conductor; S. Homer, engineman.

March 8th.—G. E. Dunham, fatally injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. Lozier, engineman.

March 8th.—M. J. Hohan, injured at Harsimus Cove, Jersey City, N. J. J. W. Moore, conductor; A. H. Howell, engineman.

March 10th.—D. Saunders, injured at Waverly, N. J. G. W. Allen, conductor; H. Limpleton, engineman.

March 12th.—M. Caulfield, injured at Waldo avenue yard, Jersey City, N. J. M. Caulfield, conductor; E. A. Titman, engineman.

March 12th.—T. Kenny, injured at Harsimus Cove, Jersey City, N. J. M. Kane, conductor; H. Mitchell, engineman.

March 13th.—P. J. McQueen, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; G. Lutz, engineman.

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March 18th.—C. E. Cyster, injured at Marion, N. J. J. Fallon, conductor; T. O'Connor, engineman.

March 19th.—William Hawkins, injured at Waldo avenue yard, Jersey City, N. J. J. McLaughlin, conductor; M. Manning, engineman.

March 29th.—Louis Merz, injured at Newark, N. J. F. Riemanin, conductor; A. E. Harris, engineman.

March 29th.—W. H. Hughes, injured at Harsimus Cove, Jersey City, N. J. M. Spille, conductor; F. Disbrow, engineman.

March 31st.—J. A. Lutz, injured at Meadows, N. J. R. E. Green, conductor; W. Bennett, engineman.

April 1st.—J. Costello, injured at Millham, N. J. Unknown conductor; unknown engineman.

April 12th.—M. J. Hohan, injured at East Rahway, N. J. E. Pullen, conductor; W. H. Nunamacher, engineman.

April 12th.—C. H. Roberts, injured at Meadows, N. J. A. Reed, conductor; W. V. Middleworth, engineman.

April 14th.—E. T. Purcell, killed at Harsimus Cove, Jersey City, N. J. B. Myers, conductor; G. A. Black, engineman.

April 20th.—J. W. Harding, injured at New Brunswick, N. J. E. Booth, conductor; J. F. Rowe, engineman.

May 2d.—James Kane, injured at Princeton, N. J. G. A. Holl, conductor; M. Hogan, engineman.

May 5th.—G. M. Ostin, injured at Jersey City, N. J. J. P. Kelly, conductor; M. J. Rood, engineman.

May 12th.—T. J. Coriell, injured at Meadows, N. J. W. H. Burke, conductor; G. C. Mount, engineman.

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May 13th.—C. Vanderhoof, injured at Harsimus Cove, Jersey City, N. J. M. Kane, conductor; H. Mitchell, engineman.

May 16th.—T. A. Cosgrove, injured at Trenton, N. J. R. Buggy, conductor; C. Metz, engineman.

May 20th.—P. J. McHale, injured at Harsimus Cove, Jersey City, N. J. T. J. Boyle, conductor; A. H. Hammell, engineman.

May 21st.—H. W. Shaw, injured at Harsimus Cove, Jersey City, N. J. M. Spille, conductor; J. W. Boyce, engineman.

May 22d.—W. Rumble, injured at Harsimus Cove, Jersey City, N. J. H. Simons, conductor; C. Stiles, engineman.

May 25th.—M. T. Delaney, killed at Trenton, N. J. C. J. Scheeler, conductor; J. Decator, engineman.

May 25th.—C. L. Wood, injured at Waverly, N. J. L. McDonald, conductor; M. G. Clendenny, engineman.

May 30th.—I. G. Snyder, injured at Harsimus Cove, Jersey City, N. J. M. Kane, conductor; H. Mitchell, engineman.

June 11th.—E. Gordon, injured at Barracks yard, Trenton, N. J. I. Chapman, conductor; J. Matthews, engineman.

June 13th.—J. Hargrove, injured at Waverly, N. J. J. Hargrove, conductor; J. Van Nostrand, engineman.

June 17th.—J. Lynch, injured at Harsimus Cove, Jersey City, N. J. J. W. Greenleaf, conductor; S. Lauer, engineman.

June 21st.—C. Gordon, injured at Waverly, N. J. R. D. Titus, conductor; S. Barr, engineman.

June 23d.—H. Kahle, injured at Waldo avenue yard, Jersey City, N. J. P. Mullins, conductor; P. Metz, engineman.

July 17th.—J. McKinley, killed at East Brunswick, N. J. J. Cafferty, conductor; W. J. Burton, engineman.

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July 21st.—R. B. Hyland, injured at Meadows Yard, N. J. W. Huncke, conductor; H. H. Blore, engineman.

July 23d.—J. Van Rosencrance, injured at Harsimus Cove, Jersey City, N. J. T. Craig, Jr., conductor; E. P. Hutton, engineman.

July 26th.—E. B. McGinnis, injured at Rahway, N. J. F. Lewis, conductor; W. Lawson, engineman.

August 3d.—E. C. Greenly, injured at Rahway, N. J. E. F. Smith, conductor; A. P. Stanley, engineman.

August 7th.—J. W. Harding, injured at Waverly, N. J. E. Booth, conductor; R. F. Rowe, engineman.

August 16th.—J. F. Boran, injured at Jersey City, N. J. O. Fleming, conductor; A. Hammell, engineman.

August 20th.—A. C. Van Duyne, injured at Harsimus Cove, Jersey City, N. J. D. F. McDermott, conductor; M. J. Rood, engineman.

August 22d.—B. H. Brown, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; C. Ryan, engineman.

August 25th.—C. D. Cosslman, injured at Jersey City, N. J. J. P. Kelly, conductor; F. Henneman, engineman.

August 26th.—George Hein, injured at Meadows yard, Jersey City, N. J. P. Noon, conductor; E. W. Caswell, engineman.

August 28th.—F. E. Bridgewater, injured at Harsimus Cove, Jersey City, N. J. P. A. Higgins, conductor; J. P. Fine, engineman.

August 30th.—J. L. Mandigo, injured at Waldo avenue, Jersey City, N. J. J. Mooney, conductor; J. Doyle, engineman.

August 31st.—H. P. Davis, injured at Monmouth Junction, N. J. P. Snook, conductor; M. Hogan, engineman.

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September 6th.—W. T. Powell, injured at Waverly, N. J. A. C. Rothaker, conductor; A. E. Harris, engineman.

September 10th.—F. N. Wyman, injured at Harsimus Cove, Jersey City, N. J. F. Courtney, conductor; G. Blakey, engineman.

September 10th.—P. A. Hilger, injured at Newark, N. J. E. J. Armstrong, conductor; G. J. White engineman.

September 11th.—C. H. Stillwell, injured at Plainsboro, Pa. M. H. Garrigan, conductor; F. Overbough, engineman.

September 12th.—J. C. Toomey, injured at Newark, N. J. E. Booth, conductor; E. Rowe, engineman.

September 15th.—J. E. Unner, injured at Jersey City, N. J. W. D. Fitzer, conductor; William McCall, engineman.

September 16th.—J. Lawler, injured at Waldo avenue yard, Jersey City, N. J. P. Mullin, conductor; P. Metz, engineman.

September 16th.—J. J. Sexton, injured at Meadows yard, N. J. W. B. Winner, conductor, H. C. Trout, engineman.

October 6th.—O. J. McKenna, injured at Harsimus Cove, Jersey City, N. J. J. Garaghty, conductor; C. Moot, engineman.

October 10th.—M. J. O'Baska, injured by falling from car at Waverly, N. J. T. W. Collins, conductor; F. E. Price, engineman.

October 11th.—T. J. Mulcahy, injured at Waverly, N. J. F. Hunter, conductor; G. White, engineman.

October 13th.—W. H. Hughes, injured at Monmouth Junction, N. J. D. Kilcommins, conductor; G. Latz, engineman.

October 13th.—W. E. Farrell, injured at Meadows yard, N. J. P. Noon, conductor; J. Daly, engineman.

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October 14th.—T. Lennon, injured by falling from car at Meadows, N. J. P. Noon, conductor; H. Trout, engineman.

October 14th.—G. Spelle, injured at Harrison, N. J. T. W. Collins, conductor; F. E. Pierce, engineman.

October 16th.—J. R. Luhrs, injured on Adams Express dock, Jersey City, N. J. Unknown conductor; unknown engineman.

October 20th.—W. R. Dillon, injured at Newark, N. J. A. O. Horn, conductor; A. H. Howell, engineman.

October 24th.—W. A. Brown, injured at Waverly, N. J. A. C. Rorhacker, conductor; A. E. Harris, engineman.

October 29th.—H. C. Pollock, injured at East Rahway, N. J. C. Peterman, conductor; H. C. Ewing, engineman.

October 21st.—P. Winter, injured at Rahway, N. J. G. Stewart, conductor; F. Regan, engineman.

November 3d.—J. Murray, injured at Barracks yards, Trenton, N. J. B. F. Wiltse, conductor; C. Pielert, engineman.

November 5th.—N. Deith, injured at Meadows, N. J. G. Johnson, conductor; A. Fenimore, engineman.

November 13th.—E. Devers, injured at Harsimus Cove, Jersey, City, N. J. C. Robinson, conductor; W. C. Johnson, engineman.

November 13th.—V. Sylvester, injured at Harsimus Cove, Jersey City, N. J. D. McDermott, conductor; T. Moomey, engineman.

November 15th.—M. E. Klopp, injured at Meadows yard, Jersey City, N. J. W. D. Collins, conductor; L. B. Mead, engineman.

November 17th.—F. P. Solt, killed at Meadows, N. J. E. J. Armstrong, conductor; G. Gillen, Jr., engineman.

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November 20th.—W. E. Farrell and T. Murray, injured at Meadows, N. J. A. Harrison, conductor; L. B. Mead, engineman.

November 27th.—C. H. Roberts, injured at Harsimus Cove, Jersey City, N. J. F. J. Frawley, conductor; J. Boehm, engineman.

November 29th.—J. P. Riley, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; G. McLaughlin, engineman.

November 29th.—L. Heerwagen, injured at Waverly, N. J. F. Reiman, conductor; J. Norton, engineman.

December 2d.—G. Claflin, injured at Trenton, N. J. A. F. Waters, conductor; G. Claflin, engineman.

December 3d.—A. M. Eiden, injured at Harsimus Cove, Jersey City, N. J. P. J. Hand, conductor; M. J. Rood, engineman.

December 9th.—C. P. Clark, killed at South Elizabeth, N. J. R. Buggy, conductor; A. Ryan, engineman.

December 12th.—I. R. Walton, injured at Trenton, N. J. L. H. White, conductor; G. Gingler, engineman.

November 27th.—E. Fitzgerald, hand cut by nail in freight-car door at Metuchen, N. J. A. Reed, conductor; E. F. Rue, engineman.

November 29th.—C. W. Livezey, struck by switch lever at Rahway, N. J. E. B. Amerman, conductor; W. Jennings, engineman.

November 30th.—W. D. Solomon, foot injured by barrel of flour falling on it at Deans, N. J. A. Reed, conductor; E. F. Rowe, engineman.

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December 7th.—J. J. McCann, fell off engine and run over at Harsimus Cove, Jersey City, N. J. J. W. Moore, No. 2, conductor; L. G. Titus, engineman.

December 12th.—C. Delonis, killed at Trenton, N. J. H. A. Lindhurst, conductor; W. Elliott, engineman.

December 14th.—G. Messerall, injured at Monmouth Junction, N. J. T. H. Abbett, conductor; A. Savidge, engineman.

December 15th.—W. A. Brown, hand injured by lading shifting at Waverly, N. J. A. C. Rochacker, conductor; T. W. Ryan, engineman.

December 15th.—W. B. Simmis, injured by lading shifting on car at Waverly, N. J. M. J. Lapp, conductor; W. Williams, engineman.

December 16th.—T. Kiernan, killed at Princeton Junction, N. J. A. N. Ritter, conductor; J. H. Fackenthall, engineman.

December 11th.—J. Hickey, injured at Linden, N. J. M. H. Garrigan, conductor; F. Overbaugh, engineman.

December 20th.—W. J. Thompson, injured at East Brunswick, N. J. M. H. Garrigan, conductor; Q. Overbaugh, engineman.

December 24th.—J. J. Collins, injured at Harsimus Cove, Jersey City, N. J. J. E. Westcott, conductor; C. A. Thomas, engineman.

December 28th.—Dennis O'Brien, injured at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. Lozier, engineman.

December 29th.—B. J. Scullin and A. Dahlberg, injured at Meadows, N. J. D. W. Ellison, conductor; F. Springstead, engineman.

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December 30th.—B. H. Clayton, injured at Linden, N. J. M. H. Garrigan, conductor; F. Overbaugh, engineman.

Persons struck by passing trains and killed or injured while walking or standing on the track.

January 12th.—Samuel Banks, killed at South Elizabeth, N. J. R. Buggy, conductor; G. Vanarsdale, engineman.

February 6th.—Unknown man, killed at Marion N. J. G. M. Tice, conductor; B. Lupton, engineman.

February 6th.—Bernard McGinley, injured at Marion. G. M. Tice, conductor; B. Lupton, engineman.

April 15th.—Unknown man, killed at Millham Junction, N. J. E. C. Cline, conductor; W. S. Laird, engineman.

February 17th.—Unknown man, killed at Princeton Junction, N. J. J. H. Ridder, conductor; G. E. Morris, engineman.

May 6th.—John McCarthy, killed at Harrison, N. J. C. C. Howard, conductor; Geo. Hetzel, engineman.

June 11th.—Unknown man, killed at Rahway, N. J. J. M. Curran, conductor; E. Vaughn, engineman.

June 11th.—L. Tobason, injured at Harsimus Cove, Jersey City, N. J. W. Robinson, conductor; W. Johnson, engineman.

June 11th.—W. Hagstram, injured at Harsimus Cove, Jersey City, N. J. W. Robinson, conductor; W. Johnson, engineman.

July 17th.—P. Farrell, injured at Harrison, N. J. W. A. Boulton, conductor; J. J. Fagan, engineman.

July 30th.—Unknown man, killed at Lawrence, N. J. J. Buckley, conductor; G. E. Morrison, engineman.

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September 2d.—Thomas Kelly, killed at Marion, N. J. B. S. Quinland, conductor; O. Pancoast, engineman.

September 19th.—Unknown man, killed at Newark, N. J. W. H. Merritt, conductor; L. Myers, engineman.

November 8th.—Unknown boy, injured at Harrison, N. J. J. Afflerbach, conductor; J. Ainer, engineman.

November 27th.—E. F. Terrell, injured at Jersey City, N. J. J. McLoughlin, conductor; W. Manning, engineman.

December 2d.—Unknown man, killed at Menlo Park, N. J. D. Killcommons, conductor; M. F. Lee, engineman.

December 18th.—W. E. Driscoll, injured at East Brunswick, N. J.; David Kamber, killed at East Brunswick, N. J. O. W. Hoff, conductor; E. D. Wright, engineman.

December 24th.—Unknown man (colored), killed at Millham Junction, N. J. J. S. Nolan, conductor; G. Auchter, engineman.

Persons killed or injured by moving trains while crossing the tracks.

January 10th.—William Trainer, injured at Harrison, N. J. F. F. Vickery, conductor; C. Metz, engineman.

March 10th.—Daniel Haley, injured at Rahway, N. J. T. Goble, conductor; O. Pancoast, engineman.

March 26th.—James Merrean, injured at Harrison, N. J. Charles Howard, conductor; T. Van Nuys, engineman.

April 2d.—Harvey Banner, injured at Newark, N. J. F. Ammerman, conductor; William Roberts, engineman.

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April 28th.—Isaac Washington, colored, injured at Newark, N. J. C. B. Kendig, conductor; G. Auchter, engineman.

April 3d.—Jacob Doersch, injured at Marion, N. J. F. J. Thomas, conductor; N. Bratton, engineman.

June 14th.—C. Erlich, killed at Rahway, N. J. W. Dannenhour, conductor; A. Ryan, engineman.

September 13th.—J. Kerdale, injured at Waldo avenue, Jersey City, N. J. Unknown conductor; unknown engineman.

September 18th.—Jacob Erbele, killed at Newark, N. J. J. Cornell, conductor; W. H. Fagan, engineman.

October 5th.—Patrick McGuire, injured at Millham, N. J. Unknown conductor; J. McAllister, engineman.

October 25th.—J. D. Vliet, injured at Iselin N. J. G. M. Tice, conductor; J. Bender, engineman.

December 2d.—F. Wolf and H. Heller, injured at Newark, N. J. C. W. Parks, conductor; I. Decker, engineman.

December 14th.—Fred Green, injured at Rahway, N. J. T. C. Morse, conductor; J. Huber, engineman.

Persons other than employes killed or injured in other ways than as above stated.

January 4th.—Unknown man, hand slightly scratched by broken glass on the seat. W. R. Adams, conductor; W. Hand, engineman.

January 8th.—Thomas Gallagher, hip injured by jumping from train at South Elizabeth, N. J. J. R. Cornell, conductor; I. Van Pelt, engineman.

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January 11th.—Henry Sabine, foot injured while getting on car at Linden, N. J. F. E. Wyckoff, conductor, J. Van Nuys, engineman.

January 14th.—Mrs. S. Jackson, colored, back and head injured by slipping from platform of train at Market street station, Newark, N. J. C. R. Evans, conductor; J. Van Nostrand, engineman.

January 27th.—Unknown man injured his foot on train at Jersey City, N. J. C. B. Kendig, conductor, M. Guerney, engineman.

January 27th.—Unknown woman fell while getting off train at Trenton, N. J. W. H. Post, conductor; J. Maloney, engineman.

February 4th.—Laura Pierpont, fell while jumping from train at Jersey City, N. J. H. W. Feaster, conductor; F. Farrell, engineman.

February 4th.—Unknown woman fell while alighting from train at Metuchen, N. J. O. A. Swenson, conductor; G. Woolsey, engineman.

February 23d.—John Moore, fell while getting on train at Elizabeth, N. J. Charles Howard, conductor; O. Pancoast, engineman.

March 4th.—A. M. Baroody, injured by being struck by door of toilet at New Brunswick, N. J. W. H. Burroughs, conductor; S. Simpson, engineman.

March 10th.—James Baisley, injured while looking out of car window at Newark, N. J. W. Ahrens, conductor; G. H. Quigley, engineman.

March 12th.—Unknown woman fell while alighting from train at Trenton, N. J. A. E. Rock, conductor; F. Barber, engineman.

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March 19th.—Mrs. E. Smith, injured while alighting from train at Trenton, N. J. J. Dougherty, conductor; T. Quinton, engineman.

March 18th.—H. W. Smith, injured by jumping from train at Newark, N. J. J. R. Cornell, conductor; J. Freeman, engineman.

March 25th.—H. C. Meeker, struck by stone thrown through car window at Jersey City, N. J. W. N. Stults, conductor; G. Skirm, engineman.

March 29th.—Arthur Burr (colored), injured by being thrown against car locker at Jersey City, N. J. J. McLaughlin, conductor; M. Manning, engineman.

March 30th.—Helen Pinckston, fell while alighting from train at Jersey City, N. J. J. E. Clothier, conductor; G. Seward, engineman.

March 31st.—W. Ward, injured by falling off car at Market street, Newark, N. J. J. Fitzgerald, conductor; J. J. Fagan, engineman.

April 5th.—Mrs. C. Rose, struck by broken glass from car window at Meadows, N. J. G. S. Stults, conductor; S. Simpson, engineman.

April 8th.—H. C. Ayers, hand injured by car door closing on it at Rahway, N. J. W. N. Stults, conductor; G. Skirm, engineman.

April 13th.—M. Gilbert, hand injured by falling on station platform, Chestnut street, Newark, N. J. C. Campbell, conductor; T. Cadell, engineman.

April 24th.—R. R. Halcher (colored), injured while alighting from train at Elizabeth station, N. J. E. E. Bossert, conductor; G. Smith, engineman.

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April 27th.—Anna Schoendorf, injured while alighting from train at Woodbridge, N. J. H. F. Lander, conductor; H. Burton, engineman.

April 27th.—D. Dunham, hand injured by car door closing on it at New Brunswick, N. J. J. R. Cornell, conductor; I. Van Pelt, engineman.

May 6th.—D. O. Neil, struck by broken glass from car window at Jersey City, N. J. L. S. Booz, conductor; T. Cadell, engineman.

May 6th.—W. H. Devoe, struck by a stone thrown through car window at Jersey City, N. J. W. Gee, conductor; W. Gordon, engineman.

May 14th.—Unknown woman, fell from car seat in aisle at Newark, N. J. J. M. Fitzgerald, conductor; J. J. Fagan, engineman.

May 19th.—Mary Schoellner, struck by broken glass at East Newark, N. J. F. J. Thomas, conductor; W. Gurney, engineman.

May 20th.—J. Halligan, struck by a car door at Harsimus Cove, Jersey City. M. McGrath, conductor; H. P. Johnson, engineman.

May 28th.—Mrs. A. Gallagher, injured by falling at Market street station, Newark, N. J. A. Bergen, conductor; J. Knowles, engineman.

June 1st.—Unknown man, hand injured by car door at Newark, N. J. C. Campbell, conductor; A. Hill, engineman.

June 2d.—Mrs. Staff, struck by broken glass at Jersey City, N. J. J. S. Nolan, conductor; W. Gurney, engineman.

June 10th.—W. C. Seaman, struck by car door at Elizabeth, N. J. W. Ahrens, conductor; H. Metz, engineman.

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June 13th.—F. Wright, injured by being struck while riding on platform of car at Hackensack bridge, N. J. H. Dannenhour, conductor; H. Martindale, engineman.

June 14th.—A. W. Toole, head injured by being struck by tools carried by lineman while passing through smoking car, Newark, N. J. E. E. Bossert, conductor; W. Keefe engineman.

June 29th.—F. S. Dickson, injured by broken glass from window of car at Jersey City, N. J. J. Dougherty, conductor; J. H. Warren, engineman.

June 30th.—C. Sherden, arm injured by window falling on it at Jersey City, N. J. J. M. Curran, conductor; A. Hill, engineman.

June 30th.—L. E. Warren, injured by door falling on hand, at Newark, N. J. G. H. Williams, conductor; L. Bates, engineman.

July 4th.—A. C. Holden, injured by broken glass from window of car at Newark, N. J. F. E. Wyckoff, conductor; J. Van Nuys, engineman.

July 5th.—J. J. Sprahn, injured by broken glass in car window at Trenton, N. J. G. Garrett, conductor; W. H. Peabody, engineman.

July 8th.—E. C. Petershen, injured in collision at New Brunswick. S. Knowles, conductor; W. Hartman, engineman.

July 21st.—Unknown man, fell while alighting from train at Newark, N. J. F. Delterne, conductor; T. Cadell, engineman.

July 29th.—J. Phillips (colored), injured by falling from train at East Brunswick, N. J. F. J. Robertson, conductor; S. James, engineman.

August 7th.—Jane Snyder, injured while picking coal under car at Harsimus Cove, Jersey City, N. J. P. Burke, conductor; J. Regan, engineman.

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August 12th.—T. Owen, fell while alighting from train at Newark, N. J. W. N. Stults, conductor; G. Skirm, engineman.

August 14th.—L. S. Samuel, thumb cut by broken glass from window at Newark, N. J. W. Kennedy, conductor; A. Henecker, engineman.

August 14th.—Mrs. G. Holland, Miss Viney, Mrs. Pomery, Laura Pierson, injured by broken glass at Millham Junction, N. J. W. H. Read, conductor; S. Lane, engineman.

August 15th.—H. Biglow, hand injured by car door closing on it at Harrison, N. J. D. R. Blizzard, conductor; I. Werts, engineman.

August 14th.—W. Garrigan, killed at Stelton, N. J., stealing a ride. F. Cooper, conductor; J. W. Nesbitt, engineman.

August 19th.—T. Larkins, injured while stealing a ride at Meadows, N. J. A. R. Michaels, conductor; W. S. Bennett, engineman.

August 22d.—Unknown woman fell while alighting from train at New Brunswick, N. J. C. F. Nace, conductor; W. P. Carr, engineman.

August 23d.—Unknown man struck by a stone thrown through window of car at Perth Amboy, N. J. J. H. Lanning, conductor; J. Moore, engineman.

August 27th.—P. A. Close, killed at Rahway by falling between cars. R. E. Green, conductor; J. H. Jackson, engineman.

August 31st.—Unknown woman fell while alighting from train at New Brunswick, N. J. F. L. Denniston, conductor; G. Roe, engineman.

August 31st.—Mrs. W. Coyle, fell while alighting from train at Rahway, N. J. E. U. Garretson, conductor; A. Hill, engineman.

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September 3d.—Mrs. D. Keebi, fell while alighting from train at Rahway, N. J. J. H. Lanning, conductor; J. J. Fagan, engineman.

September 5th.—Oscar Weimer, struck by train while trying to climb upon track at Newark, N. J. E. Booth, conductor; E. F. Rowe, engineman.

September 8th.—Miss M. Klemberg, fell while alighting from train at Jersey City, N. J. T. F. Goble, conductor; F. Shipman, engineman.

September 9th.—William Spillin, fell from train at Market street, Newark, N. J. B. W. Rulon, conductor; I. D. Fry, engineman.

September 9th.—J. Fleming, fell while alighting from train at Elizabeth, N. J. J. R. Cornell, conductor; G. Taylor, engineman.

September 10th.—G. Body, killed at Perth Amboy Junction, N. J. R. Allen, conductor; P. F. McGovern, engineman.

September 13th.—Mrs. J. S. VanHorn, fell while jumping from train at Jersey City, N. J. O. A. Swenson, conductor; unknown engineman.

September 15th.—Mrs. Maguire, fell while passing out of car at Jersey City, N. J. J. N. Curran, conductor; W. H. Gurney, engineman.

September 16th.—A. Cortalono, injured jumping from train at Linden, N. J. C. Campbell, conductor. A. Hill, engineman.

September 26th.—M. Monheimer, finger caught by door of coach at Market street, Newark, N. J. T. A. Cosgrove, conductor; J. C. Knowles, engineman.

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September 27th.—Miss D. Volps, hand caught in door at Market street, Newark, N. J. L. P. Booz, conductor; W. Gurney, engineman.

October 6th.—Earnest Webel, knocked down by baggage truck at Market street, Newark, N. J. T. F. Goble, conductor; H. Metz, engineman.

October 10th.—T. Cremaldo, injured jumping from train at Elizabeth, N. J. J. R. Cornell, conductor; I. Van Pelt, engineman.

October 22d.—S. P. Rogers, struck by freight engine while stepping off train at South Elizabeth, N. J. J. Sheen, conductor; W. Van Middleworth, engineman.

October 8th.—J. McElvoy, injured falling from car at Elizabeth, N. J. J. J. McCormick, conductor; W. Hutchinson, engineman.

November 11th.—J. Daul, injured by car door closing on hand at Harrison, N. J. L. S. Booz, conductor; J. Fagan, engineman.

November 11th.—B. Buckley, fell from train at Millstone Junction, N. J. F. N. Neall, conductor; C. Stines, engineman.

November 13th.—E. B. McKee, fell while jumping on train at Rahway, N. J. C. Campbell, conductor; A. Hill, engineman.

November 22d.—J. Fillicman, fell while alighting from train at Elizabeth, N. J. J. E. Clothier, conductor; G. Seward, engineman.

December 1st.—M. J. Fahey, fell while trying to board train at Newark, N. J. J. Rowland, conductor; C. W. Plant, engineman.

December 2d.—F. C. Tichenor, struck by piece of broken carriage at Newark, N. J. C. W. Park, conductor; I. Decker, engineman.

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December 3d.—G. Brown, struck by track fence at North Elizabeth, N. J. C. Campbell, conductor; W. Gurney, engineman.

December 5th.—Miss M. Jones, fell while alighting from train at Trenton, N. J. G. B. Wilson, conductor; F. Blakesly, engineman.

December 4th.—F. D. Wilcox, fell over seat in train at Jersey City, N. J. J. J. Kenyon, conductor; W. Curran, engineman.

December 19th.—G. H. Handley and Miss B. Batterson, injured by broken glass from car window at Metuchen, N. J. G. W. Terhune, conductor; W. Freeman, engineman.

December 23d.—Unknown woman and child fell while alighting from train at Elizabeth, N. J. W. H. Burroughs, conductor; G. Quigley, engineman.

December 25th.—Mrs. C. Wienges, injured by falling over dress-case in aisle of car at Elizabeth, N. J. H. G. Allen, conductor; T. Lawler, engineman.

Employes killed or injured by accident as stated.

January 12th.—G. F. Wagner, injured while stepping from car to ground at Harsimus Cove, Jersey City, N. J. P. J. Hand, conductor; C. Thomas, engineman.

January 16th.—P. Perry, killed while working on the track at Deans, N. J. P. F. O'Neill, conductor; J. Henderson, engineman.

January 19th.—M. J. Malone, struck by engine while standing on the track at East Brunswick, N. J. L. E. Burt conductor; W. J. Burton, engineman.

January 20th.—M. Rosso, killed while crossing the tracks at Marion, N. J. J. E. Westcott, conductor; T. W. Ryan, engineman.

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January 22d.—B. Gray, Ankle sprained while stepping from car at Princeton, N. J. M. S. Mason, conductor; M. Montgomery, engineman.

January 23d.—T. F. Mulins, injured while repairing switch at Jersey City, N. J. J. Fitzgerald, conductor; J. McKenzie, engineman.

January 28th.—F. Gibney, injured in rear-end collision at Meadows, N. J. A. C. Rothacker, conductor; A. E. Harris, engineman.

January 30th.—J. B. Luhrs, foot injured while stepping from engine at Harsimus Cove, Jersey City, N. J. J. Kernan, conductor; H. Roe, engineman.

January 31st.—S. W. Moore, leg injured by falling from engine at Newark, N. J. G. B. Sutts, conductor; W. F. Van Arsdale, engineman.

February 9th.—L. H. White, injured by falling from step of car at Trenton, N. J. L. H. White, conductor: G. Ginglen, engineman.

February 14th.—G. Albright, wrist injured by falling on engine at Rahway, N. J. G. B. Wilson, conductor; T. Smith, engineman.

February 20th.—T. Fagan, injured by engine while in ash pit at Harsimus Cove, Jersey City, N. J. S. Barr, conductor; R. D. Titus, engineman.

February 23d.—W. E. Hall, injured by falling from car at Trenton, N. J. L. F. Shine, conductor; O. A. Shipley, engineman.

February 26th.—J. J. Hoffman, injured by falling from car at Jersey City, N. J. L. Carley, conductor; J. Slater, engineman.

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March 1st.—C. H. Carroll, injured by falling off engine at Meadows, N. J. S. R. Stockton, conductor; W. H. Fagan, engineman.

March 6th.—C. Deppish, injured while crossing the tracks at Jersey City, N. J. W. J. Murphy, conductor; W. Yies, engineman.

March 6th.—G. H. Roberts, injured while walking on the track at Millham Junction, N. J. W. T. Sharp, conductor; E. Reynolds, engineman.

March 7th.—C. D. Cosselman, injured by falling while getting off car at Jersey City, N. J. A. McTaggert, conductor; M. F. Lee, engineman.

March 11th.—J. F. Quigley, injured by falling over switch at Linden Park, N. J. A. Reed, conductor; C. Shipley, engineman.

March 12th.—J. E. Jones, Jr., injured while throwing switch at Harsimus Cove, Jersey City, N. J. G. Crispin, conductor; G. W. Page, engineman.

March 13th.—T. B. McCue, struck by car while taking water at Monmouth Junction, N. J. E. H. Elmhurst, conductor; B. Smith, engineman.

March 14th.—W. A. George, injured by being struck by switch lever at Jersey City, N. J. J. C. Meyers, conductor; J. Barry, engineman.

March 18th.—W. N. Stults, injured by broken glass at Monmouth Junction, N. J. W. N. Stults, conductor; C. W. Plant, engineman.

March 20th.—J. L. Pearson, injured by falling in car at Millham, N. J. H. D. Bell, conductor; J. Finegan, engineman.

March 22.—W. H. Graham, injured by falling off car at Millham, N. J. E. Hickey, conductor; H. Klugh, engineman.

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March 26th.—J. G. Snyder, injured jumping from engine at Elizabeth, N. J. W. H. Garrigan, conductor; F. Overbaugh, engineman.

April 2d.—D. F. Cook, injured while throwing switch at Waverly, N. J. W. B. Winner, conductor; G. J. White, engineman.

April 7th.—L. P. Campton, injured while stepping from engine at Harsimus Cove, Jersey City, N. J. J. Lynch, conductor; E. P. Hutton, engineman.

April 9th.—J. Walsh, killed while crossing tracks at Harsimus Cove, Jersey City, N. J. J. Lynch, conductor; E. P. Hutton, engineman.

April 19th.—A. Downey fatally injured while crossing between cars at Waldo avenue yard, Jersey City, N. J. P. Mullin, conductor; P. Metz, engineman.

April 27th.—J. McBride, injured by falling against glass in door of car at Waverly, N. J. W. T. Sharp, conductor; E. Reynolds, engineman.

May 5th.—M. Jordon, killed while walking on track at Meadows, N. J. E. R. Evans, conductor; A. Rodgers, engineman.

May 6th.—F. Terhune, struck by a stone thrown through window of car at Jersey City, N. J. L. S. Booz, conductor; T. Cadell, engineman.

May 6th.—E. C. Bosslesire, struck by a stone thrown through window of coach at Jersey City, N. J. W. Gee, conductor; W. Gordon, engineman.

May 15th.—John Cook, injured falling from train at Meadows, N. J. J. Leavy, conductor; G. Brame, engineman.

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May 17th.—G. E. Western, injured by fall on train at Elizabeth, N. J. S. J. Robertson, conductor; E. Regan, engineman.

May 17th.—C. Fitzgerald, injured by lading shifting at Waverly, N. J. D. W. Ellison, conductor; D. Carr, engineman.

May 21st.—G. A. Reed, hand caught in door at Jersey City, N. J. J. M. Fitzgerald, conductor; T. Smith, engineman.

May 21st.—S. Marsell, killed at South Elizabeth, N. J. W. A. Bingham, conductor; T. Robbins, engineman.

May 22d.—Mrs. Driscoll, injured while cleaning car at Jersey City, N. J. E. Heaton, conductor; G. B. Gilkeson, engineman.

May 22d.—W. C. Wilson, injured by falling in ash pit at Waldo avenue yard, Jersey City, N. J. J. C. Meyer, conductor; W. C. Wilson, engineman.

June 3d.—J. A. Caldwell, injured by falling from train at Princeton Junction, N. J. J. R. McManus, conductor; R. A. Mullen, engineman.

June 6th.—H. B. Hemilright, struck by car door at Stelton, N. J. W. T. Sharp, conductor; E. Reynolds, engineman.

June 8th.—H. E. Ayers, injured by falling between cars at Meadows, N. J. J. Ward, conductor; W. P. Van Horn, engineman.

June 10th.—W. F. Williams, struck by a piece of ice at Waverly, N. J. W. Gee, conductor; P. F. Schaller, engineman.

June 13th.—C. E. Fitzer, struck by car while leaning out of cabin car, at Jersey City, N. J. J. P. Kelly, conductor; M. J. Rood, engineman.

June 14th.—C. Motz, injured by being struck by engine at Newark, N. J. H. D. Dannenhour, conductor; A. Ryan, engineman.

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June 21st.—A. L. Hulick, injured at Harsimus Cove, Jersey City, N. J. T. J. Carmody, conductor; T. Lawrence, engineman.

June 22d.—H. Hoesley, injured at Waverly, N. J. C. Womelsdorf, conductor; H. Hoesley, engineman.

June 26th.—W. F. Bullock, injured at East Rahway, N. J. E. P. Croughan, conductor; S. S. Craig, engineman.

June 27th.—A. Antonio, injured at Newark, N. J. W. W. Bransom, conductor; P. Schaller, engineman.

June 29th.—G. Reed, struck by a piece of baggage at Newark, N. J. H. F. Lander, conductor; E. Carr, engineman.

June 30th.—C. Spillinger, injured at Elizabeth, N. J. T. J. Carmody, conductor; C. Spillinger, engineman.

June 30th.—A. L. Hulick, injured at Elizabeth, N. J. T. J. Carmody, conductor; C. Spillinger, engineman.

July 1st.—A. Kerkusky, fatally injured at Menlo Park, N. J. J. Sheen, conductor; W. H. Rolfe, Sr., engineman.

July 2d.—T. A. Clark, killed at South Trenton, N. J. F. Farber, conductor; T. Towell, engineman.

July 2d.—F. B. Booz, injured at Monmouth Junction, N. J. W. N. Stults, conductor; G. Skirm, engineman.

July 11th.—H. B. Altvetter, fatally scalded by steam from bursted at Menlo Park, N. J. D. W. Ellison, conductor; C. H. Blumer engineman.

July 11th.—E. Bergen, injured getting off car at Menlo Park, N. J. D. W. Ellison, conductor; C. H. Blumer, engineman.

July 13th.—W. Coulson, injured getting off car at Meadows, N. J. P. Noon, conductor; T. F. Kealy, engineman.

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July 16th.—W. J. Hendricks, injured getting off car at Meadows, N. J. H. Muller, conductor; J. Van Sant, engineman.

July 20th.—J. J. Sherlock, killed at Waverly, N. J. J. B. Eshelman, conductor; C. H. Traphagen, engineman.

July 26th.—T. Shine, injured while carrying a barrel of flour at Millstone Junction, N. J. J. Flanagan, conductor; S. Barr, engineman.

July 27th.—G. W. Jones, struck while crossing the tracks at Harsimus Cove, Jersey City, N. J. P. J. Hand, conductor; C. A. Thomas, engineman.

August 13th.—T. Cadell, hand mashed while adjusting brakes on engine at Perth Amboy, N. J. L. S. Booz, conductor; T. Cadell, engineman.

August 13th.—W. H. Stalee, foot injured by a piece of coal falling on it at Harsimus Cove, Jersey City, N. J. F. Easterline, conductor; G. R. Conroy, engineman.

August 14th.—J. J. McCormick, injured at Millham Junction, N. J., rear-end collision. L. Cooper, conductor; J. Nesbitt, engineman.

August 14th.—E. J. Thompson, struck on head by freight car door, at Marion, N. J. E. B. Dalrymple, conductor; M. J. Selby, engineman.

August 17th.—J. Savage, killed at Marion, N. J. J. Williams, conductor; H. Higgins, engineman.

August 18th.—J. H. Kearney, injured by falling in car at Elizabeth, N. J. J. B. Eshelman, conductor; C. H. Traphagen, engineman.

August 19th.—S. Simon, injured by falling on track at Jersey City, N. J. B. F. Ellison, conductor; F. H. Silvers, engineman.

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August 21st.—R. M. Skirm, arm burnt against engine at Monmouth Junction, N. J. W. N. Stults, conductor; G. Skirm, engineman.

August 22d.—J. J. Adamson, injured by falling from train at Meadows, N. J. J. T. Mason, conductor; W. Fort, engineman.

August 26th.—F. W. Wood, injured at Harsimus Cove, Jersey City, N. J. J. W. Moore, conductor; A. H. Howell, engineman.

August 28th.—E. J. Volkert, injured by plank falling at Waverly, N. J. R. D. Titus, conductor; S. Barr, engineman.

September 2d.—S. J. Fairchild, killed at Communipaw, N. J. Unknown conductor; unknown engineman.

September 3d.—B. T. Stoakley, injured by striking canal bridge at Trenton, N. J. D. H. Carson, conductor; G. Dougherty, engineman.

September 6th.—T. Ryan, injured by being struck by step of car at Jersey City, N. J. Unknown conductor; unknown engineman.

September 14th.—W. H. Leonard, injured by striking switch shanty at Harsimus Cove, Jersey City, N. J. Unknown conductor; unknown engineman.

September 16th.—J. Kovacs, killed while crossing tracks at Monmouth Junction, N. J. W. N. Stults, conductor; G. Skirm, engineman.

September 17th.—W. H. Elliott, struck by a piece of iron thrown through car window at Barracks yard, Trenton, N. J. T. J. Carmody, conductor; W. H. Elliott, engineman.

September 20th.—J. Dunphy, killed at Woodbridge while flagging train. D. Wilson, conductor; S. Hafner, engineman.

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September 25th.—W. H. Delarue, struck by train at East Brunswick, N. J. while taking water. A. R. Michaels, conductor; E. L. Godfrey, engineman.

September 30th.—C. Lawrence, sprained his wrist by falling on engine at Newark, N. J. F. Stackhouse, conductor; J. B. Thacklinburg, engineman.

October 2d.—W. La Wall, struck by train while examining engine at Lawrence, N. J. J. Dougherty, conductor; W. La Wall, engineman.

October 3d.—J. H. Wilkinson, fell from car when air was applied at Millham Junction, N. J. S. R. Stockton, conductor; W. H. Fagan, engineman.

October 5th.—W. A. Brophy, injured by jumping off car at Meadows, N. J. W. H. Burke, conductor; H. H. Blore, engineman.

October 9th.—G. Cheesman, killed while patrolling tracks at Metuchen, N. J. Unknown conductor; unknown engineman.

October 11th.—J. Brown, killed while walking on the track at Linden, N. J. W. T. Costigan, conductor; F. Blakesly, engineman.

October 11th.—J. Yates, injured while inspecting cars at Harsimus Cove, Jersey City, N. J. R. Elder, conductor; F. Crespin, engineman.

October 16th.—T. A. White, hand injured by lading shifting at Harsimus Cove, Jersey City, N. J. F. Hartman, conductor; F. Lozier, engineman.

October 18th.—M. A. Murphy, injured while stepping off engine at Marion, N. J. M. A. Murphy, conductor; E. Casswell, engineman.

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October 19th.—John Yates, injured by falling from car at Harsimus Cove, Jersey City, N. J. P. C. Taylor, conductor; W. J. Dugan, engineman.

October 21st.—B. Cone, Sr., killed at Stelton, N. J. H. W. Feaster, conductor; F. Farrell, engineman.

October 21st.—S. Wands, injured by falling off car at Harsimus Cove, Jersey City, N. J. C. T. Wyckoff, conductor; E. Ryan, engineman.

October 22d.—W. H. Holland, injured by falling on engine at Meadows, N. J. T. Dempsey, conductor; W. H. Holland, engineman.

October 31st.—M. Faccons, injured while walking on the track at Harsimus Cove, Jersey City, N. J. F. Courtney, conductor; G. Blakesly, engineman.

November 12th.—H. W. Rue, back injured while turning on steam-heat lever in car at Waldo avenue, Jersey City, N. J. B. W. Rulon, conductor; G. Quigley, engineman.

November 19th.—A. P. Schenck, injured by falling from train at Meadows, yard, N. J. G. B. Hengst, conductor; G. Dougherty, engineman.

November 23d.—T. Risden, fell from car at Market street, Newark, N. J. J. Rowland, conductor; L. Ganong, engineman.

November 28th.—E. V. Carney, fell off car while unloading freight at East Rahway, N. J. H. C. Cheever, conductor; T. Regan, engineman.

December 14th.—W. H. Hinle, injured at Waverly, N. J. W. B. Winner, conductor; A. H. Howell, engineman.

December 16th.—W. B. Fenton, injured at Monmouth Junction, N. J. G. Neil, conductor; T. R. Stine, engineman.

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December 22d.—C. W. Lanning, finger cut off by lever of water scoop at Rahway, N. J. J. Williams, conductor; E. Cubberly, engineman.

December 22.—A. Lesky, struck by engine while inspecting cars at Jersey City, N. J. J. J. Bloomer, conductor; C. Neigert, engineman.

December 25th.—M. J. Hogan, injured at Jersey City, while coupling steam hose. C. Howard, conductor; O. Pancoast, engineman.

December 27th.—A. L. Skirm, back sprained opening car door at Rocky Hill, N. J. W. N. Shultz, conductor; G. Skirm, engineman.

All the conductors and enginemen mentioned in the foregoing report were retained in the service of the company.

ACCIDENTS—AMBOY DIVISION.

Persons killed by trains while crossing tracks.

None.

Persons injured by trains while crossing tracks.

January 28th.—David Thorn, head hurt, Yardville. J. P. Read, conductor; I. Worts, engineman.

March 27th.—S. W. Smiths, head and limbs hurt, East Moorestown. E. A. Gross, conductor; W. Watts, engineman.

June 4th.—B. R. Miller, head hurt, Camden. W. J. Robinson, conductor; R. Stewart, engineman.

September 10th.—Charles Hubb, head hurt, Palmyra. W. A. Gynne, conductor; F. Goff, engineman.

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September 10th.—Bernard Shields, head hurt, Camden. T. H. Jones, conductor; W. Riley, engineman.

December 24th.—Frederick Sohn, slightly bruised, Prospect Plains. Joseph A. Shinn, conductor; W. Lacey, engineman.

Persons killed by trains while walking or standing on tracks.

February 1st.—J. A. Devine, fatally hurt, walking on tracks, Coopers Creek. A. F. Perret, conductor; J. Kugler, engineman.

March 16th.—Charles Miller, killed walking on tracks, Coopers Creek. John Clark, conductor; William Morgan, engineman.

March 17th.—R. H. Stowell, found dead; probably struck by train, Palmyra. Train unknown.

April 21st.—Edward Larkins, found dead on tracks, Trenton. Train unknown.

May 8th.—Michael Nowroeski, fatally hurt on tracks, South Amboy. Train unknown.

June 1st.—Florence E. Morrow, killed walking on tracks. Allenhurst. J. G. Clark, conductor; J. D. Huston, engineman.

June 17th.—Unknown man killed walking on tracks, Coopers Creek. J. Matlack, conductor. J. Jugler, engineman.

August 27th.—William Crawford, killed walking on tracks, Florence. D. S. Finafrock, conductor; William Bowe, engineman.

August 29th.—James O. Dornell, killed on tracks, Riverside. Train unknown.

September 28th.—Sarah Ireland, walking on tracks, West Moorestown. J. Matlack, conductor; Reeves Stewart, engineman.

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October 19th.—Thomas Wright, killed on tracks, White Hill. J. H. Duncan, conductor; George Schuyler, engineman.

Persons injured by trains, walking or standing on tracks.

June 13th.—Frederick Davis, head hurt, Burlington. H. B. McCue, conductor; J. Lewis, engineman.

June 14th.—Reuben Johnson, head hurt, Fish House. David Wilson, conductor; S. Hafner, engineman.

July 14th.—James O'Neill, head hurt, Burlington. H. M. Fritzinger, conductor; A. Fennimore, engineer.

June 27th.—Joseph Wilson, fatally injured, Freehold. John P. Read, conductor; H. Fine, engineer.

August 18th.—Richard Verlee, head and legs hurt, Camden. William Bessey, conductor; J. Parsons, engineman.

December 14th.—Charlotte Day, fractures and bruises, walking on track. E. W. Ancker, conductor; H. Swain, engineman.

Persons killed or injured getting on or off moving trains.

January 18th.—S. E. Patterson, foot hurt, getting on train, Haddon avenue. J. Matlack, conductor; H. Fine, engineer.

March 5th.—William Golrick, head hurt, getting off train, Haddon avenue. W. A. Gynne, conductor; F. Jobes, engineman.

March 20th.—George Donnelly, foot hurt, getting on car, Burlington; F. D. Deacon, conductor; H. Hiers, engineer.

April 3d.—Mrs. A. O. Bills, side hurt, getting on car, Bordentown. A. F. Perret, conductor; William Perry, engineman.

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April 17th.—G. H. Richter, knee hurt, getting on train, Burlington. J. Dowell, conductor; J. Conrad, engineer.

June 10th.—Annie Hill, side hurt, getting off car, Camden. H. L. Wilson, conductor; C. Brewer, engineman.

July 4th.—J. S. Briest, back hurt, jumping off train, Merchantville. Train unknown.

July 10th.—C. E. Williams, arm hurt, falling off train, Camden. F. J. Wallace, conductor; W. Vanneman, engineman.

August 23d.—J. P. Cairns, arm hurt, getting on train, East Moorestown. R. H. Robbins, conductor; A. J. Downs, engineman.

September 9th.—M. Myres, knee hurt, getting off train, Delanco. A. F. Perrett, conductor; T. D. Bunting, engineman.

October 4th.—William Welch, alleged hurt getting off train, Camden. Train unknown.

October 5th.—E. D. Robinson, bruised, getting on train, Bordentown. B. R. Blizzard, conductor; I. Worts, engineman.

October 17th.—Mrs. E. Donahue, face scratched, getting off train, Edgewater Park. T. J. Owens, conductor; J. Jones, engineman.

November 13th.—Josie Lane, head hurt, getting off train, Sea Girt. E. C. Ayres, conductor; J. Cain, engineman.

November 21st.—J. Rossell, slight hurt, getting off train, Delanco. E. Deacon, conductor; T. D. Bunting, engineman.

November 28th.—Mrs. A. P. Wetherill, foot hurt, getting on train, Jamesburg. W. E. Van Dusen, conductor; E. Johnson, engineman.

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Persons killed of injured otherwise than as above stated.

January 5th.—E. V. Hendrickson, hand hurt by car door, Burlington. T. J. Owens, conductor; G. Schyler, engineman.

January 7th.—David Corbett, hand hurt by car door, Bordentown. J. M. Gordon, conductor.

February 21st.—J. Walter Nale, E. Stokes, John Gates, William McKinney, Daniel Weast, M. Sparter, Angellio Grossi, G. Olivetti, F. Orrice, S. Vincenses, unknown woman, killed or fatally injured in collision.

February 21st.—W. S. Rewalt, C. Davis, A. Pitman, F. F. Cortello, V. Spina, D. Cortella, A. Lebra, J. Beronadine, James Farrell, E. C. Dey, J. Merlin, D. Frozza, A. Madia, D. Waterall, J. Pederick, S. Rartolet, F. Bettark, L. Messa, J. R. Cofferett, C. T. King, Mrs. H. Lyons, L. Jones, Mrs. S. O. Edwards, Mrs. W. T. Angello, J. T. Wills, Mrs. J. Olin, J. E. Johnson, Mrs. J. E. Johnson, C. N. Fort, Mrs. C. N. Fort, Paul Gairo, P. Zaccard, G. Bruno, V. Tumillo, S. Budd, an unknown woman, injured in collision. John Welsh, T. M. Gee, William Coohran, John Farrell, S. C. Garzi or Luigi, reported missing in collision near Rusling. E. S. Sapp and W. E. Brown, conductors; B. F. Thompson and Walter Earl, enginemen.

April 26th.—Henry Ward, foot hurt stealing a ride, Old Bridge. Train unknown.

May 22d.—Frank Poler, hand hurt by mail crane, Riverside. D. Blizzard, conductor; I. Worts, engineman.

July 13th.—Frank Arber, leg broken stealing a ride, Spotswood. H. M. Fritzinger, conductor; A. Fennimore, engineman.

July 19th.—Howard Heckman, fatally hurt stealing a ride, Freehold. J. Snedaker, conductor; P. Tilton, engineman.

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July 20th.—C. Y. Flanders, arm hurt by glass, Florence. D. R. Blizzard, conductor; I. Worts, engineman.

July 25th.—Frank Schafle, hand hurt by sash, Camden. David Clapp, conductor; John Greiner, engineman.

August 10th.—J. Stewart, Mary Vincent, S. Stockell, C. H. Jones, W. A. McBride, L. J. Pyle, Wm. Gest, C. W. Carwithain, J. C. Donnell, Rena McCarren, M. J. Francis, C. H. Buchanan, L. P. Yonker, J. J. Sullivan, M. Campi, K. Langford, F. McCauley, H. M. Greenfield, Calvin Green, Mrs. C. Green, J. Carr, Fannie Jones, H. Grather, C. J. Buck, B. M. Martin, S. Coal, J. Gardneer, J. Riddle, T. Duffy, C. T. Williams, J. J. Kane, A. Shriff, M. Force, L. Colden, Rose Mooney, J. Adelman, C. J. Welsh, Cora Root, M. Martin, H. W. Pearce, A. Menamin, L. M. Menamin, E. S. M'Grogan, E. M'Grogan, L. E. Shipley, M. M'Garron, V. M'Garron, B. M. Bromley, J. Howard Bromley, Eva Graver, J. C. Noblit, A. Herzog, Bertha Flaningan, bruised and shocked by drilling cars, Camden. Howard Corson, conductor; W. Mitchell, engineman.

August 12th.—F. P. Casey, hand hurt by mail crane, Birmingham. J. K. McMillan, conductor; F. Stults, engineman.

August 25th.—J. J. Kerr, hand hurt by car window, Burlington. C. M. Hinchman, conductor; J. Conrad, engineman.

August 31st.—N. Simon, hand hurt by car door, Bay Head Junction. T. A. Robertson, conductor; H. Crispin, engineman.

September 2d.—Isabella Duffy, arm hurt by fall in car, Ewansville. R. H. Robbins, conductor; A. J. Downs, engineman.

September 4th.—S. S. Hulings, alleged hurt by starting train, near Camden. Train unknown.

October 21st.—Walter Vandien, hand hurt, stealing a ride, South Amboy. C. Petit, conductor; L. Ettinger, engineman.

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November 7th.—Mrs. A. Henderson, face hurt by stone thrown, Beverly. T. H. Jones, conductor; J. Compton, engineman.

November 23d.—E. L. Wright, alleged hurt by steam lever, Beverly. J. Dowell, conductor; J. Conrad, engineman.

Employes killed or injured coupling or handling cars.

February 14th.—Elmer Patton, brakeman, hand hurt, Monmouth Junction. J. M. Hampton, conductor; A. Dare, engineman.

February 26th.—Stephen Howard, brakeman, hand and leg hurt, E. Burlington. C. R. Stewart, conductor; H. Harker, engineman.

March 5th.—William Shimp, brakeman, fatally hurt, Camden. W. Patterson, conductor; T. Berrien, engineman.

March 14th.—Eli Hill, brakeman, leg hurt, Freehold. J. M. Hampton, conductor; J. Doory, engineman.

March 25th.—H. Z. Mount, brakeman, foot hurt, Asbury Park. T. H. Abbott, conductor; A. Savidge, engineman.

May 9th.—J. F. Collins, brakeman, hand hurt, Old Bridge. Frank Thompson, conductor; J. G. Detz, engineman.

May 18th.—E. Scheaffer, brakeman, hand hurt, Camden. Dennis Ryan, conductor; J. Parsons, engineman.

June 13th.—R. J. Lafferty, brakeman, hand hurt, Jamesburg. George Johnson, conductor.

June 19th.—W. N. Wolcott, brakeman, killed, Jamesburg. W. H. Carr, conductor; J. A. Smith, engineman.

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July 15th.—Theo. Gleason, brakeman, leg hurt, Pavonia. A. C. Kirk, conductor; J. Schuyler, engineman.

July 15th.—W. C. Todd, flagman, side hurt, Camden. C. West, conductor; R. Guantt, engineman.

August 10th.—H. F. Lynn, brakeman, leg broken, Bordentown. I. Peak, conductor; W. B. Jobes, engineman.

August 30th.—Timothy Gleason, flagman, head hurt, Jamesburg. J. Elliott, conductor; J. Brison, engineman.

August 31st.—A. C. Fry, brakeman, finger hurt, Old Bridge. C. Schenck, conductor; J. H. Bailey, engineman.

September 10th.—Emanuel Hagar, Sr., brakeman, side hurt, South Amboy. J. Martin, conductor; J. R. Bailey, engineman.

September 10th.—Patrick Murtha, brakeman, arm hurt, South Amboy. L. Abersold, conductor; William Foster, engineman.

September 12th.—C. W. Voll, brakeman, legs hurt, Camden. N. M. Leitch, conductor; J. Mitchell, engineman.

October 3d.—E. H. Krall, brakeman, side hurt, Old Bridge. G. B. Zeigler, conductor; William Bosler, engineman.

October 30th.—E. A. Claypoole, brakeman, foot hurt, Maple Shade. T. A. Robertson, conductor.

November 5th.—Frank Bell, brakeman, foot hurt, Smithville. A. L. Berkeley, conductor; H. Crispin, engineman.

November 6th.—Richard Lang, laborer, hip hurt, Camden; hand car.

November 9th.—A. B. Egbert, brakeman, knee hurt, Hightstown. J. A. Shinn, conductor; William Lacey, engineman.

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November 19th.—George Rost, conductor, head hurt, Jamesburg. George Rost, conductor; W. S. McFadden, engineman.

November 16th.—William S. Blake, brakeman, shoulder hurt, Pavonia. William Hennessey, conductor; F. Stults, engineman.

December 10th.—Edward L. Brown, brakeman, foot hurt, Old Bridge. H. B. McCue, conductor; J. Schuyler, engineman.

December 14th.—William F. Murray, fatally injured, Camden. Henry Smith, conductor; F. Stults, engineman.

December 27th.—Patrick W. Gleason, brakeman, fatally injured, South Amboy. William L. Jones, conductor; W. C. Everitt, engineman.

Employes killed or injured otherwise than as above stated.

January 14th.—T. Harrison, engineman, head hurt by running car, Camden.

January 30th.—E. A. Maginnis, brakeman, side hurt by fall, Camden. F. Dowell, conductor; E. Reed, engineman.

February 11th.—D. H. Leigh, brakeman, head hurt, jumping off at Florence. A. J. Cheshire, conductor; W. Vanness, engineman.

February 21st.—Walter Earl, engineman, killed; M. McGowan, fireman, injured, in collision, Rusling. W. E. Brown, conductor; W. Earl, engineman.

February 21st.—E. S. Sapp, conductor, injured; B. F. Thompson, engineman, fatally injured; James Birmingham, baggageman, killed; Elwood Garwood, fireman, injured; Thomas A. Wright, brakeman, injured; F. Boulden, brakeman, fatally injured in collision at Rusling. E. S. Sapp, conductor; B. F. Thompson, engineman.

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April 9th.—A. F. Reed, fireman, foot hurt by fall, South Amboy. George Stelle, conductor; C. E. Compton, engineman.

April 24th.—John Hensell, conductor, killed, crossing tracks, Pavonia. E. W. Ancker, conductor; H. E. Harris, engineman.

May 20th.—Joseph Reed, brakeman, foot hurt loading freight, Riverside. D. S. Finnafrock, conductor; J. B. Watts, engineman.

June 17th.—Frank Grear, brakeman, head hurt by bridge, Jamesburg. H. M. Fritsinger, conductor; C. Stratton, engineman.

June 27th.—James Parmour, brakeman, arm hurt by tank, Bordentown. D. S. Finafrock, conductor; A. Fennimore, engineman.

July 12th.—George Ireton, fireman, leg hurt jumping off. Pavonia. William Hennesey, conductor; J. M. Emmons, engineman.

September 29th.—Peter Pfeiffer, repairman, back hurt under car, Camden. J. Matlack, conductor; A. D. Reynolds, engineman.

October 15th.—James Lewis, foreman, severe hurt by train, Bordentown. Grandon Sickles, conductor; G. H. Hudnut, engineman.

October 21st.—Jacob Peters, laborer, head hurt jumping off. Jamesburg. William Gross, conductor; D. Emmons, engineman.

October 26th.—L. A. Gamble, brakeman, hand hurt by fall. Jamesburg. J. W. Manhattan, conductor; E. Stratton, engineman.

November 27th.—J. A. Reed, brakeman, side hurt by engine, Pavonia. L. Hansel, conductor; William Applegate, engineman.

November 29th.—J. G. West, engineman, face hurt by fall, Ewansville. J. Scroggy, conductor; J. G. West, engineman.

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November 30th.—Peter Malloy, brakeman, killed by bridge, Jamesburg. Isaac Peak, conductor; A. Fennimore, engineman.

December 30th.—William L. Twining, brakeman, hand and chin hurt in collision, Birmingham. D. Elms, conductor; J. Kugler, engineman.

No conductor or engineman has been discharged on account of any of the above accidents.

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VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vincentown Branch of the Burlington County Railroad Company presents the following report for the year ending December 31st, 1901:

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 stock held by individuals, interest on funded debt of $15,000 assumed and paid by 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, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—Henry J. Irick, being duly affirmed, on his affirmation says, that he is Vice-President of the Vincentown Branch of the Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

HENRY J. IRICK.

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Affirmed and subscribed before me this 29th day of January, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$1,003 84
Income from freight,	2,182 06
Income from other sources,	563 04
Total,	$3,748 94
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$3,735 14

Dividends paid during the year 1901, 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.

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VINELAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in.....	$600,000 00
Cost of road and equipments—at foreclosure sale, $10,000.00; since added, $129,853.88, ...	$139,853 88

The road extends from Atsion to Bay Side, a distance of 46.82 miles.

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

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the Vineland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—None.

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P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	2,110 12
Cost of road and equipments,	$3,196,110 12

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 operation is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

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

W. H. TRUESDALE.

Sworn and subscribed before me this 4th day of February, A. D. 1902.

LUDWIG R. MILLER,
Notary Public.

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Dividends paid during the year 1901, and how paid—$126,000 directly to stockholders by lessee.

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

ACCIDENTS.

January 3d.—James J. Scanlon, brakeman, knee sprained; fell through bridge.

February 21st.—George W. Case, fireman, face burned; gas backed out from fire-box.

April 16th.—John Ennis, conductor, killed; struck by engine.

May 6th.—Anton Kohwoskia, track laborer, killed; stepped on track directly in front of engine.

May 17th.—James Langon, fireman, both ankles sprained; stepped off tank and fell into culvert.

May 19.—Fred. Johnson, trespasser, killed; got on train and fell under wheels.

August 31st.—Unknown man, killed; stepped on track in front of engine.

November 19th.—Walter Rumbold, engineer, right thumb and forefinger sprained, left knee sprained; was using wrench when it slipped and he fell from engine.

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WARREN FOUNDRY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Foundry Railroad Company presents the following report for the year ending December 31st, 1901:

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

Dividends paid during the year 1901, and how paid—None.

The road extends from points in yards of the Warren Foundry and Machine Company to other points in said yards, a distance of less than one-quarter mile.

RECEIPTS AND EXPENSES FOR 1901.

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

P. O. address of the above company—Phillipsburg, N. J.

State of New York, New York County, *ss.*—William Runkle, being duly sworn, on his oath says, that he is President of the Warren Foundry Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

WM. RUNKLE.

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Sworn and subscribed before me this 15th day of January A. D. 1902.

ALFRED J. GERARD,
Notary Public, 22, N. Y. County.

ACCIDENTS.

None.

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WEST END RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,.....	$43,700 00
Cost of road and equipments,.....	$42,931 45

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, and is annexed hereto.

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the West End Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

RECEIPTS AND EXPENSES FOR 1901.

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

Dividends paid during the year 1901, and how paid—None.

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P. O. address of this company—143 Liberty street, New York City.

ACCIDENTS.

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

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WEST JERSEY AND SEASHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Seashore Railroad Company presents the following report for the year ending December 31st, 1901 :

Capital stock paid in,	$5,056,050 00
Bonded debt,	4,986,800 00

Floating debt—None.

Cost of road and equipments,	$10,377,649 52

Dividends paid during the year 1901, and how paid—Two of two and one-half per cent. each in cash on the common capital stock; two of three per cent. each in cash on the special guaranteed stock.

The road extends from—	Miles.
Camden to Cape May, N. J.,	80.92
Woodbury to Penn's Grove, N. J.,	19.99
Woodbury to Salem, N. J.,	28.39
Branch in Salem, N. J.,	1.27
Elmer to Riddleton Junction, N. J.,	10.38
Alloway Junction to Quinton, N. J.,	4.22
Glassboro to Bridgeton, N. J.,	19.68
Main street, north of old passenger station, to Pearl and Lemon streets in Bridgeton, N. J.,	1.67
Manumuskin to Maurice river, opposite Port Norris, N. J.,	9.76
Newfield to junction with West Jersey and Seashore Railroad near Atlantic City, N. J.,	32.60
Pleasantville to Somers' Point, N. J.,	7.14
Sea Isle Junction to Sea Isle City, N. J.,	4.79
Sea Isle City to Second Street Pier, Ocean City, N. J.,	11.68
Sea Isle City to Stone Harbor, N. J.,	9.14
Anglesea Junction to Holly Beach, N. J.,	7.24

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	Miles.
Camden to Atlantic City, N. J.,	58.73
Absecon Inlet to Albany avenue, Atlantic City, N. J.,	3.04
Albany avenue, Atlantic City, to Longport, N. J.,	5.67
West Jersey and Seashore Railroad, at draw-bridge, Atlantic City, N. J., to junction with South Atlantic Branch, near Providence avenue, south of Chelsea,	1.23
Haddonfield to Medford, N. J.,	11.98
Total,	329.52

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$2,231,333 05
Income from freight,	1,032,121 88
Income from other sources,	323,532 98
Total,	$3,586,987 91
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,680,512 02

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

State of Pennsylvania, Philadelphia City and 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 1901 are correct and true, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this 31st day of January, A. D. 1902.

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

ACCIDENTS.

January 3d.—George L. Waite, brakeman, fatally injured by falling from a freight car being drilled at Egg Harbor.

January 7th.—Samuel Goldstein, injured in attempting to cross tracks in front of a moving train at Spruce street, Camden.

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January 23d.—Charles H. Eldredge and Alvin Bradway, injured in attempting to cross tracks in front of moving train at Gloucester.

March 13th.—Harry Raysinger, a minor, struck and instantly killed while trespassing on track near South Glassboro.

March 22d.—William H. Wilson, injured by running into the side of a moving engine at Ferry avenue, Camden.

March 25th.—Miles Doyle, struck by an unknown engine while walking on the track near Gloucester.

April 17th.—H. I. Saul, injured while attempting to cross the tracks in front of a moving freight train at Mickle street, Camden.

May 3d.—George Bird, a trespasser, instantly killed while crossing the tracks near Clayton.

May 17th.—William O'Brien, a trespasser, instantly killed while walking on the track near Menantico.

June 11th.—Lawrence Cianchetta, instantly killed while asleep on the track near Minotola.

June 21st.—Benjamin Creamer, killed while stealing a ride on a passenger train at Sea Isle City.

June 20th.—William McIlvaine, a flagman, killed by being run over by train to which he was assigned at Swedesboro.

June 27th.—Mary E. Hammell, killed while attempting to cross in front of a moving passenger train at Franklinville.

July 3d.—G. B. Devine, an employe, killed while working near track at Atlantic City, by being struck by light engine.

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July 6th.—A. W. Sweeting, killed while riding a bicycle by running into a moving engine, which he was attempting to cross in front of, at Kaighn avenue, Camden.

July 22d.—William Ruhl, fatally injured while attempting to board a moving passenger train at Franklinville.

July 31st.—Harry E. Christopher, brakeman, fatally injured while attempting to couple moving freight cars at Malaga.

August 17th.—Joseph Gonan, a tresspasser, killed while attempting to cross tracks in freight yard at Atlantic City.

August 19th.—Hugh McLaughlin, employe, instantly killed by being struck by train near Chesilhurst.

August 21st.—Aaron W. Kellar, fatally injured by being struck by a moving train at Holly Beach.

October 25th.—Harry Klopp, a trespasser, killed by being struck by a passenger train which he was attempting to cross in front of in Camden.

December 7th.—Thomas J. Hall, instantly killed while attempting to cross in front of a moving train at South Vineland.

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WEST SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Shore Railroad Company presents the following report for the year ending December 31st, 1901:

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 425 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 exceeding 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, and is annexed hereto.

State of New York, New York County, *ss.*—William 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 11th day of February, A. D. 1902.

ALBERT B. QUENCER,
Notary Public, No 4, N. Y. Co., N. Y.

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RECEIPTS AND EXPENSES FOR 1901.

See affidavit below.

P. O. address of this company—Grand Central Station, New York City.

State of New York, County of New York, *ss.*—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn says, that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad during the year ended December 31st, 1901, is correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 15th day of February, A. D. 1902.

ALBERT B. QUENCER,
Notary Public, No. 4, N. Y. Co., N. Y.

ACCIDENTS.

January 28th.—G. Biango, employe, killed at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—J. Allaco, employe, killed at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—P. Javina, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

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January 28th.—V. Libretto, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—C. Femminella, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—G. Pinto, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—V. Sami, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—J. Grossi, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—J. Geoghehan, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—O. Walker, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—E. H. McCullum, employe, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—J. H. Dawson, passenger, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—E. A. Gray, passenger, injured at Weehawken. Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

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January 28th.—G. Hinkley, passenger, injured at Weehawken, Train 66 collided with work train, caused by misplaced switch. Engineman, G. Madden; conductor, E. M. Ostrom.

January 28th.—A. Kunzman, hostler, engine moved while he was under it, and he was injured. O. and W. engine 69, Weehawken.

January 31st.—A. F. Hermance, employe, stepped in front of moving engine and was injured. Engine 210, Weehawken. P. Jackson, engineman; M. Halligan, conductor.

February 16th.—Bridget O'Neil, trespasser, killed while picking up coal under cars. Engine 255, Weehawken. H. Grimn, engineman; Benjamin Walsh, conductor.

February 17th.—Henry Young, trespasser, killed while picking up coal. Train 6, New Durham. A. W. Gayman, engineman; J. H. Woodside, conductor.

April 1st.—Unknown man, found dead on track. Haworth.

May 22d.—F. Bauermschmidt, trespasser, squeezed while passing between cars. Engine 674, Weehawken. M. O'Hare, engineman; W. Shea, conductor.

June 1st.—F. J. Weaver, brakeman, injured by falling from moving train while attempting to jump on. Engine 255, New Durham. P. Mulligan, engineman; J. Shea, conductor.

June 11th.—D. J. McGinn, brakeman, injured while coupling cars. Engine 2215, Weehawken. P. Jackson, engineman; J. Haddock, conductor.

June 17th.—F. A. Reilly, switchman, injured, struck by train while standing on track. Engine 2217, Weehawken. P. Fox, engineman; R. Oliver, conductor.

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June 24th.—John Johnson, supervisor, struck by piece of exploded torpedo, Ridgefield Park.

June 29th.—George B. Wheeler, passenger. Trainman broke ventilator while opening it, and piece of glass struck him. Train 72, Little Ferry. W. Colburn, engineman; E. M. Ostrom, conductor.

July 3d.—Philip Delton, trespasser, injured by falling from car. Engine 1832, Weehawken. J. Lewis, engineman; F. Quackenbush, conductor.

July 6th.—W. L. Hauck, engine ran past draw-bridge signal, breaking it; pieces came into baggage car, striking and fatally injuring him. Train 65, Little Ferry. C. W. Willis, engineman; O. M. Underwood, conductor.

July 10th.—Martin Brophy, non-employe, struck and killed while walking on track. Train 5, Weehawken. W. Kuy Kendall, engineman; J. Quinn, conductor.

July 18th.—Charles Miller, while trespassing on track, was struck by piece of exploded torpedo. Little Ferry.

July 31st.—John Kleaver, trespasser, struck and killed while walking on track. First 24, Little Ferry. A. Johnson, engineman; J. W. Howley, conductor.

August 3d.—Antonio Benino, ash-pit man, struck and injured while standing too close to track. Engine 598, Weehawken. A. Cassidy, engineman.

August 15th.—Francisco Nunziato, laborer, employe, killed while walking on track. Train 22, Granton. J. H. Quinn, engineman; T. Francisco, conductor.

August 28th.—Frank Bunger, while assisting in replacing engine on rails, stake broke and a piece struck him and fractured his skull. Engine 1839, New Durham.

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September 16th.—Edward Roach, fireman, fell and was injured while attempting to get on moving engine. Engine 875, Weehawken. G. Pepper, engineman.

October 20th.—Edward Teets, fell from car while stealing a ride and was injured. Extra 1850, Little Ferry. T. Jarvis, engineman; F. Marshall, conductor.

November 18th.—William O. Vedder, brakeman, while setting brakes, air was applied suddenly, causing him to fall between cars. Train 79, Bogota. J. M. Blauvelt, engineman; W. A. Sevin, conductor.

December 23d.—Joseph O'Neil, non-employe, while crossing track, was struck by cars backing up and killed. Engine 210, Weehawken. J. Mulligan, engineman; P. Campbell, conductor.

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WEST SIDE CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Side Connecting Railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$125,400 00
Floating debt,	2,283 60
Cost of road and equipments,	$127,683 60

The road as located extends from a point on Central Railroad of New Jersey near Newark Bay Bridge to foot of St. Paul avenue, Jersey City, a distance of 7 miles, of which there has been constructed .94 of a mile.

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

State of New York, New York County, *ss.*—C. H. Warren, being duly sworn, on his oath says, that he is Vice-President of the West Side Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. H. WARREN.

Sworn and subscribed before me this 21st day of February, A. D. 1902.

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

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RECEIPTS AND EXPENSES FOR 1901.

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 1901, and how paid—None.

P. O. address of this company—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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WHIPPANY RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Whippany railroad Company presents the following report for the year ending December 31st, 1901:

Capital stock paid in,	$25,000 00
Bonded debt,	25,000 00
Floating debt,	27,327 41
Cost of road and equipments,	$80,649 18

Dividends paid during the year 1901, and how paid—See remarks.

The road extends from Morristown to Whippany, a distance of 3.777 miles; Malapardis Branch 1.068 miles; extension Malapardis Branch, about 1 mile.

RECEIPTS AND EXPENSES FOR 1901.

Income from passengers,	$1,720 61
Income from freight,	35,746 81
Income from other sources,	539 83
Total,	$38,007 25
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	24,208 01
	$13,799 24

REMARKS.

The above statement shows the road's gross earnings to be $38,007.25, and that there was no dividends paid. The profit of the company, $13,799.24, was used to improve the road, $6,486.-

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49. And reduced the floating debt $7,312.75. The company having now taken full possession of the extension on the Malapardis Branch, though said extension has not yet been recorded.

P. O. address of the above company—Whippany, Morris county, New Jersey.

State of New Jersey, Morris County, *ss.*—Richard W. McEwan, being duly sworn, on his oath says, that he is Superintendent and Secretary of the Whippany River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1901 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this 3d day of February, A. D. 1902.

ISAAC W. CARPENTER,
Commissioner of Deeds for New Jersey.

ACCIDENTS.

None.

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Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1901.

COMPANIES.	Miles.	Capital Stock.	Bonded Debt.	Floating Debt.	Cost of Road and Equipments.	INCOME. From Passengers.	INCOME. From Freight.	INCOME. Other Sources.	INCOME. Total Income.	Expenses.	DIVIDENDS PAID IN 1901.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad,	167.44	$3,625,000 00	$5,774,052 50		$7,729,756 24	$805,596 02	$425,257 69	$36,096 88	$1,266,950 59	$1,113,862 51			
Baltimore and New York Railway,	5.30	350,000 00	350,000 00				151,762 87			150,007 30	None,		
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		4,155,639 95	261,524 10	1,015,115 28	29,925 36	1,306,564 74	894,478 14	One of 5 per cent., payable in cash,		Pennsylvania Railroad Company.
Belvidere-Delaware Railroad,											None,	Operations and expenses included in report of Erie Railroad Co.,	Erie Railroad Company.
Bergen County Railroad,	9.821	200,000 00	200,000 00		613,216 78						None,	Operations and expenses included in report of Erie Railroad Co.,	Erie Railroad Company.
Bergen and Dundee Railroad,	2.105	6,000 00			7,655 38						None,		
Brigantine Transportation Company,	6.50	350,000 00	74,000 00	$45,444 28	413,535 37	9,407 22	245 52	945 92	10,598 66	19,202 54	None,		
Buena Vista Railroad,	1.03	21,400 00		28 11	21,428 11							Receipts and expenses included in report of New Jersey Southern Railway Co.,	Central Railroad Company of New Jersey.
Camden and Burlington County Railroad,	29.61	381,925 00	350,000 00	17,260 75	749,185 75	174,366 88	72,489 47	41,103 22	287,959 57	244,893 19	Two of 3 per cent., payable in cash,	Receipts and expenses of Burlington and Mt. Holly Traction Co. included,	Pennsylvania Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	7.549	150,000 00	150,000 00		352,014 33	14,160 04			14,160 04	61,074 37			
Carteret Extension Railroad,	1.82	23,600 00		2,613 28	26,213 28						None,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
Carteret and Sewaren Railroad,	1.25	24,800 00		32 90	24,832 90						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,	154.27	27,411,800 00	46,684,100 00		74,095,900 00	2,053,661 54	5,735,530 60	1,875,899 86	9,665,092 00	5,693,551 85	Four of 1¼ per cent., payable 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., Ogden Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R.,	
Chester Railroad,	10.04	98,500 00	100,000 00	27,654 78	228,188 91						None,	Operations included in report of lessee company. Scrip stock, $2,034.13.	Morris and Essex Railroad Company.
Columbus, Kinkora and Springfield Railroad,	14.00	66,050 00				7,441 67	9,360 19	4,836 08	21,637 94	20,311 34	None,		Pennsylvania Railroad Company.
Cumberland and Maurice River Railroad,	21.20	252,900 00	5,000 00	8,252 82	266,152 82						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Cumberland and Maurice River Extension Railroad,	1.23	16,200 00		70 33	16,270 33						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Delaware and Bound Brook Railroad,	30.81	1,800,000 00	1,800,000 00		3,545,510 58	375,962 99	833,617 76	54,550 16	1,264,130 91	720,556 13	Four, quarterly, of 2 per cent. each,		Philadelphia and Reading Railway Company.
Delaware Railroad Company of New Jersey,	2.00	4,025 00										Construction of road stopped by injunction,	
Delaware River and Atlantic Railroad,	52.00	194,716 67										Road in process of construction,	
Delaware River Railroad and Bridge Company,	4.82	1,300,000 00	1,300,000 00		2,600,000 00	73,779 68	123,802 36	1,097 81	198,679 85	59,172 22	Two of 2 per cent., 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. in cash,		Central Railroad Company of New Jersey.
Easton and Amboy Railroad,	60.15	6,000,000 00	6,000,000 00		10,920,071 12	541,163 20	3,920,486 96	332,973 05	4,794,623 21	3,930,187 21	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.,	
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			27,365 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	172,888,379 64	6,218,061 29	337,023,982 81	933,058 33	1,319,818 05	117,257 20	2,370,133 58	1,533,073 02	$718,386.00 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,	Road not operated in 1901,	
Freehold and Atlantic Highlands Railroad,	24.47	650,000 00			650,000 00						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Freehold and Jamesburg Agricultural Railroad,	27.54	295,600 00	498,600 00	16,954 31	807,726 31	108,083 12	56,757 40	10,244 40	175,084 92	146,978 98	None,		Pennsylvania Railroad Company.
Greenville and Hudson Railway,	2.62	400,000 00	350,000 00	416,677 78	1,166,677 78						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 expenses included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.50	200,000 00			188,941 17								Central Railroad Company of New Jersey.
Hibernia Underground Railroad,	1.031	100,000 00					1,063 00		1,063 00	2,540 00	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	2.00	238,000 00		99,237 02	330,148 24		58,226 80		58,226 80	52,899 90	None,		
Hopatcong Railroad,	.89	10,000 00			17,485 25						None,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Hudson and Communipaw Railroad,	1.00	2,000 00		56 06							None,	Road not constructed. See report,	
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		41,401 76	53,401 76						None,	Construction work not yet completed,	
Lafayette Railroad,	.55	61,800 00		65 15	61,865 15						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	1,379,797 62		2,569,790 73	10,182 46	274,461 26	5,731 99	290,375 71	173,510 12	None,		
Lehigh and New England Railroad,	23.90	750,000 00	731,000 00	80,750 00	1,561,750 00	3,982 95	37,190 88	2,720 38	43,894 21	39,280 76	None,		
Lehigh Valley Terminal Railway,	22.82	10,000,000 00	10,900,000 00		12,897,974 59						None,	Receipts and expenses included in report of Easton and Amboy R. R. Co.,	Easton and Amboy Railroad Company.
Lodi Branch Railroad,	1.75	60,000 00			60,000 00							Operations and expenses included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		1,177,272 87							Operations and expenses included in report of lessee company,	Erie Railroad Company.
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00							Operations and expenses included in report of lessee company,	New York, Susquehanna & Western R. R. Co.

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Ferro Monte Railroad,	2.52	30,000 00			30,309 27			380 00	380 00		None,	Road not operated in 1901,	
Freehold and Atlantic Highlands Railroad,	24.47	650,000 00			650,000 00						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Freehold and Jamesburg Agricultural Railroad,	27.54	295,600 00	498,600 00	16,954 31	807,726 31	108,083 12	56,757 40	10,244 40	175,084 92	146,978 98	None,		Pennsylvania Railroad Company.
Greenville and Hudson Railway,	2.62	400,000 00	350,000 00	416,677 78	1,166,677 78						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 expenses included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Hibernia Mine Railroad,	5.50	200,000 00			188,941 17								Central Railroad Company of New Jersey.
Hibernia Underground Railroad,	1.031	100,000 00					1,063 00		1,063 00	2,540 00	None,		
Hoboken Railroad, Warehouse and Steamship Connecting Company,	2.00	238,000 00		99,237 02	330,148 24		58,226 80		58,226 80	52,899 90	None,		
Hopatcong Railroad,	.89	10,000 00			17,485 25						None,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Hudson and Communipaw Railroad,	1.00	2,000 00		56 06							None,	Road not constructed. See report,	
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		41,401 76	53,401 76						None,	Construction work not yet completed,	
Lafayette Railroad,	.55	61,800 00		65 15	61,865 15						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	1,379,797 62		2,569,790 73	10,182 46	274,461 26	5,731 99	290,375 71	173,510 12	None,		
Lehigh and New England Railroad,	23.90	750,000 00	731,000 00	80,750 00	1,561,750 00	3,982 95	37,190 88	2,720 38	43,894 21	39,280 76	None,		
Lehigh Valley Terminal Railway,	22.82	10,000,000 00	10,900,000 00		12,897,974 59						None,	Receipts and expenses included in report of Easton and Amboy R. R. Co.,	Easton and Amboy Railroad Company.
Lodi Branch Railroad,	1.75	60,000 00			60,000 00							Operations and expenses included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		1,177,272 87							Operations and expenses included in report of lessee company,	Erie Railroad Company.
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00							Operations and expenses included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Manahawkin and Long Beach Transportation Company,	8.71	8,900 00				3,599 07	2,289 96	1,695 01	7,584 04	7,478 87			
Manufacturers' Extension Railroad,	1.23	53,700 00			51,258 93						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		13,761 60	17,761 60						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middlesex Railway,	.34	2,000 00		2,253 57	4,253 57						None,	Earnings and expenses included in report of lessee company,	Easton and Amboy Railroad Company.
Middle Valley Railroad,	1.38	9,900 00		39 09	9,939 09						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Millstone and New Brunswick Railroad,	6.64	95,750 00		125,498 37	113,404 42	4,049 73	2,118 35	818 08	6,986 16	14,419 34	None,		Pennsylvania Railroad Company.
Morris County Railroad,	18.50	300,000 00	300,000 00	65,234 15	665,234 15	635 17	35,606 03		36,241 20	35,386 40	None,	Receipts and expenses of Hibernia Branch R. R. included,	
Morris and Essex Railroad,	119.70	15,000,000 00	25,625,000 00		39,613,507 67	2,345,565 90	3,408,686 08	528,450 68	6,282,702 66	4,468,925 24	$1,050,000.00 by lessee,		Delaware, Lackawanna & Western R. R. Co.
Morris and Essex Extension Railroad,	1.92	221,000 00		56,674 58	277,674 58						$8,840.00 by lessee,	Operations included in report of Morris and Essex Railroad Co.,	Delaware, Lackawanna & Western R. R. Co.
Mount Holly, Lumberton and Medford Railroad,	5.95	95,650 00	75,000 00		170,650 00	1,191 81	3,847 17	257 39	5,296 37	9,706 09	Two of 3 per cent. on $45,050.00 of stock, in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.00	160,000 00					27,935 08			10,370 52	Five per cent., $8,000.00, in cash,	$2,756.67 additional expended for permanent improvements,	
National Docks Railway,	9.31	3,854,000 00			3,946,647 26	307 60	201,139 60	4,369 85	205,817 05	75,341 43	$154,160.00 in cash,		
Navesink Railroad,	4.66	701,900 00		143 14	702,043 14						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Newark Bay Railway,	4.91	10,000 00		3,178 83	13,178 83						None,	Construction work not completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		180,131 09	283,981 09						$6,231.00 by lessee,	Operations included in report of Morris and Essex Railroad 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 expenses included in report of lessee company,	Erie Railroad Company.
New Jersey Junction Railroad,	4.85	100,000 00	1,700,000 00		1,800,000 00							Earnings and expenses merged in accounts of lessee company,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	34.504	2,228,000 00	1,032,160 00	34,905 24	3,295,665 24	212,756 25	111,328 15	15,780 55	339,864 95	229,338 08	None,		
New Jersey Short Line Railroad,	15.50	31,000 00		2,438 00	33,438 00						None,	Road not constructed,	
New Jersey Southern Railway,	75.66	2,590,600 00	1,790,600 00		752,000 00	317,433 70	329,443 67	290,132 74	937,010 11	819,320 25	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	Central Railroad Company of New Jersey.
New Orange Four Junction Railroad,	4.19		75,000 00	3,505 42	46,089 33	1,621 50	1,334 58	332 65	3,288 73	9,548 24			
New York Bay Railroad,	9.44	500,000 00	467,073 99	1,884,599 97	2,851,673 96						One of 4 per cent. in cash,	There is no lease. Pennsylvania Railroad Co. paid for use of road for 1901, $38,682.96,	Pennsylvania Railroad Company.
New York and Fort Lee Railroad,	.24	1,000,000 00			269,601 72							Remaining portion of constructed road included in report of West Shore R. R. Co.,	New Jersey Junction Railroad Company.
New York and Greenwood Lake Railroad,	51.66	100,000 00	1,500,000 00		1,600,000 00							Operations and expenses included in report of lessee company,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	1,745,000 00									Earnings and expenses form part of the income and expenses of lessee companies,	Central R. R. Co. of N. J. and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	235.44	26,000,000 00	12,763,000 00	499,815 14	42,119,673 08	365,180 65	1,505,246 76	51,997 17	1,922,424 58	1,078,891 33			
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	654,000 00		1,654,000 00							Operations and expenses included in report of lessee company,	Erie Railroad Company.
Ogden Mine Railroad,	9.86	450,000 00			450,000 00								Central Railroad Company of New Jersey.
Palisades Railroad,	4.442	253,585 00			232,793 60								
Passaic and Delaware Railroad,	14.11	111,050 00		35,378 63	146,428 63						$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 lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.00	70,000 00	70,000 00		140,000 00						None,	Operations and expenses included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	*	7,700 00			7,700 00							No construction yet done,	
Paterson and Hudson River Railroad,	13.95	630,000 00			630,000 00						Eight per cent. 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 expenses included in report of lessee company,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						Eight per cent. 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 Railway,	6.16	12,000 00		60,227 12	72,227 12						None,	Earnings and expenses included in report of Easton and Amboy R. R. Co.,	Easton and Amboy Railroad Company.
Perth Amboy and Woodbridge Railroad,	6.40	228,400 00	100,000 00		346,439 43	88,758 04	86,379 14	9,589 88	184,727 06	134,213 90	Ten per cent. in cash, $22,840.00,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.09	200,000 00		137,678 49	200,000 00	4,679 69	2,161 90	1,569 99	8,411 58	20,747 96	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	13.90	300,000 00	50,000 00	10,041 32	302,679 19	2,628 67	3,939 72	1,048 47	7,616 86	14,010 78	None,		
Philadelphia and Long Branch Railroad,	49.07	765,000 00	750,000 00	368,920 98	1,545,133 63	67,072 61	33,582 19	6,123 04	106,777 84	139,980 10	None,		Pennsylvania Railroad Company.
Pittstown Branch Railway,	4.02	40,000 00		19,535 92	59,535 92						None,	Earnings and expenses included in report of Easton and Amboy R. R. Co.,	Easton and Amboy Railroad Company.
Port Reading Railroad,	21.21	2,000,000 00	1,500,000 00		3,721,391 29		463,249 01	1,030 00	464,279 01	360,722 17			Philadelphia and Reading Railway Company.
Raritan North Shore Railroad,	4.28	66,400 00		3,689 63	70,089 63						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	18.24	382,000 00	382,000 00	25,123 75	786,099 52	6,423 95	73,037 72	7,744 89	87,206 56	49,411 70	None,		
Raritan Terminal and Transportation Company,	**.98	40,000 00		1,491 44	44,551 41		13,204 76	12,086 10	25,290 86	16,966 97	None,		
Rockaway River and Montville Railroad,	2.728	30,000 00		30,000 00	60,000 00						None,		
Rocky Hill Railroad and Transportation Company,	2.38	45,600 00			45,654 14	1,916 36	5,477 60	579 11	7,973 07	14,044 79	Six per cent., $1,122.00, by lessee,		Pennsylvania Railroad Company.

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Manahawkin and Long Beach Transportation Company,	8.71	8,900 00				3,599 07	2,289 96	1,695 01	7,584 04	7,478 87			
Manufacturers' Extension Railroad,	1.23	53,700 00			51,258 93						None,		
Middle Brook Railroad,	1.85	4,000 00		13,761 60	17,761 60						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middlesex Railway,	.34	2,000 00		2,253 57	4,253 57						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Valley Railroad,	1.38	9,900 00		39 09	9,939 09						None,	Earnings and expenses included in report of lessee company,	Easton and Amboy Railroad Company.
Millstone and New Brunswick Railroad,	6.64	95,750 00		125,498 37	113,404 42	4,049 73	2,118 35	818 08	6,986 16	14,419 34	None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey. Pennsylvania Railroad Company.
Morris County Railroad,	18.50	300,000 00	300,000 00	65,234 15	665,234 15	635 17	35,606 03		36,241 20	35,386 40	None,	Receipts and expenses of Hibernia Branch R. R. included,	
Morris and Essex Railroad,	119.70	15,000,000 00	25,625,000 00		39,613,507 67	2,345,565 90	3,408,686 08	528,450 68	6,282,702 66	4,468,925 24	$1,050,000.00 by lessee,		Delaware, Lackawanna & Western R. R. Co.
Morris and Essex Extension Railroad,	1.92	221,000 00		56,674 58	277,674 58						$8,840.00 by lessee,	Operations included in report of Morris and Essex Railroad Co.,	Delaware, Lackawanna & Western R. R. Co.
Mount Holly, Lumberton and Medford Railroad,	5.95	95,650 00	75,000 00		170,650 00	1,191 81	3,847 17	257 39	5,296 37	9,706 09	Two of 3 per cent. on $45,050.00 of stock, in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.00	160,000 00					27,935 08			10,370 52	Five per cent., $8,000.00, in cash,	$2,756.67 additional expended for permanent improvements,	
National Docks Railway,	9.31	3,854,000 00			3,946,647 26	307 60	201,139 60	4,369 85	205,817 05	75,341 43	$154,160.00 in cash,		
Navesink Railroad,	4.66	701,900 00		143 14	702,043 14						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Newark Bay Railway,	4.91	10,000 00		3,178 83	13,178 83						None,	Construction work not completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		180,131 09	283,981 09						$6,231.00 by lessee,	Operations included in report of Morris and Essex Railroad 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 expenses included in report of lessee company,	Erie Railroad Company.
New Jersey Junction Railroad,	4.85	100,000 00	1,700,000 00		1,800,000 00							Earnings and expenses merged in accounts of lessee company,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	34.504	2,228,000 00	1,032,160 00	34,905 24	3,295,665 24	212,756 25	111,328 15	15,780 55	339,864 95	229,338 08	None,		
New Jersey Short Line Railroad,	15.50	31,000 00		2,438 00	33,438 00						None,	Road not constructed,	
New Jersey Southern Railway,	75.66	2,590,600 00	1,790,600 00		752,000 00	317,433 70	329,443 67	290,132 74	937,010 11	819,320 25	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	Central Railroad Company of New Jersey.
New Orange Four Junction Railroad,	4.19		75,000 00	3,505 42	46,089 33	1,621 50	1,334 58	332 65	3,288 73	9,548 24			
New York Bay Railroad,	9.44	500,000 00	467,073 99	1,884,599 97	2,851,673 96						One of 4 per cent. in cash,	There is no lease. Pennsylvania Railroad Co. paid for use of road for 1901, $38,682.96,	Pennsylvania Railroad Company.
New York and Fort Lee Railroad,	.24	1,000,000 00			269,601 72							Remaining portion of constructed road included in report of West Shore R. R. Co.,	New Jersey Junction Railroad Company.
New York and Greenwood Lake Railroad,	51.66	100,000 00	1,500,000 00		1,600,000 00							Operations and expenses included in report of lessee company,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	1,745,000 00									Earnings and expenses form part of the income and expenses of lessee companies,	Central R. R. Co. of N. J. and the Pennsylvania R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	235.44	26,000,000 00	12,763,000 00	499,815 14	42,119,673 08	365,180 65	1,505,246 76	51,997 17	1,922,424 58	1,078,891 33			
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	654,000 00		1,654,000 00							Operations and expenses included in report of lessee company,	Erie Railroad Company.
Ogden Mine Railroad,	9.86	450,000 00			450,000 00								Central Railroad Company of New Jersey.
Palisades Railroad,	4.442	253,585 00			232,793 60								
Passaic and Delaware Railroad,	14.11	111,050 00		35,378 63	146,428 63						$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 lessee,	Operations included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.00	70,000 00	70,000 00		140,000 00						None,	Operations and expenses included in report of lessee company,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	*	7,700 00			7,700 00							No construction yet done,	
Paterson and Hudson River Railroad,	13.95	630,000 00			630,000 00						Eight per cent. 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 expenses included in report of lessee company,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						Eight per cent. 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 Railway,	6.16	12,000 00		60,227 12	72,227 12						None,	Earnings and expenses included in report of Easton and Amboy R. R. Co.,	Easton and Amboy Railroad Company.
Perth Amboy and Woodbridge Railroad,	6.40	228,400 00	100,000 00		346,439 43	88,758 04	86,379 14	9,589 88	184,727 06	134,213 90	Ten per cent. in cash, $22,840.00,		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.09	200,000 00		137,678 49	200,000 00	4,679 69	2,161 90	1,569 99	8,411 58	20,747 96	None,		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad,	13.90	300,000 00	50,000 00	10,041 32	302,679 19	2,628 67	3,939 72	1,048 47	7,616 86	14,010 78	None,		
Philadelphia and Long Branch Railroad,	49.07	765,000 00	750,000 00	368,920 98	1,545,133 63	67,072 61	33,582 19	6,123 04	106,777 84	139,980 10	None,		Pennsylvania Railroad Company.
Pittstown Branch Railway,	4.02	40,000 00		19,535 92	59,535 92						None,	Earnings and expenses included in report of Easton and Amboy R. R. Co.,	Easton and Amboy Railroad Company.
Port Reading Railroad,	21.21	2,000,000 00	1,500,000 00		3,721,391 29		463,249 01	1,030 00	464,279 01	360,722 17			Philadelphia and Reading Railway Company.
Raritan North Shore Railroad,	4.28	66,400 00		3,689 63	70,089 63						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	18.24	382,000 00	382,000 00	25,123 75	786,099 52	6,423 95	73,037 72	7,744 89	87,206 56	49,411 70	None,		
Raritan Terminal and Transportation Company,	**.98	40,000 00		1,491 44	44,551 41		13,204 76	12,086 10	25,290 86	16,966 97	None,		
Rockaway River and Montville Railroad,	2.728	30,000 00		30,000 00	60,000 00						None,		
Rocky Hill Railroad and Transportation Company,	2.38	45,600 00			45,654 14	1,916 36	5,477 60	579 11	7,973 07	14,044 79	Six per cent., $1,122.00, by lessee,		Pennsylvania Railroad Company.
Sound Shore Railroad,	6.17	149,200 00		6,713 22	155,913 22						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Sussex Railroad,	30.55	1,638,600 00	235,500 00		1,929,025 21	42,058 21	100,021 72	22,466 24	164,546 17	100,952 95	Two per cent., $32,772.00, in cash,		
Toms River Railroad,	7.57	240,000 00			15,000 00						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Toms River and Barnegat Railroad,	14.71	75,300 00		88 33	75,388 33						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Trenton, Lawrenceville and Princeton Railroad,	9.57	113,400 00	100,000 00		297,166 86	2,516 00	797 00		3,313 00	11,396 09	None,		
Tuckerton Railroad,	29.00	550,991 54	99,882 50	684 64	651,558 68	22,191 99	26,933 77	7,054 99	56,180 75	50,056 86	None,		
Union Transportation Company,	24.38					26,215 13	16,012 86	2,968 07	45,196 06	38,448 64			
United New Jersey Railroad and Canal Company,	468.00	21,240,400 00	20,000,000 00		49,099,898 50	8,597,223 39	13,597,334 34	2,391,200 87	24,585,758 60	17,305,229 72	Ten per cent., $2,124,040.00, by lessee,		Pennsylvania Railroad Company.
Vincentown Branch Railroad,	2.84	25,000 00	15,000 00		40,000 00	1,003 84	2,182 06	563 04	3,748 94	3,735 14	Two of 3 per cent., in cash,		Pennsylvania Railroad Company.
Vineland Railroad,	46.82	600,000 00			139,853 88						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
Warren Railroad,	18.82	1,800,000 00	1,394,000 00	2,110 12	3,196,110 12						$126,000.00 by lessee,	Operations included in report of Morris and Essex Railroad Co.,	Delaware, Lackawanna & Western R. R. Co.
Warren Foundry Railroad,	***	2,000 00			2,000 00						None,		
West End Railroad,	1.55	43,700 00			42,931 45						None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Central Railroad Company of New Jersey.
West Jersey and Seashore Railroad,	329.52	5,056,050 00	4,986,800 00		10,377,649 52	2,231,333 05	1,032,121 88	323,532 98	3,586,987 91	2,680,512 02	Two of 2½ per cent. each in cash, on common stock; two of 3 per cent each in cash, on special guaranteed stock,	Earnings and expenses merged in accounts of lessee company,	Pennsylvania Railroad Company. N. Y. Central & Hudson River R. R. Co.
West Shore Railroad,	425.00	10,000,000 00	50,000,000 00		60,000,000 00								
West Side Connecting Railroad,	.94	125,400 00		2,283 60	127,683 60						None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Whippany River Railroad,	5.845	25,000 00	25,000 00	27,327 41	80,649 18	1,720 61	35,746 81	539 83	38,007 25	24,208 01	See remarks in report,		

* About one mile.
** 5,192 feet