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ANNUAL STATEMENTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY

TOGETHER WITH

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

FOR THE YEAR 1900

CAMDEN, N. J.
S. CHEW & SONS, PRINTERS, FRONT AND MARKET STREETS
1901.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 24, 1901.

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 1900, and the reports of all railroads and canal companies for said year.

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

Very respectfully,

WM. S. HANCOCK,
Comptroller of the Treasury.

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State Director's Report.

TRENTON, N. J., February 25th, 1901.

To His Excellency Foster M. Voorhees, Governor of the State of New Jersey, Trenton, N J.:

DEAR SIR: As required by law, I have the honor to submit my annual report as State Director of the "United New Jersey Railroad and Canal Company" for the year ending December 31st, 1900.

The accompanying statement contains an itemized account of the various divisions operated under lease by the Pennsylvania Railroad Company, showing a net profit of $337,135.42.

An additional statement contains the amounts charged and credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1900, inclusive, showing a debit balance, January 1st, 1901, of $11,451,338.36.

The State of New Jersey owns 3,242 shares of the capital stock of the United New Jersey Railroad and Canal Company, viz.:

State Fund, 1,887 shares, (par $100)	$188,700
School Fund, 1,355 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 high standard of the property is maintained, and the road operated in a model and progressive manner and in accordance with the terms of the lease.

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, 1900.

GROSS EARNINGS FROM OPERATION.

From Freight Traffic	$12,971,693 56	
Passenger Traffic	8,248,467 21	
Express Traffic	803,539 67	
Transportation of Mails	425,411 66	
Miscellaneous Sources	223,297 78	
Rents	347,912 08	
Delaware and Raritan Canal	296,871 06	
Total		$23,317,193 02

OPERATING EXPENSES.

For Maintenance of Way and Structures	$2,632,495 94	
Maintenance of Equipment	2,398,326 52	
Conducting Transportation	10,733,641 78	
General Expenses	263,959 01	
Delaware and Raritan Canal	331,805 16	
Total		16,360,228 41
Net Earnings from Operation		$6,956,964 61
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	

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Dividend on Camden and Burlington County Railroad Company Stock.....	$11,418 00	
Trenton Delaware Bridge Company Stock.....	7,912 00	
Paterson and Ramapo Railroad Company Stock	900 00	
Perth Amboy and Woodbridge Railroad Company Stock.....	3,000 00	
Mt. Holly and Moorestown Turnpike Company	207 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds.....	5,136 00	
Income from miscellaneous sources.....	55,237 07	
		$245,187 57
Total income.....		$7,202,152 18

Comptroller's Office,
Pennsylvania Railroad Company,
Philadelphia, Pa., January 31st, 1901.

R. W. DOWNING,
Comptroller.

Total income.....		$7,202,152 18
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 at six per cent.....	340,140 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	
Organization.....	10,000 00	
Commissions, paying interest and dividends.....	1,482 60	
Taxes (including Transit Duty)..	440,581 33	
Interest on Mortgages and Ground Rents.....	103,999 97	
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 Ry. for Construction for year 1900.....	51,317 88	
		$3,741,621 78

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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	10,611 46	
		$60,021 46
Camden and Burlington County Railroad Company—		
Dividend on $381,925 Stock at six per cent	$22,915 50	
Interest on $350,000 Bonds at four per cent	14,000 00	
Organization	500 00	
		37,415 50
Vincentown Branch Railroad Company—		
Dividend on $15,000 Stock at six per cent		900 00
Mt. Holly, Lumberton and Medford Railroad Company—		
Dividend on $45,050 Stock at six per cent	$2,703 00	
Organization	200 00	
		2,903 00
Rocky Hill Railroad and Transportation Company—		
Dividend on $18,700 Stock at six per cent	$1,122 00	
Organization	100 00	
		1,222 00
Connecting Railway Company—		
Dividend on $1,278,300 Stock at six per cent	$76,698 00	
Interest on $991,000 Bonds at six per cent	59,460 00	
Taxes	16,555 50	
		152,713 50
Trenton Delaware Bridge Company—		
Rental and Taxes		34,969 34

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River Front Railroad Company—		
Rental and Taxes		$34,401 77
Kensington and Tacony Railroad Company—		
Dividend on $355,900 Stock at four per cent	$14,236 00	
Taxes	1,314 00	
		15,550 00
New York Bay Railroad Company—		
Dividend on $500,000 Stock at four per cent	$20,000 00	
Interest on $467,073.99 Deb. Certificates at four per cent	18,682 96	
		38,682 96
Fair Hill Railroad Company—		
Dividend on $150,000 Stock at four per cent	$6,000 00	
Interest on $183,000 Deb. Certificates at four per cent	7,320 00	
Taxes	1,338 54	
		14,658 54
Delaware River Railroad and Bridge Company—		
Net earnings	$168,071 64	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings	60,602 93	
Belvidere Delaware Railroad Company—		
Net earnings	381,450 81	
Philadelphia, Germantown and Chestnut Hill Railroad Company—		
Net earnings	60,543 92	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings	22,355 49	

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Columbus, Kinkora and Springfield Railroad Company—			
Net earnings	$829 73		
Pennsylvania Annex—			
Net earnings	8,660 73		
		$702,515 25	
Right of Way and Real Estate Expenditures in 1900:			
Harsimus Cove	$10,456 88		
Construction Expenditures in 1900:			
United New Jersey Railroad and Canal Company	481,984 20		
Harsimus Cove	73,402 39		
Philadelphia and Trenton Railroad,	152,277 94		
Connecting Railway	109,090 68		
Kensington and Tacony Railroad	1,000 00		
New York Bay Railroad	796,059 81		
Equipment—			
Barges, Car Floats and Canal Boats,	188,387 76		
Steamboats and Tug Boats	182,000 00		
Delaware and Raritan Canal	25,500 00		
Shop Tools and Machinery	7,282 00		
		$2,027,441 66	
			$6,865,016 76
Net profit			$337,135 42

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, 1900, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1899...	$14,668,395 06	
Amount expended in 1900.....	533,854 62	
		$15,202,249 68

Cr.

By Proceeds from sale of Bonds, Equipment and other property to December 31st, 1899.....	$6,913,761 68	
Proceeds from sales in 1900.....	51,870 42	
		6,965,632 10
Debit balance, January 1st, 1901.....		$8,236,617 58

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1899...	$3,213,110 90	
Amount expended in 1900.....	71,901 58	
		$3,285,012 48

Cr.

By Proceeds from sale of Real Estate, Materials, etc., to December 31st, 1899.....	$983,985 55	
Proceeds from sales in 1900.....	71,901 58	
		1,055,887 13
Debit balance, January 1st, 1901.....		$2,229,125 35

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1899...	$2,887,968 83	
Amount expended in 1900.....	73,402 39	
		$2,961,371 22

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, 1899.....	61,518 49	
Proceeds from sales in 1900.....	Nothing.	
		2,320,227 04
Debit balance, January 1st, 1901.....		$641,144 18

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HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1899...	$1,075,585 82	
Amount expended in 1900.....	10,456 88	
		$1,086,042 70

Cr.

By United New Jersey Railroad and Canal Company's stock	$741,291 45	
Proceeds from sale of Buildings and Materials to December 31st, 1899.....	300 00	
Proceeds from sales in 1900.....	Nothing.	
		741,591 45
Debit balance, January 1st, 1901.....		$344,451 25

SUMMARY.

Dr.

To Cost of Construction.....	$15,202,249 68	
Real Estate	3,285,012 48	
Harsimus Cove Construction.....	2,961,371 22	
Harsimus Cove—Right of Way and Real Estate.....	1,086,042 70	
		$22,534,676 08

Cr.

By Proceeds from sale of Bonds, Equipment, Real Estate, Materials and other property,	$8,083,337 72	
United New Jersey Railroad and Canal Company's stock	3,000,000 00	
		11,083,337 72
Debit balance, January 1st, 1901.....		$11,451,338 36

R. W. DOWNING,
Comptroller.

E. and O. E.
Philadelphia, Pa., January 31st, 1901.

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Report of Railroad Companies.

THE 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, 1900:

Capital stock paid in	$2,200,000 00
Bonded debt	2,288,375 00
Floating debt—None.	
Cost of road and equipments	$5,371,250 87
Dividends paid during the year 1900, 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.; a distance of eighty-three and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$802,614 64
Income from freight	372,622 99
Income from other sources	33,079 71
Total	$1,208,317 34
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,114,034 40

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

State of Pennsylvania, Philadelphia County, *ss.*—D. Jones, be-

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ing duly sworn, on his oath says, that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this fourth day of February, A. D. 1901.

C. K. KLINK,
Notary Public.

ACCIDENTS.

January 30th.—Charles McFadden, employe, non-fatally injured, fell from engine at Williamstown, N. J. W. H. Lawson, conductor; W. H. Fox, engineman.

February 17th.—George S. Lewis, employe, non-fatally injured, coupling cars at Camden, N. J. W. P. Gibson, conductor; Frank Lantry, engineman.

March 10th.—Samuel Price, employe, non-fatally injured jumping from train at Brigantine Junction, N. J. A. S. Connelly, conductor; P. Stohlberger, engineman.

March 25th.—James O. Walker, non-employe, non-fatally injured, fell from train at Atlantic City, N. J. A. F. Arthur, conductor; C. Fahl, engineman.

March 31st.—Jane Richards, non-employe, non-fatally injured; while crossing track was struck by engine at Clementon, N. J. Silas Lee, conductor; Samuel English, engineman.

April 14th.—Antonio Siracusi, non-employe, non-fatally injured; crossing track in wagon was struck by train at Atlantic City, N. J. J. W. Dungan, conductor; David R. Williams, engineman.

April 30th.—John Lattimore, employe, non-fatally injured jumping from car at Camden, N. J. —— —— conductor; —— —— engineman.

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June 21st.—Unknown man, non-employe, fatally injured; while walking on track was struck by engine at Camden, N. J. G. W. Morrison, conductor; W. H. Lavenberg, engineman.

July 21st.—William E. Hunsinger, employe, non-fatally injured coupling cars at Egg Harbor, N. J. E. T. Brady, conductor; O. J. Dolan, engineman.

July 29th.—Margaret Montgomery, non-employe, non-fatally injured; fell from train at Oaklyn, N. J. W. C. Hofflinger, conductor; James Simmons, engineman.

August 6th.—Philip Keifer, non-employe, fatally injured; while crossing track was struck by engine at West Collingswood, N. J. Alexander Aurthur, conductor; David Short, engineman.

August 14th.—George Herbert, employe, non-fatally injured coupling cars at Atlantic City, N. J. A. S. Connelly, conductor; Thomas K. Jones, engineman.

August 15th.—Anton Amorisi, non-employe, fatally injured; walking on track was struck by engine at Winslow Junction, N. J. Josiah Lee, conductor; T. H. Thompson, engineman.

August 17th.—George B. Blank, employe, non-fatally injured; caught between cars at Camden, N. J. Aubrey Rank, conductor; —— —— engineman.

September 2d.—Train derailed at Sicklertown by switch being opened and the following people were injured: Thomas R. Hewitt, Martin D. Barton, Charles Riegowitz, Derick Saunders and Forrest R. Henry. E. S. Ireland, conductor; H. P. Hurff, engineman.

September 4th.—Elizabeth Darnell, non-employe, non-fatally injured. While crossing tracks was struck by train at Atlantic City, N. J. J. Lee, conductor; S. L. English, engineman.

September 22d.—Clkemond Massiro, non-employe, fatally injured; walked on track and was struck by engine at Orston, N. J. N. Laycock, conductor; S. L. English, engineman.

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November 10th.—William Pfeiffer, non-employe, non-fatally injured; while crossing tracks was struck by engine at Atlantic City, N. J. George W. Morrison, conductor; William R. Hammel, engineman.

November 12th.—William S. Beckley, employe, non-fatally injured; fell from car at Hammonton, N. J. A. S. Connelly, conductor; F. Lantry, engineman.

December 4th.—William Leinbach, employe, non-fatally injured; fell from car at Atlantic City, N. J. John Dungan, conductor; T. K. Jones, engineman.

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THE 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, 1900:

Capital stock paid in	$350,000 00
Bonded debt	350,000 00
Floating debt—None.	
Cost of road and equipments	$485,137 15
Dividends paid during the year 1900, 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 1900.

Income from freight	$172,396 95
Total	$172,396 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $132,173.15 (taxes, $1,094.70)	133,267 85

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 1900 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 13th day of January, A. D. 1901.

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

ACCIDENTS.

March 13th.—John T. Brady, freight conductor, stepped from pilot of engine No. 511, as it was about stopping to couple to box car at Lehigh Valley Junction. Made mis-step and fell in front of engine. Pony truck of engine passed over his body, severing it almost in two. Death was instantaneous. Robert P. Rever, engineer.

July 11th.—F. S. Benson, freight brakeman, whilst giving signals at Cranford Junction yard, fell from top of box car, injuring his head. Was taken to hospital on Staten Island, N. Y. Recovered. Engine No. 385, train No. 691. J. C. Kadien, conductor; F. E. Horan, engineer.

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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, the Barnegat Railroad Company presents the following report for the year ending December 31st, 1900:

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

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

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

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

State of New Jersey, Camden city and county, *ss.*—W. J. Sewell, 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.

W. J. SEWELL.

Sworn and subscribed before me this 31st day of January, A. D. 1901.

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

Dividends paid during the year 1900, 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, 1900:

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

Cost of road and equipments	$4,135,609 36

The road extends from—	Miles.
Trenton to Manunka Chunk, New Jersey	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 at Martin's Creek Station, New Jersey	0.14
Lambertville to Flemington, New Jersey	11.55
Coalport, in Trenton, to East Trenton, New Jersey	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 President of the Belvidere Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

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Sworn and subscribed before me this 31st day of January, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$258,105 04
Income from freight	935,317 40
Other sources	28,077 10
Total	$1,221,499 54

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$840,048 73
Dividends paid during the year 1900, 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.

February 10th.—George Wilson attempted to drive a cab across our main track, at Warren street, Trenton, and was struck by first section of train No. 548; cab was badly broken and Wilson killed.

March 13th.—Charles M. Wharton, brakeman, while drill crew were flying four empty cars from Hamilton avenue coal trestle, Trenton, Wharton cut engine loose and gave signal to go back, when his glove caught in pin which connects lever with knuckle bolt, throwing him under the cars and crushing right arm between elbow and shoulder, making it necessary to amputate the arm.

March 14th.—Abner Sutton, brakeman, while coupling cars at Coal Port had thumb and fore-finger of right hand skinned and bruised between the bumpers of cars.

April 11th.—Joseph Snyder, brakeman, while standing on brake platform of C. R. R. of N. J. car 41,457, at Coal Port, fell beneath the car and was instantly killed.

April 13th.—W. W. Strouse, brakeman, had turned switch at Riegelsville, No. 2, which is operated by ground lever, and had

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placed his foot on lever to hold it down, and in leaning over to insert the pin, the lever flew up, striking him in the forehead, with slight injury.

April 18th.—Joseph Rizzo, an Italian, while walking along the track, near Prallsville, a portion of the brake beam guard under tank of engine of train 564, which was then passing, broke off, and, striking the ground, glanced up and struck him on the head, causing incised wound of scalp on right side, incised and contused wound of scalp on right forehead above hair line, and depressed fracture of outer table of frontal bone.

April 18th.—Jacob Bill, while walking down side track, between switches No. 7 and 9, at Phillipsburg, stepped out of the way of the cars of train 568 and in front of engine 1031, which was backing down main track, and was knocked down the bank, badly bruising right knee.

April 20th.—George Raimondo, an Italian, stepped off train No. 9, at Clinton Street station, Trenton, before train had stopped, and fell on platform and received a wound on the back of the head.

May 18th.—Charles B. Thornburg, brakeman, while riding a draft of cars in on siding, at Phillipsburg, No. 10, fell from the end of a box car, two wheels of the car passing over his body; he died shortly after the accident.

May 20th.—Milton Bowden, fireman, while engine 395 was taking water at Belvidere, the lever on top of stand-pipe slipped, catching his right hand between it and the pipe, causing contused wound.

May 30th.—George H. Smith, conductor, while attempting to make a cut between two moving cars, at Coal Port—the cars not separating when lever was raised—he got on the cars for the purpose of using the lever on the opposite side; while crossing from one side to the other the cars surged, causing coupling to release and cars to separate, and Smith fell between them, and was run over by two wheels of a box car, killing him almost instantly.

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June 9th.—James Union Wood, while driving a wagon belonging to the Armour Packing Company across Willow street crossing, Trenton, was struck by train 567; the horses were slightly injured and Wood was bruised about the body and had a slight cut over left eye.

June 13th.—Charles O. Leigh, drill conductor, Coal Port, was struck by a moving car and knocked against the tender of an engine, causing contused wounds of chest and leg.

June 21st.—John Tennecliff, engineman. The whistle pipe of engine 685, running train 521, blew out at Milford, breaking glass in front of cab; the flying glass struck Engineman Tennecliff, cutting him about the neck and hands; he was also slightly burned by escaping steam.

July 10th.—C. W. Hicks, while acting as brakeman, slipped off the pilot step of engine 680, at Phillipsburg, receiving a cut on the left leg.

July 28th.—Nicholas Meslin, while attempting to board train 523, at Lambertville station, was thrown to the platform, receiving slight cut on back of head, and muscles of arms and chest slightly wrenched.

August 2d.—C. W. Hicks, acting brakeman, while train 521 was drilling at Riegelsville, he allowed cars to run a little too far before making cut, and when the cars were given a start in on the siding, they struck one corner of a car standing on main track, and the sudden jar caused Hicks to strike his face and breast against end of car, blacking his left eye and breaking the skin on his breast.

August 8th.—Cornelius V. Bowden, engineman, fell from the cab of his engine, at Lambertville, receiving a contused and lacerated wound of left eye.

August 11th.—Dennis L. Andrews, while walking on siding, near Johnson's crossing, was struck and killed by train 570.

August 14th.—Frank Warner, brakeman, in getting off a car

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at Phillipsburg Junction, struck his left elbow against platform of car, badly bruising the elbow.

August 24th.—Patrick Nurtney, coal yard man, while using a push pole in placing a car of coal at Lambertville coaling station, was struck in the breast and severely injured by the pole breaking.

October 6th.—William Fletcher, just as engine 1425, with a draft of cars, was passing over Perry street crossing, Trenton, Fletcher attempted to run across the track ahead of the train, but slipped and fell, the brake rigging of leading car caught his clothing and dragged him, causing lacerations and bruises about the head, back and legs.

October 6th.—Julius Grill, driving over crossing at Martin's creek station, was struck by train 521, partly demolishing the wagon and slightly injuring the horse. Grill's left hand was caught between the wagon and caboose, bruising the hand and spraining cords of the arm.

October 25th.—Orville J. Wright, brakeman, while attending lever on stand-pipe as engine 680 was taking water at Phillipsburg, slipped, and in order to save himself from falling, he let go the valve handle, which flew back and struck the index finger of his left hand, mashing it.

November 7th.—John Hagerty, Mary J. O'Brien, James Hales and William Podmore, while engine 365 was drilling in Coal Port yard, and about to cross over Perry street crossing, Trenton, trolley car 160, of the Trenton Passenger Railway Company, which was also approaching the crossing, ran too near the railroad tracks before stopping; the motorman, seeing the danger, attempted to reverse the car, but becoming excited, started the car ahead, and it ran in front of the moving freight cars, which struck it and threw it off the track. Motorman John Hagerty was thrown from the trolley car under a freight car and had both legs cut off, and was otherwise injured and later died. Mary J. O'Brien, a passenger, had her right arm broken; James Hales, a passenger, had muscles and sinews of back sprained, and William Podmore, a passenger, received a gash about two inches long on side of his head.

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December 21st.—Bauone B. Campbell, colored. His body was found along the tracks above Phillipsburg. Indications showed that he had been struck by either train 577 or 583.

December 22d.—Mrs. Maria Kerwin, while picking coal at Roeblings' siding, Trenton, was struck by car, which knocked her down, and the wheel of car passed over her right leg, crushing it just below the knee.

December 25th.—James Heitzman, brakeman, was in between two cars on No. 7 track, at Phillipsburg, and when he stepped out backwards he stepped on the ends of ties on No. 8 track, directly in front of the engine on the left-hand side; the front step struck him, knocking him down, slightly injuring him.

December 26th.—Robert H. Reed, fireman, attempted to get off moving engine at Trenton, and was struck by car standing on opposite track, wrenching his left hip and causing abrasion on right leg.

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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, 1900:

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

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

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

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 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.

E. B. THOMAS.

Sworn and subscribed before me this 14th day of February, A. D. 1901.

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

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Dividends paid during the year 1900, and how paid—None.

P. O. address of this company—Erie Railroad Company, No. 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, 1900:

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

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

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

CHAS. R. FITCH.

Sworn and subscribed before me this 14th day of February, A. D. 1901.

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

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Dividends paid during the year 1900, and how paid—None.

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

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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, 1900:

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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Buena Vista Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 8th day of February, A. D. 1901.

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

*RECEIPTS AND EXPENSES FOR 1900.

Dividends paid during the year 1900, and how paid—None.

*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.

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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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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, 1900:

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; 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, $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 New Jersey, Camden city and county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

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Sworn and subscribed before me this 31st day of January, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

(Includes Burlington and Mt. Holly Traction Company.)

Income from passengers	$177,857 23
Income from freight	59,182 05
Income from other sources	40,449 14
Total	$277,488 42
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$235,136 21
Dividends paid during the year 1900, 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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CAMDEN 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 County Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$100,000 00
Bonded debt	40,700 00
Floating debt—None.	
Cost of road and equipments	$210,894 79

The road extends from Mount Ephraim, N. J., to Grenloch, N. J., a distance of 7.27 miles.

It is leased to the Atlantic City Railroad Company at an annual rental of maintenance and taxes.

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

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

D. JONES.

Sworn and subscribed before me this fourth day of February, A. D. 1901.

C. K. KLINK,
Notary Public.

Receipts and expenses for 1900, included in the operations and report of the Atlantic City Railroad Company.

Dividends paid during the year 1900, and how paid—None.

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

ACCIDENTS.

None.

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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, 1900:

Capital stock paid in	$150,000 00
Bonded debt	150,000 00
Floating debt—None.	
Cost of road and equipments	$300,000 00

The road extends from Sewell's Point to the Steamboat Landing on Delaware Bay, a distance of 6¼ miles.

It is leased to the Cape May Transportation Company at an annual rental of $7,500.

It is equipped and operated by the Cape May Transportation Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden county, *ss.*—John J. Burleigh, being duly sworn, on his oath says, that he is Secretary of the Cape May, Delaware Bay and Sewell's Point Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. J. BURLEIGH.

Sworn and subscribed before me this fifth day of February, A. D. 1901.

P. T. SHINN,
M. C. C.

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$17,173 86
Income from freight	26 00
Income from other sources	893 60
Total	$18,093 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$18,104 30

Dividends paid during the year 1900, and how paid—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, 1900:

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 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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Carteret Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 8th day of February, A. D. 1901.

BEN VAN D. FISHER,
M. C. C. of New Jersey.

RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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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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, 1900:

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 City and county, *ss*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Carteret and Sewaren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL,

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, and how paid—None.

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

ACCIDENTS.

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

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THE 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, 1900:

Capital stock paid in	$27,213,800 00
Bonded debt	47,072,100 00
Floating debt—None.	
Cost of road and appendages	$24,320,204 07

Dividends paid during the year 1900, and how paid—Four dividends of one and one-quarter per cent., in all five (5) 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
Chester Furnace to Hacklebarney Mines (formerly High Bridge Railroad)	1.42
Hopatcong Junction to Lake Hopatcong (formerly Lake Hopatcong Railroad)	5.56
Total	155.69

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$2,534,364 22
Income from freight	6,025,021 78
Income from other sources	400,919 16
Total	$8,960,305 16
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$5,991,725 36

REMARKS.

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

State of New York, New York City and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

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ACCIDENTS.

New Jersey Central Division and Branches.

January 1st.—John Owens was struck and instantly killed while walking on track near Broad street, Newark. Engineer, —— ——; conductor, —— ——.

January 2d.—James McGregor, brakeman, was slightly injured about the body by falling from a box car at Elizabethport. Engineer, S. L. Darling; conductor, John Murphy.

January 4th.—William Hoffman was struck and injured about the head by walking in front of a locomotive at Bound Brook. Engineer, John Harrington; conductor, D. B. Aller.

January 4th.—Harrison E. Allen, brakeman, had one of his hands crushed while coupling cars at Hibernia. Engineer, G. W. Oliver; conductor, Thomas Allen.

January 5th.—C. E. Chesterfield, brakeman, was struck by overhead bridge at Fanwood and instantly killed. Engineer, Ed. Jones; conductor, Harry S. Davidson.

January 6th.—Charles Hack, brakeman, was injured about the head by falling from a locomotive at Plainfield. Engineer, F. K. Wilcox; conductor, F. A. Bowlby.

January 6th.—P. Crampton, brakeman, slipped and sprained one of his ankles while running on top of box car at Elizabeth. Engineer, Peter Snyder; conductor, W. H. Birkhemer.

January 6th.—Tony Mapuskie was struck and injured about the feet while working on turn-table at Communipaw. Engineer, —— ——; conductor, —— ——.

January 7th.—Charles Woodnorth, brakeman, had one of his arms injured while drilling cars at Jersey City. Engineer, —— ——; conductor, Thomas McGinnis.

January 8th.—John F. Shoder, brakeman, had his collar bone broken and was bruised about the body by falling from locomotive at Asbury. Engineer, Ed. Bastian; conductor, J. Dodson.

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January 10th.—William B. Appleton, brakeman, was injured about the head while drilling cars in Jersey City yard. Engineer, P. Brown; conductor, John Higgins.

January 16th.—William Frey was struck and instantly killed while driving across the track at Elizabethport. Engineer, J. F. Frech; conductor, L. C. Hurtt.

January 18th.—Henry Miller was struck and instantly killed while standing on the track at Green Brook. Engineer, M. C. Loughery; conductor, P. C. Jeffries.

January 19th.—Patrick Grace was struck and instantly killed while trying to board a moving train at Dunellen. Engineer, George Turner; conductor, —— Maurer.

January 19th.—Mrs. Francis H. Stearns was slightly injured while alighting from a passenger train at West Eighth street. Engineer, —— ——; conductor, —— ——.

January 19th.—Anthony Kwewkoski was struck and badly injured about the body while walking on the track near Greenville. Engineer, Thomas Dougherty; conductor, George B. Edwards.

January 21st.—Richard F. Lynch, brakeman, had one of his fingers crushed while uncoupling cars at Elizabethport. Engineer, Henry Wolfskiel; conductor, John Barry.

January 23d.—Harry Reese, conductor, was instantly killed by being caught between cars at West Eighth street. Engineer, W. R. Moore; conductor, Harry Reese.

January 24th.—O. W. Hunterton, brakeman, had one of his legs slightly injured by falling between cars at Jersey City. Engineer, Harry Cline; conductor, John Higgins.

January 25th.—Unknown man was struck and instantly killed while walking on track at East Thirty-third street. Engineer, H. Allen; conductor, W. E. Brown.

January 27th.—John Burns was struck and slightly injured about the knee while crossing the track at Brown's Siding, Elizabethport. Engineer, Henry Wolfskiel; conductor, John Barry.

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January 27th.—Patrick Marley, gateman, was struck and instantly killed while flagging a train at Pacific avenue station. Engineer, H. Kirkendalle; conductor, D. P. Kirk.

January 29th.—Harry Parks was struck and slightly injured about the body while standing on track at Grant avenue. Engineer, —— ——; conductor, —— ——.

February 2d.—William Bermingham, brakeman, had one of his legs injured by falling from tank of locomotive at Cranford. Engineer, Charles Montgomery; conductor, William H. Johnson.

February 2d.—Thomas J. Bartholomew, brakeman, was struck and instantly killed by an overhead bridge at Elizabeth. Engineer, Harry Sandhas; conductor, Robert Keck.

February 3d.—Frederick Bartow was struck and seriously injured about the head at Somerville. Engineer, T. G. Hartzell; conductor, D. J. Moynihan.

February 4th.—J. Quigley, fireman, was slightly injured about the side and wrist by falling from locomotive at Phillipsburg. Engineer, W. H. Kelley; conductor, —— ——.

February 5th.—John McGackin, hostler, had his right arm broken while taking locomotive on ash pit at Jersey City. Engineer, —— ——; conductor, —— ——.

February 5th. Henry VanPelt, brakeman, had two of his fingers crushed while coupling cars at Jersey City. Engineer, Fred. Day; conductor, George S. Hahn.

February 5th.—Charles W. Perrine was struck and fatally injured while walking on track at Plainfield. Engineer, —— ——; conductor, —— ——.

February 6th.—Harry Houpt, brakeman, was struck and slightly injured about the head by an overhead bridge at Asbury. Engineer, Charles Keck; conductor, C. E. Brelsford.

February 7th.—Joseph Pastor had one of his feet cut off by jumping from an express train at Elizabeth. Engineer, —— ——; conductor, —— ——.

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February 8th.—Anthony Aesnock was struck and injured about the body while crossing track at East Ferry street, Newark. Engineer, J. Jones; conductor, F. Lovekin.

February 8th.—Anton Vit was struck and injured about the body while walking on track at East Ferry street, Newark. Engineer, John Jones; conductor, Frank English.

February 9th.—William Carrenton was struck and injured about the head and had one of his feet mashed while walking on the track at Glen Gardner. Engineer, John Dineen; conductor, Robert Burrows.

February 13th.—Joseph V. Lenox was struck and slightly injured about the body while walking on the track at Bound Brook. Engineer, Thomas Foley; conductor, M. Youse.

February 14th.—Mrs. McCullough was struck and injured about the head while crossing the track at Elizabethport. Engineer, W. Aton; conductor, W. Case.

February 14th.—Woman named Kelley was struck and slightly bruised about the body while picking coal from tracks at Elizabethport. Engineer, J. E. Hayne; conductor, William E. Case.

February 15th.—Frank Smith, car cleaner, was bruised about the chest by being thrown against stove in mail car on account of cars coming together at Jersey City. Engineer, Ed. Kline; conductor, John Higgins.

February 15th.—J. Crowley, fireman, was injured about the head and shoulders in a collision at Newark. Engineer, S. Lowry; conductor, D. Kirk.

February 16th.—James Connelly, brakeman, had one of his legs slightly injured by being knocked off of water tank at Bloomsbury. Engineer, Daniel Healy; conductor, P. E. Connelly.

February 18th.—James Tunison, flagman, was slightly injured about the body by being squeezed between cars at Elizabethport. Engineer, Wm. McLaughlin; conductor, Alex. Reid.

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February 21st.—Bernard Cooley, brakeman, had one of his arms pinched while coupling cars at Cranford Junction. Engineer, Chas. Montgomery; conductor, Wm. H. Johnson.

February 21st.—Patrick Barry was struck and fatally injured by jumping in front of a moving train at Pacific avenue. Engineer, Jos. Reegan; conductor, J. J. Kennedy.

February 22d.—W. A. Tobias, brakeman, slightly injured his head by falling from a train at Somerville. Engineer, Hugh Sweeney; conductor, F. Friendt.

February 23d.—George Peco, air brake inspector, was struck and injured about the shoulders while repairing a signal hose at Jersey City. Engineer, —— ——; conductor, —— ——.

February 24th.—Thomas Reilly, brakeman, slightly injured one of his feet in stepping off pilot of engine at Jersey City. Engineer, Wm. McLaughlin; conductor, Alex. Reid.

February 25th.—Chas. Eagel, fireman, was struck and had one of his legs slightly injured by scoop of engine while taking water at Green Brook. Engineer, James Davis; conductor, L. Malloy.

February 27th.—John Worskey, wiper, was struck and fatally injured while standing on track giving signal at Jersey City. Engineer, —— ——; conductor, —— ——.

March 4th.—H. H. Allison, brakeman, was thrown from train and fatally injured while applying brakes at Brills. Engineer, Wm. Wahl; conductor, Lambert Hourler.

March 5th.—John Meehan, extra wiper, was struck and had his right foot cut off and one of his arms broken while walking on track at Ferry street, Newark. Engineer, R. Wolverton; conductor, J. H. Dodwell.

March 6th.—John Jones was bruised about the body by jumping from a moving train at Netherwood. Engineer, E. Gordon; conductor, J. Herbert.

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March 6th.—J. Goshner, fireman, had one of his feet injured in a collision at Jersey City. Engineer, J. F. Nieman; conductor, H. Wertman.

March 6th.—Robert Johns, brakeman, was scalded about the face and neck in a collision at Jersey City. Engineer, J. Coulston; conductor, G. E. Dumphy.

March 7th.—Thomas King was struck and instantly killed while walking on track at East 22d street. Engineer, —— ——; conductor, —— ——.

March 8th.—C. Stout, brakeman, was caught between draw heads and instantly killed while coupling cars at East 22d street. Engineer, M. Creveling; conductor, J. C. Moyer.

March 10th.—Wm. S. Killen, brakeman, was instantly killed in a collision between cars at Elizabethport. Engineer, —— ——; conductor, —— ——.

March 10th.—Robert Benny was struck and fatally injured while walking on track at West 8th street. Engineer, —— McCloud; conductor, —— Barnes.

March 12th.—James Boyle, brakeman, had one of his hands injured by catching it between cars and switch at Jersey City. Engineer, N. Middlesworth; conductor, Ed. Dougherty.

March 12th.—Joseph Sutliffe, conductor, had his nose broken and head cut by jumping from a moving train at Jersey City. Engineer, W. Miller; conductor, Joseph Sutliffe.

March 15th.—Thomas Donahue had one of his legs cut off by falling between cars, while stealing a ride, at Bound Brook. Engineer, Fred. DeGroff; conductor, Nathan Warman.

March 17.—Wm. McKay, brakeman, was injured internally by being knocked from a train at Brills. Engineer, C. Murtha; conductor, J. M. Turbett.

March 20th.—Alfred E. Brown, brakeman, was slightly injured about the body while coupling cars at Jersey City. Engineer, —— ——; conductor, —— ——.

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March 21st.—Miss Muhlenbuch was slightly injured about the body by falling from steps of car at Jersey City. Engineer, N. Sheridan; conductor, Geo. B. Van Nortwick.

March 21st.—Thomas J. Finely, conductor, sprained his left leg and injured his knee cap by falling from locomotive at Jersey City. Engineer, Charles Schnell; conductor, Thos. J. Finely.

March 24th.—Amos C. Gabler was struck and instantly killed while walking on track at North Branch. Engineer, Wm. H. Miller; conductor, Jno. R. Day.

March 25th.—James Donnelly, brakeman, had his right foot badly crushed by jumping off of a moving train at Brills. Engineer, Joseph Moore; conductor, E. J. Lynch.

March 26th.—J. Oakley slightly injured his knee by falling from a moving train at East 49th street. Engineer, J. F. Powell; conductor, M. H. Henry.

March 28th.—H. R. Ayers, fireman, struck and injured one of the fingers on his right hand while cleaning fire on engine at Plainfield. Engineer, C. A. Houston; conductor, —— ——.

March 29th.—Michael Senitski had his left arm broken and was badly injured about the body by jumping from a moving train at Perth Amboy. Engineer, F. R. Naylor; conductor, G. T. Hodge.

April 5th.—Thos. Woods, brakeman, had one of his feet badly injured by falling on rail while attempting to board a moving locomotive at Jersey City. Engineer, Geo. Ward; conductor, Geo. Redder.

April 11th.—Julius Culsdorf was struck and fatally injured while driving across tracks at Brills. Engineer, W. Bennett; conductor, G. K. McVey.

April 11th.—Mary Ellen Tuers had one of her hands crushed while crawling under a moving train at Elizabethport. Engineer, H. Wolfskiel; conductor, John Griffin.

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April 11th.—Lewis Chumley, laborer, was struck and instantly killed while working on track at Netherwood. Engineer, W. Cobsen; conductor, W. Creder.

April 15th.—Smith Barker, brakeman, had one of his arms crushed while coupling cars at Centreville. Engineer, A. Meninger; conductor, Jos. F. Walsh.

April 15th.—Jacob A. Hahn was struck and instantly killed while walking on tracks at VanNostrand Place. Engineer, —— ——; conductor, —— ——.

Arpil 16th.—Frank Cafia, laborer, was struck and instantly killed while crossing tracks at Jersey City. Engineer, Fred. Day; conductor, Dennis McGrath.

April 18th.—Unknown man was injured about the head and face by jumping from a moving train at Newark. Engineer, F. Beck; conductor, —— McGee.

April 21st.—Michael Fallow had one of his arms injured by falling under moving cars at Jersey City. Engineer, —— ——; conductor, —— ——.

April 22d.—Daughter of Mrs. E. Reynolds had one of her fingers slightly injured by a falling car window at Newark. Engineer, J. Reagan; conductor, W. P. Hibler.

April 26th.—Geo. Rowland, engineer, had one of his ankles sprained in a collision at Somerville. Engineer, Geo. Rowland; conductor, H. S. Davidson.

April 26th.—Michael J. McNally was struck and instantly killed in a collision at Phillipsburg. Engineer, —— ——; conductor, —— ——.

April 27th.—Geo. McKinnon had his left hand, right leg and one of his hips injured while driving across the track at Rockaway. Engineer, J. H. Hance; conductor, A. F. Guest.

April 28th.—Thos. Murphy, gateman, was injured about the head and back and had one of his hands cut by being thrown from a car at Newark. Engineer, —— ——; conductor, —— ——.

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April 29th.—Wm. Tunison, brakeman, had one of his legs crushed in attempting to step on a moving locomotive at Elizabethport. Engineer, C. E. W. Davis; conductor, Alex. Reid.

April 30th.—David Loughland had one of his arms injured by a falling window at Jersey City. Engineer, J. Johnson; conductor, J. H. Taylor.

May 1st.—Arthur Loerch, employee United States Express Co., while in mail car had his right leg slightly injured by a case falling thereon, account of cars coming together while coupling same at Jersey City. Engineer, H. Kline; conductor, John Griffin.

May 1st.—Unknown man (colored) was struck and instantly killed while walking on track at Dunellen. Engineer, —— ——; conductor, —— ——.

May 1st.—Ace Rood fell out of door in baggage car, breaking one of his arms, at Aldene. Engineer, J. F. Powell; conductor, N. H. Henry.

May 2d.—John Dietrick was slightly injured about the head by jumping from a moving train at East 22d street. Engineer, W. Sheridan; conductor, G. B. VanNortwick.

May 2d.—Unknown man was struck and fatally injured while walking on track at Greenville. Engineer, Wm. P. Young; conductor, Wm. Built.

May 2d.—J. F. Snyder, brakeman, had one of his feet sprained in a collision at Vulcanite. Engineer, J. Sauers; conductor, W. J. Batdorf.

May 2d.—W. H. Hills, agent, was struck and fatally injured while standing on track at Tremley. Engineer, Wm. Mooney; conductor, D. C. Johnson.

May 4th.—Mamie Lutz was struck and instantly killed while walking on track at Pacific avenue. Engineer, Frank Beck; conductor, Wm. Magee.

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May 9th.—Una Flanagan had one of her fingers injured by a falling window at Jersey City. Engineer, —— ——; conductor, —— ——.

May 1st.—E. Stevens, brakeman, had one of his legs slightly injured by jumping from a moving train to turn switch at Roselle. Engineer, J. T. French; conductor, L. C. Hurtt.

May 13th.—J. T. Sauter had one of his fingers slightly injured by a falling window at Somerville. Engineer, —— ——; conductor, —— ——.

May 13th.—Frederick Eckert was struck and instantly killed while walking on track at Greenville. Engineer, —— ——; conductor, —— ——.

May 14th.—E. Wendell had one of his arms injured by an open door on freight car striking combination car at Springtown. Engineer, Geo. B. Houston; conductor, A. B. Prawl.

May 17th.—Jacob Leonard had his right eye slightly injured by jumping off of a moving train at Elizabethport. Engineer, Wm. Wetton; conductor, G. F. Trimmer.

May 17th.—P. Hannigan, brakeman, sprained one of his ankles by catching his foot under a rail while running for a switch at East 22d street. Engineer, Morris Ahearn; conductor, Patrick Hannigan.

May 22d.—Fred Jenkins, brakeman, had one of his fingers mashed while coupling cars at Elizabethport. Engineer, J. W. Smith; conductor, Frank Goger.

May 23d.—Unknown man was killed in a wreck at North Branch. Engineer, —— ——; conductor, —— ——.

May 23d.—Chas. Hughes, brakeman, was slightly injured in a wreck at North Branch. Engineer, —— ——; conductor, —— ——.

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May 26th.—Henry Van Pelt, brakeman, was injured about his shoulders and back by falling from a moving train at East 22d street. Engineer, Clarence Morton; conductor, Alex. Reid.

May 27th.—Warren Trace had the fingers of one of his hands crushed by a falling window at Jersey City. Engineer, Geo. Jackson; conductor, Wm. Shaw.

June 2d.—Andrew Harchar, laborer, was struck and injured about his head and back while walking on track at Communipaw. Engineer, S. Lowery; conductor, E. Teel.

June 3d.—J. R. Hayden, brakeman, had one of his fingers mashed while uncoupling cars at Jersey City. Engineer, S. Brown; conductor, Frank B. Wilson.

June 4th.—Louise Doolittle slightly injured one of her ankles in alighting from a train standing at Elizabeth station. Engineer, —— ——; conductor, —— ——.

June 6th.—Fred Bender caught one of his fingers between shade and sash frame in passenger coach, slightly bruising same, between Jersey City and West 8th street. Engineer, B. Flynn; conductor, —— ——.

June 10th.—Chas. C. Cranston was struck and instantly killed while attempting to board a moving train at Plainfield. Engineer, J. Splane; conductor, D. Howley.

June 11th.—Hugh Hart had both of his legs cut off while attempting to board a moving train at Newark. Engineer, J. Harrington; conductor, Peter Bryan.

June 12th.—Arthur Soper, brakeman, had one of his thumbs badly pinched while uncoupling cars at Perth Amboy. Engineer, P. D. Mead; conductor, M. H. Henry.

June 14th.—S. H. Phipps, conductor, was injured about the body by falling from the top of a car at Carteret. Engineer, Geo. Cameron; conductor, S. H. Phipps.

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June 14th.—Jacob Reigel was struck and badly injured about the head and body while walking on track at Valley. Engineer, Fred Fisher; conductor, J. Dougherty.

June 14th.—Albert Frank was struck and instantly killed while standing on track at High Bridge. Engineer, John Campbell; conductor, Robert Gregg.

June 17th.—Martin Tolman was struck and instantly killed while walking on track at Raritan. Engineer, —— ——; conductor, —— ——.

June 19th.—Raymond Arbuckle, brakeman, had his chest and right side injured by falling between cars at Newark. Engineer, J. McGee; conductor, Chas. Kirner.

June 19th.—Reinhart Rigling was injured about the head and shoulders by being caught between cars and station platform at Brills. Engineer, F. McPeak; conductor, P. G. Young.

June 24th.—Catherine Wittfelder slightly injured one of her ankles while alighting from train at Jackson avenue. Engineer, —— ——; conductor, —— ——.

June 25th.—Mrs. H. C. Beecher slipped, badly injuring her back, in alighting from train at Jersey City. Engineer, W. L. Morrison; conductor, W. C. Wyatt.

June 25th.—Wm. Reilly had one of his legs broken in attempting to board a moving train at Claremont. Engineer, —— ——; conductor, —— ——.

June 28th.—John O'Brien had one of his legs cut off while trying to board a moving train at West 8th street. Engineer, —— ——; conductor, —— ——.

June 30th.—John F. Drake, surveyor, slipped on car steps and sprained one of his ankles in alighting from a train at Asbury. Engineer, J. Lutz; conductor, Geo. J. Bayer.

July 1st.—G. T. Burns, brakeman, had one of his fingers slightly injured while coupling cars at High Bridge. Engineer, John Gesbocker; conductor, Harry S. Davidson.

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July 3d.—Mrs. Widamyer had one of her legs broken and was injured about the head by being struck while walking on track at Elizabethport. Engineer, E. Mahoney; conductor, F. S. Lewis.

July 3d.—An unknown man was slightly injured about the body while attempting to board a moving train at Elizabethport. Engineer, —— O'Noll; conductor, Wm. A. Snyder.

July 7th.—Hannah Goldberg had two of her fingers bruised by a falling window at Jersey City. Engineer, Wm. Mason; conductor, G. F. Trimmer.

July 10th.—Thomas Duffy had his left leg crushed while attempting to board a moving train at Elizabeth. Engineer, W. H. Witton; conductor, E. Teel.

July 11th.—Michael Lloyd, flagman, was struck and instantly killed by an east-bound train, while flagging a west-bound train, at East 21st street. Engineer, Chas. Foster; conductor, T. J. Duane.

July 12th.—Thomas Manning had his right arm slightly scratched by falling in front of a train at Jersey City. Engineer, Chas. Burrows; conductor, Matthew Healy.

July 14th.—Michael O'Brien had one of his feet crushed while attempting to board a moving train at Elizabethport. Engineer, H. Wolfskiel; conductor, J. J. Barry.

July 14th.—E. F. Barnes had several of his ribs broken while attempting to board a moving train at West Side avenue. Engineer, Chas. Geshel; conductor, Wm. J. McGee.

July 17th.—August Cook was struck and instantly killed while driving across the tracks at Elizabethport. Engineer, Peterson Mead; conductor, Jos. Ross.

July 19th.—Elizabeth Eddowes had one of her hands slightly injured by a falling window at Somerville. Engineer, R. McCloud; conductor, W. W. Barnes.

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July 21st.—Thomas Gormley fell and had his right arm cut off while attempting to jump from a moving train at Arlington avenue. Engineer, S. Brown; conductor, Jos. Sutliffe.

July 21st.—Gregoris Saliva was struck and instantly killed while walking on track at Newark. Engineer, Chas. Geshel; conductor, D. P. Kirk.

July 21st.—Benjamin Smith, flagman, had one of his shoulders injured by being thrown against stove in caboose on account of sudden stopping of train at White House. Engineer, John Logan; conductor, M. W. Hummell.

July 25th.—Victor Bishop was struck and badly injured about the head while playing on track at Bloomsbury. Engineer, Frank Eck; conductor, Jos. Keubler.

July 25th.—Michael Hassatt fell, bruising both of his knees, in getting off of train at Claremont. Engineer, E. Huff; conductor, J. J. Kennedy.

July 26th.—Patrick Campbell had his forehead cut and scratched by putting his head through a window (thinking it was open) at Perth Amboy. Engineer, J. A. Erickson; conductor, H. E. Hess.

July 26th.—Harry Tomey, fireman, had two of his ribs broken by falling into a pit while filling water tank of engine at Jersey City. Engineer, P. A. Hartsell; conductor, —— ——.

July 27th.—Wm. Carling was slightly injured about the left arm and hand by being struck while walking on track at Phillipsburg. Engineer, Frank Maxwell; conductor, W. Geo. Brown.

July 28th.—J. Mowery, engineer, was instantly killed in a collision at Hoffmans. Engineer, J. Mowery; conductor, L. S. Bowlby.

July 30th.—Patrick Cahill, laborer, was injured about the head by falling from the top of a box car at Jersey City.—Engineer, —— ——; conductor, —— ——.

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July 31st.—M. E. Williams, conductor, was slightly bruised about the head by striking same on a telegraph pole at Jersey City. Engineer, Wm. Applegate; conductor, M. E. Williams.

August 1st.—H. A. Wood was cut about the head while attempting to board a moving train at Jackson avenue. Engineer, P. Mead; conductor, W. Creveling.

August 2d.—F. Gorgus, brakeman, had one of his arms crushed while coupling cars at Hampton. Engineer, J. Evelin; conductor, L. Stamets.

August 4th.—Wm. Cramer was struck and injured about his head and face while crossing tracks at Elizabethport. Engineer, J. Rick; conductor, F. Lynn.

August 6th.—Abraham Volk, brakeman, had one of his thumbs injured while coupling cars at Jersey City. Engineer, George Lewis; conductor, Cyrene Warman.

August 7th.—Edward Stevens, while stealing a ride, had one of his arms broken by falling from train at Plainfield. Engineer, —— ——; conductor, —— Hagerty.

August 8th.—W. H. Stephens was struck and slightly injured about the body while driving across tracks at Flanders. Engineer, James M. Hance; conductor, A. F. Guest.

August 9th.—Patrick Leddy, track walker, was slightly injured about the head by being struck with something thrown from a passing excursion train at Woodbridge. Engineer, —— ——; conductor, —— ——.

August 9th.—Lenora Stonebracker had her left arm badly bruised in a collision between trains at Minnising. Engineer, Benj. Bodine; conductor, Alfred B. Apgar.

August 9th.—Mat. Herzhog was slightly injured about the head in a collision at Minnisink. Engineer, Benj. Bodine, conductor, Alfred B. Apgar.

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August 9th.—Mahlon Smith, engineer, had one of his legs broken in a collision between trains at Minnisink. Engineer, Mahlon Smith; conductor, —— ——.

August 9th.—J. Ed. Smith was slightly cut under the right eye in a collision between trains at Minnisink. Engineer, Benj. Bodine; conductor, Alfred B. Apgar.

August 11th.—E. C. Riddell had his right arm injured by being struck by the door of a car standing on siding at Tremley. Engineer, L. Clark; conductor, W. G. Brown.

August 11th.—James Grant had one of his arms slightly injured while alighting from a moving train at Jackson avenue. Engineer, —— ——; conductor, —— ——.

August 12th.—Patrick Hoey was struck and instantly killed while walking on track at Elizabethport. Engineer, G. R. Woodington; conductor, I. A. Bedell.

August 15th.—Peter Masso was struck and slightly injured about the head while walking on track on Newark Bay bridge. Engineer, Oscar E. Depuy; conductor, —— ——.

August 15th.—Mrs. Hannah Leffler had one of her fingers bruised by a falling window at Netherwood. Engineer, C. Geshel; conductor, Jos. T. Ross.

August 15th.—John Logan, engineer, was slightly injured about the chest by being thrown from engine at Port Johnston. Engineer, John Logan; conductor, Con. Casey.

August 17th.—Jos. August, conductor, was slightly injured about the body while coupling cars at Newark. Engineer, Wm. Rhodes; conductor, Jos. August.

August 18th.—James Donovan was injured about the head by falling from train at East 22d street. Engineer, —— ——; conductor, —— ——.

August 20th.—M. Caffrey, brakeman, had one of his arms injured while coupling cars at Jersey City. Engineer, E. Haynes; conductor, John Kelleher.

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August 20th.—Michael Kilroy was struck and instantly killed while walking on track at Jackson avenue. Engineer, —— ——; conductor, —— ——.

August 21st.—Joseph Sutliffe, conductor, had one of his fingers slightly injured while coupling cars at Communipaw. Engineer, Wm. Rhodes; conductor, Jos. Sutliffe.

August 22d.—Cal. Thomas, conductor, had his head and one of his hips injured by falling from a train at Canda. Engineer, M. Kennedy; conductor, S. W. Dennis.

August 23d.—Chas. Gerarri was badly injured about the face and neck by being knocked off of a trestle at Perth Amboy. Engineer, J. Osman; conductor, Thos. Prendergast.

August 25th.—Wm. Lance fell, slightly injuring one of his arms, while alighting from a moving train at Annandale. Engineer, Wm. Miller; conductor, I. R. Day.

August 29th.—C. N. Billington, brakeman, had his right foot slightly injured by a wheel which was loaded on car, rolling on same in Jersey City yard. Engineer, Jno. Koehler; conductor, Thos. Brock.

August 30th.—Thos. Edwards, brakeman, had the toes of one of his feet badly bruised while attempting to get off a car at Claremont. Engineer, John Funk; conductor, Jas. J. Spellman.

August 30th.—H. Kauffman, brakeman, had one of his thumbs mashed while coupling cars at Hampton. Engineer, A. Youngblute; conductor, M. Bowlby.

September 1st.—John Parlner had one of his ears slightly cut by broken glass in car window at Elizabeth. Engineer, Wm. Gorman; conductor, S. J. Johnston.

September 2d.—Frederick Henry was struck and instantly killed while walking on track at Newark. Engineer, W. Sheridan; conductor, D. T. Kirk.

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September 3d.—Oscar Roleins, a tramp, was bruised about the back and right side in a wreck at Netherwood. Engineer, David Thatcher; conductor, J. E. Gower.

September 4th.—E. Burns, brakeman, had one of his thumbs mashed while coupling cars at Newark. Engineer, F. McPeak; conductor, J. M. Turbett.

September 5th.—John Hannon was struck and slightly injured about the left side while walking too near track at West 8th street. Engineer, Chas. Clapp; conductor, Jos. T. Ross.

September 5th.—John O'Brien, car cleaner, had one of his legs slightly injured by the explosion of a torpedo at Jersey City. Engineer, Arthur Quaife; conductor, Thos. McGinnis.

September 6th.—Jerome Campbell, brakeman, had one of his feet slightly injured by reason of merchandise on car shifting at Jersey City. Engineer, Geo. Ward; conductor, G. F. Redder.

September 6th.—Alfred Lager was slightly cut about the head and one hand by falling from a moving train at East 22d street. Engineer, J. J. Ianson; conductor, Wm. Shaw.

September 6th.—Stewart McBurth, conductor, had one of his arms bruised by being struck by open door of a refrigerator car while riding in a cab engine at Finderne. Engineer, James Dowd; conductor, Stewart McBurth.

September 6th.—William Carr had his back injured by cars coming together while he was working between same at Jersey City. Engineer, Arthur Quaife; conductor, Thos. McGinnis.

September 8th.—Luther Kern was struck and slightly injured about the head and body while driving across tracks at Flanders. Engineer, Wm. A. Craveling; conductor, M. W. Hummell.

September 8th.—James Bowden was found dead on track at Elizabeth. Engineer, J. Burke; conductor, W. A. Thomas.

September 9th.—Richard Reynolds was struck and slightly injured about the body while crossing bridge over Newark Bay. Engineer, H. Kauffman; conductor, W. W. Thomas.

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September 10th.—George King was struck and instantly killed while standing on track at Claremont. Engineer, G. B. Coffer; conductor, G. T. Hodge.

September 10th.—George Romain was struck and instantly killed while walking on track at Greenville. Engineer, —— ——; conductor, —— ——.

September 10th.—J. C. Millen, brakeman, had one of his feet sprained by car door falling on same at High Bridge. Engineer, B. Bodine; conductor, W. H. Snyder.

September 12th.—Michael Healy, brakeman, had his right arm and shoulder slightly injured by falling from a train at Jersey City. Engineer, C. Duncan; conductor, M. J. Hennessy.

September 13th.—Annie Bradley was run over and instantly killed while crawling under a moving train at Elizabeth. Engineer, A. Menninger; conductor, W. D. Singley.

September 13th.—Patrick Higgins, brakeman, had one of his legs bruised by catching same between car and fence at Jersey City. Engineer, Fred Jacobus; conductor, Wm. B. Appleton.

September 15th.—Irwin C. Wilson, brakeman, was slightly bruised about the body, left leg and hand in a collision at East 22d street. Engineers, Thos. Dougherty and P. J. McDonald; conductors, Thos. Hill and —— ——.

September 15th.—P. J. McDonald, engineer, had his hip dislocated and pelvis fractured in a collision at East 22d street. Engineers, Thos. Dougherty and P. J. McDonald; conductors, Thos. Hill and —— ——.

September 15th.—G. H. Barnhart, brakeman, was badly injured about the body and face in a collision at East 22d street. Engineer, Thos. Dougherty; conductor, Thos. Hill.

September 15th.—Thos. Shotton, fireman, had his right side and back bruised in a collision at East 22d street. Engineer, Thos. Dougherty; conductor, Thos. Hill.

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September 16th.—Wm. O'Brien was struck and instantly killed while walking on track at East 22d street. Engineer, Wm. Gorman; conductor, H. A. Boyd.

September 17th.—Annie Emerich was slightly bruised about the body by jumping from a moving train at High Bridge. Engineer, —— ——; conductor, —— ——.

September 18th.—Unknown man was struck and instantly killed while walking on track at Netherwood. Engineer, W. C. Aton; conductor, W. E. Case.

September 20th.—P. Chatelain was injured about the shoulder and cut by flying glass while riding in a coach which left the rails at West 8th street. Engineer, N. Waite; conductor, P. C. Jeffers.

September 20th.—Jno. S. Griffith was cut about the face by flying glass while riding in a coach which left the rail at West 8th street. Engineer, N. Waite; conductor, P. C. Jeffers.

September 20th.—Hannah VanD. Griffith was cut about the face by flying glass while riding in a coach which left the rail at West 8th street. Engineer, N. Waite; conductor, P. C. Jeffers.

September 24th.—Mabel Tuttle was bruised about the back and hips by jumping off of a moving train at Elizabeth. Engineer, S. Watson; conductor, O. H. Day.

September 24th.—Clark A. Burd, brakeman, had two of his fingers crushed while coupling cars at East 22d street. Engineer, A. Heim; conductor, G. B. Edmonds.

September 25th.—C. T. Ross, engineer, was fatally injured by falling from engine at Jersey City. Engineer, B. Miller; conductor, —— ——.

September 25th.—Edward May, brakeman, was bruised about the back and chest while coupling cars at Bay Way. Engineer, J. A. Cameron; conductor, John J. Boyle.

September 26th.—John Johnson was struck and instantly killed while walking on track at Fanwood. Engineer, S. Watson; conductor, O. H. Day.

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September 29th.—S. Murphy was bruised about the left hip and side while attempting to board a moving train at Elizabethport. Engineer, James Powell; conductor, D. Horton.

October 1st.—M. J. Mooney, brakeman, has his right foot caught and slightly injured while coupling cars at Jersey City. Engineer, Jas. Wheatley; conductor, John Doherty.

October 2d.—Chas. Kelly, ferry house cleaner, was slightly injured about the head and shoulders by jumping off a moving train at Jersey City. Engineer, —— ——; conductor, —— ——.

October 5th.—W. H. McIntyre, brakeman, had his right leg slightly injured by having it caught between tank of engine and car while riding on tank of engine at Jersey City. Engineer, H. Siegfried; conductor, A. Colbath.

October 9th.—Ed. Landrigan, brakeman, had two of his fingers crushed while coupling cars at East 22d street. Engineer, Geo. Denny; conductor, T. K. Young.

October 9th.—Thos. R. Collins fell while passing through smoking car in an intoxicated condition, striking his head on arm rest, slightly injuring same, near Elizabethport. Engineer, J. Lutz; conductor, Geo. Bayer.

October 11th.—John Campbell, engineer, was instantly killed in a collision between trains at Bound Brook. Engineers, Jno. Campbell and —— ——; conductors, E. H. Creveling and —— ——.

October 11th.—Alex. Colbath, conductor, slipped and fell against brake handle, slightly injuring his spine, while uncoupling cars at Jersey City. Engineer, Wm. Applegate; conductor, Alex. Colbath.

October 12th.—Wm. J. Benn was slightly injured by flying pieces of glass, caused by a stone striking a window in car at Bound Brook. Engineer, H. Stein; conductor, Wm. A. Snyder.

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October 12th.—L. Stamets, conductor, had his head and one of his legs slightly injured by striking a switch while boarding a moving train at Bloomsbury. Engineer, F. Fisher; conductor, L. Stamets.

October 17th.—Geo. G. Gilbert, engineer, had one of his hands cut by broken glass in cab window at Bound Brook. Engineer, Geo. G. Gilbert; conductor, A. J. Shainline.

October 19th.—A. Wolfe, section foreman, was struck and badly bruised about the body while standing on track at Lebanon. Engineer, Jno. Pallison; conductor, A. D. Case.

October 23d.—Robert Newman, brakeman, sprained one of his knees by falling over a switch-tie at Valley. Engineer, W. Creveling; conductor, A. B. Apgar.

October 23d.—Frank Modaski was found dead on track at Somerville. Engineer, —— ——; conductor, —— ——.

October 25th.—Unknown man was found lying dead on track at Clinton avenue. Engineer, —— ——; conductor, —— ——.

October 25th.—Ginconto Bartolomicaro was struck and fatally injured while crossing track at Aldene. Engineer, R. McCloud; conductor, I. H. Taylor.

October 26th.—H. Kinney, brakeman, had one of his ankles injured by falling from a moving locomotive at Newark. Engineer, S. L. Jones; conductor, E. Slack.

October 26th.—L. C. Haughy had his chin and one of his ears slightly cut by broken glass in a car window between Westfield and Cranford. Engineer, —— ——; conductor, John F. Dolbeer.

October 26th.—Thomas Brock, conductor, had one of his wrists injured by falling over a signal wire at Sterling Junction. Engineer, J. H. Gallagher; conductor, Thos. Brock.

October 27th.—An unknown child had two of its fingers injured by a falling window at Newark. Engineer, Jos. Reagan; conductor, W. G. Brown.

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October 27th.—Wm. Robertson was struck and had one of his legs bruised while crossing tracks at White House. Engineer, R. McCloud; conductor, W. Durling.

October 28th.—John J. Gesbocker, engineer, was injured about the head while leaning too far out of cab window at Somerville. Engineer, J. J. Gesbocker; conductor, Harry Davidson.

October 31st.—Ira Werner had both of his feet crushed while attempting to board a moving train at Elizabethport. Engineer, C. Norton; conductor, W. H. Johnson.

November 1st.—Chas. Toner had one of his legs cut off while stealing a ride at Cranford. Engineer, O. Depuy; conductor, P. Conroy.

November 1st.—Harry E. Vail, signalman, was struck and fatally injured while at work at Cranford. Engineer, P. J. Schuyler; conductor, Harry Staats.

November 1st.—Mrs. Mary Casey was struck and fatally injured while walking on track at Hampton. Engineer, Geo. Lear; conductor, —— ——.

November 2d.—Mrs. G. A. Hammond had one of her legs slightly injured by falling over a satchel while walking through car at Elizabethport. Engineer, J. Johnson; conductor, H. A. Boyd.

November 2d.—Thomas Clark was struck and instantly killed while walking on track at Elizabethport. Engineer, —— ——; conductor, —— ——.

November 7th.—W. W. Beavers, brakeman, had one of his feet slightly injured by being thrown from train while applying brakes at Edison. Engineer, J. S. Rowland; conductor, A. Guest.

November 7th.—James P. English, brakeman, injured one of his wrists and his head by falling from trestle while coupling cars at Jersey City. Engineer, Wm. Ferguson; conductor, W. D. Singley.

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November 8th.—Jerry Kelleher, conductor, had his back seriously injured while coupling cars at Jersey City. Engineer, J. H. Gallagher; conductor, Jerry Kelleher.

November 8th.—Jos. Gainer, brakeman, was injured about his shoulders and hips by being squeezed between cars while uncoupling same at East 21st street. Engineer, John Dennene; conductor, Alex. Reid.

November 12th.—Chas. Dalton, brakeman, fell, slightly injuring his left hand, while drilling cars at East 22d street. Engineer, Geo. Denny; conductor, John Bogart.

November 12th.—Carmine Mauro was struck and instantly killed while walking on track at North Branch. Engineer, Frank Eck; conductor, Jos. Kuehler.

November 12th.—Tarietta Pietro was struck and injured about the body while walking on track at North Branch. Engineer, Frank Eck; conductor, Jos. Kuehler.

November 12th.—Harry Eckerson was slightly cut about the face by flying glass from a broken car window at East 49th street. Engineer, A. J. Loughery; conductor, C. B. Knight.

November 13th.—F. Schultz, brakeman, was struck by overhead bridge and slightly injured about the head while standing on car at Jersey City. Engineer, W. Lewis; conductor, H. Abbott.

November 13th.—John McGrath was struck and had one of his arms injured while crossing track at Jersey City. Engineer, ——— ———; conductor, ——— ———.

November 14th.—Thos. Redding was struck and badly injured about the head while crossing track at Roselle. Engineer, Jno. J. Ianson; conductor, M. A. Knapp.

November 16th.—J. Holland, conductor, had his right hand injured while throwing a switch at Newark. Engineer, F. McEvoy; conductor, J. Holland.

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November 19th.—Fred'k Kinsella, brakeman, had one of his feet badly bruised while coupling cars at Elizabethport. Engineer, Fred'k Paulman; conductor, James Henry.

November 19th.—Patrick Roach was struck and seriously injured about the body while walking on track at Bound Brook. Engineer, Budd Munn; conductor, John Merlette.

November 19th.—Edw. J. Lynch, brakeman, fell between cars, injuring his side, while drilling cars at Elizabethport. Engineer, Frank Frozard; conductor, Calvin Thomas.

November 20th.—John Black, brakeman, had one of his ankles injured by a car door falling on same at East 22d street. Engineer, Henry Welliver; conductor, Thomas Gloven.

November 20th.—John Griffin, flagman, was struck and instantly killed while flagging a train at Roselle. Engineer, —— ——; conductor, —— ——.

November 22d.—John Miller, fireman, was struck and fatally injured by a box car while leaning out of cab at Phillipsburg. Engineer, Peter Beers; conductor, —— ——.

November 22d.—C. Short, fireman, was struck and slightly injured about the head by a lantern on rear end of train while drilling cars at Newark. Engineer, W. W. Carey; conductor, F. Schmall.

November 23d.—Herman Abbott, conductor, was thrown against door of caboose and slightly cut about the head by broken glass at Jersey City. Engineer, Wm. Lewis; conductor, Herman Abbott.

November 23d.—Albert Tepel was struck and slightly cut over right eye by flying glass from a broken window in car at Newark. Engineer, H. Foster; conductor, W. P. Hibler.

November 23d.—Fred'k Friendt, conductor, was seriously injured about the body in a rear end collision at Netherwood. Engineer, —— ——; conductor, Fred'k Friendt.

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November 26th.—Harry O'Neill, brakeman, fell and sprained one of his wrists while getting off of car at Jersey City. Engineer, J. Van Atta; conductor, John Horoho.

November 28th.—James Kiernan fell and injured one of his wrists while alighting from a moving train at Jersey City. Engineer, —— ——; conductor, —— ——.

November 29th.—Andrew Hubert, brakeman, had his left arm and shoulder crushed while drilling cars at High Bridge. Engineer, J. P. Everitt; conductor, W. H. Snyder.

November 29th.—James Ryan was struck and fatally injured while walking on track at Lincoln. Engineer, C. Weisel; conductor, D. Howley.

December 3d.—Wm. Miller, engineer, was killed in a collision at Vulcanite. Engineer, Wm. Miller; conductor, John R. Day.

December 3d.—Benj. Burwell, fireman, had both legs broken and was otherwise injured in a collision at Vulcanite. Engineer, Wm. Miller; conductor, John R. Day.

December 3d.—Edgar C. Pyatt had his left hand and arm badly injured in a collision at Vulcanite. Engineer, Wm. Miller; conductor, John R. Day.

December 3d.—Frank Hummer, engineer, had one of his feet badly pinched by having same caught between lever and floor of engine at South Amboy. Engineer, Frank Hummer; conductor, J. H. Lane.

December 4th.—Thos. B. O'Connor, brakeman, fell and was slightly injured about the body while attempting to board a moving train at Jersey City. Engineer, Thos. Benjamin; conductor, E. Kirk.

December 5th.—Tony Martin was struck and had his right arm broken and was badly injured about the head while walking on track at Vulcanite. Engineer, H. O'Connell; conductor, J. O'Brien.

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December 6th.—Mrs. Barbara Heffner was struck and instantly killed while driving across tracks at Carteret. Engineer, Geo. Cameron; conductor, S. H. Phipps.

December 10th.—T. Kayton, brakeman, was fatally injured by falling through a trestle while drilling cars at Newark. Engineer, —— ——; conductor, —— ——.

December 10th.—Mary Karraurine was struck and slightly cut about the wrist while walking on track at Newark. Engineer, W. Carey; conductor, E. Schmall.

December 10th.—Chas. Carr was struck and badly injured about the body while driving across tracks at Hazlet. Engineer, Jos. Neiman; conductor, Frank Wilson.

December 11th.—J. H. Rochford, brakeman, had one of his thumbs slightly injured while coupling cars at Newark. Engineer, W. W. Carey; conductor, E. Schmall.

December 13th.—Ezra Miller was cut about the head and bruised about the body by being thrown from car while climbing over same at Westfield. Engineer, G. Rowland; conductor, H. S. Davidson.

December 14th.—Eugene Smith, fireman, had both arms and one leg cut off by jumping from a moving locomotive at East 33d street. Engineer, Geo. Willever; conductor, Wm. C. Staples.

December 14th.—Thos. Eldridge (child) had his left leg cut off by falling under a moving locomotive at Phillipsburg. Engineer, P. Phillips; conductor, Jno. Kostenbader.

December 15th.—Benj. Van Houten was struck and instantly killed while crossing tracks at Cranford. Engineer, G. Colson; conductor, —— ——.

December 16th.—Chas. Benner, brakeman, was thrown from train and injured about the body by train parting and coming together at East 22d street. Engineer, C. Keck, Sr.; conductor, C. E. Brelsford.

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December 17th.—Unknown man stepped in front of train and was struck and instantly killed at Greenville. Engineer, —— ——; conductor, —— ——.

December 19th.—John Malranski was found lying alongside of track with bad cut on back of head and left arm broken at Somerville. Engineer, D. Thatcher; conductor, W. Thatcher.

December 20th.—L. Stockbower, brakeman, fell while climbing ladder on side of box car, injuring his left foot, at Edison. Engineer, J. V. Eveland; conductor, A. F. Guest.

December 21st.—Nicholas Marcitto, track walker, was struck and instantly killed while walking on track near Van Nostrand Place. Engineer, —— ——; conductor, —— ——.

December 22d.—Francis Brennan (child) was found lying dead on track at Newark. Engineer, —— ——; conductor, —— ——.

December 22d.—Robert J. Reardon fell and injured his back while trying to board a moving train at Annandale. Engineer, J. Lutz; conductor, Geo. Bayer.

December 22d.—Passenger named Gartland jumped off of moving train and fell, slightly injuring his knee, at Avenue A. Engineer, J. Janason; conductor, W. W. Barnes.

December 24th.—James J. Hannan, track walker, had one of legs slightly injured by being struck by a lump of coal which fell from a passing train at Westfield. Engineer, —— ——; conductor, —— ——.

December 27th.—Thomas Wright was found lying dead alongside of track at Bay Way. Engineer, —— ——; conductor, —— ——.

December 27th.—John Kimble (child) fell under cars and had one of his legs crushed at Jersey City. Engineer, Jos. Lemminger; conductor, J. Bogart.

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December 29th.—Mrs. Esther Farrell (colored) fell down car steps and slightly bruised the back of her head at Jersey City Engineer, P. F. Doyle; conductor, L. W. Romeis.

December 30th.—Jacob Franklin (child) was struck and instantly killed while walking on track at Elizabethport. Engineer, J. Gary; conductor, C. Eggers.

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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, 1900:

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 7th day of February, A. D. 1901.

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

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Dividends paid during the year 1900, 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, 1900:

Capital stock paid in	$66,050 00
Bonded debt	129,800 00
Floating debt	25,000 00
Cost of road and equipments	$220,850 00

The road extends from Kinkora to New Lisbon, a distance of 14.16 miles.

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

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

State of Pennsylvania, Philadelphia city and county, *ss.*—Peter E. Harvey, being duly affirmed, on his affirmation says, that he is Vice 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.

PETER E. HARVEY.

Affirmed and subscribed before me this 12th day of February, A. D. 1901.

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

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$7,418 20
Income from freight	11,633 38
Income from other sources	4,571 10
Total	$23,622 68

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $22,792 95

Dividends paid during the year 1900, and how paid—None.

P. O. address of this company—Columbus, 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, 1900:

Capital stock paid in—common, $250,000; preferred, $2,900.....	$252,900 00
Bonded debt	5,000 00
Floating debt	8,380 94
Cost of road and equipments and rolling stock.....	$266,280 94

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

It is 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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 8th day of February, A. D. 1901.

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

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RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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, 1900:

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 the 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 city and county, *ss*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 8th day of February, A. D. 1901.

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

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RECEIPTS AND EXPENSES FOR 1900.

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

Dividends paid during the year 1900, 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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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, 1900:

Capital stock paid in	$1,800,000 00
Bonded debt	1,800,000 00
Floating debt—None.	
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.*—John S. Wise, being duly sworn, on his oath says, that he is Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this 31st day of January, A. D. 1901.

C. K. KLINK,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$380,773 86
Income from freight	755,041 90
Income from other sources	53,858 74
Total	$1,189,674 50

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $642,323 54

Dividends paid during the year 1900, and how paid—Four quarterly dividends of two per cent. each, February, May, August and November.

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

ACCIDENTS.

January 11th.—Michael McCarthy, non-employee, non-fatally injured; struck by overhead bridge at Ewing, N. J. —— ——, conductor; —— ——, engineman.

January 14th.—John J. Fitzpatrick, employee, non-fatally injured, coupling at Port Reading crossing, N. J. W. E. Powers, conductor; J. McKearney, engineman.

January 19th.—Frank Sacwright, employee, non-fatally injured; fell from train at Weston, N. J. J. D. Jones, conductor; E. Manning, engineman.

March 11th.—Lorenzo Aurnato, non-employee, fatally injured; Letoro Luigi, non-employee, fatally injured; Salvatore Martinelli, non-employee, non-fatally injured, walking track; struck by train at Hopewell, N. J. E. J. Smith, conductor; W. Hunsberger, engineman.

April 16th.—George Hawkins, employee, non-fatally injured; fell from engine at Port Reading Crossing, N. J. Geo. W. Miles, conductor; William F. Strimmel, engineman.

May 21st.—Patrick Sullivan, non-employee, fatally injured; fell asleep and was struck by train at Weston, N. J. —— ——, conductor; —— ——, engineman.

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June 29th.—Thomas Cummings, employee, fatally injured; Giovanni Ferrando, employee, fatally injured; Antonio Sandono, employee, fatally injured; while working, struck by train at Hopewell, N. J. William A. Snyder, conductor; O. Noll, engineman.

July 6th.—John P. Epple, employee, non-fatally injured; fell from train at Ewing, N. J. R. Armstrong, conductor; T. Foley, engineman.

October 8th.—John Scully, employee, fatally injured; crossing tracks was struck by train at Belle Mead, N. J. —— ——, conductor; —— ——, engineman.

November 21st.—John Bielanski, employee, fatally injured; walking on track was struck by engine at Belle Mead, N. J. Walter Craven, conductor; Walter Cobson, engineman.

December 26th.—John F. Reinhart, employee, non-fatally injured; struck by overhead bridge at Hopewell, N. J. Milton Youse, conductor; P. Casey, engineman.

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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, 1900:

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 1900, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1900.

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.

In process of construction between Gloucester City, Camden county, and Atlantic City, Atlantic county, State of New Jersey. Surveys made and maps approved and filed with Secretary of State of New Jersey. Work has been commenced and part of roadbed graded and have complied with all the requirements of the law.

P. O. address of the above company—No. 1 East State street,

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Trenton, New Jersey, and 132 South Broad street, city of 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 1900 are correct and true, to the best of his knowledge and belief.

GUSTAVUS A. MULLER.

Sworn and subscribed before me this 8th day of March, A. D. 1901.

FRANCIS C. ELY.

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, 1900:

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, N. J., a distance of 4.82 miles. (Branches, 5.45 miles.)

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

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Delaware River Railroad and Bridge Company, and that the foregoing statement is 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. 1901.

LEWIS WILSON,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$69,571 03
Income from freight	156,251 01
Income from other sources	690 13
Total	$226,512 17

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $58,440 53

Dividends paid during the year 1900, and how paid—June 26, 1900, 2 per cent., in cash; December 26, 1900, 2 per cent. in cash.

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

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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, 1900:

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

Dividends paid during the year 1900, and how paid—None.

The road extends from Hamilton street, Camden, N. J., to Bulson street, Camden, N. J., a distance of 2 miles.

RECEIPTS AND EXPENSES FOR 1900.

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.

The construction of this railroad was commenced but was stopped by injunction restraining the company from building it.

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

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road during the year 1900 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this 4th day of February, A. D. 1901.

C. K. KLINK,
Notary Public.

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DOCKS CONNECTING RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Docks Connecting Railroad Company presents the following report for the year ending December 31st, 1900:

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.

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.*—Eben 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 eighteenth day of March, A. D. 1901.

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

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DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1900:

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 five and twelve hundredths (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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—Six per cent. in cash.

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, 1900:

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 1900, and how paid—None.

The road extends from Phillipsburg to Perth Amboy, N. J., a distance of sixty and fifteen one hundredths (60.15) miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$491,052 96
Income from freight	3,501,827 75
Income from other sources	334,979 66
Total	$4,327,860 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$4,002,814 71

REMARKS.

Included in the operations of this company are the receipts and expenses of the following companies:

Lehigh Valley Terminal 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 New York, New York 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 1900 are correct and true, to the best of his knowledge and belief.

ALFRED WALTER.

Sworn and subscribed before me this 18th day of February, A. D. 1901.

W. L. MURRAY,
Notary Public, N. Y. County.

ACCIDENTS.

EMPLOYES.

KIND OF ACCIDENT.	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employes.		Total.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling and uncoupling	.....	5	.....	4	.....	.....	9
Falling from trains and engines	1	8	.....	1	.....	3	13
Overhead obstructions	.....	.....	.....	.....	.....	.....	....
Collisions	.....	.....	.....	.....	.....	.....	....
Derailments	.....	1	.....	.....	.....	.....	1
*Other train accidents	.....	.....	.....	.....	.....	1	1
At highway crossings	.....	.....	.....	.....	.....	.....	....
At stations	.....	.....	.....	.....	.....	.....	....
°Other causes	1	4	.....	2	2	27	36
Total	2	18	.....	7	2	31	60

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Other Train Accidents Described.

Jar of train—
Other employes injured..... 1

°Other Causes Described.

Jumping off trains—
Other employes killed..... 1
Falling from scaffold or trestle—
Other employes injured..... 1
Trainmen injured 1
Struck by train or engine—
Trainmen killed 1
Switchmen, etc., injured..... 2
Other employes injured..... 1
Run over by train, cars or engine—
Other employes killed..... 1
Other employes injured..... 3
Handling machinery—
Trainmen injured 1
Other employes injured..... 5
Handling material—
Other employes injured..... 13
Handling tools—
Other employes injured..... 4
Caught between bumpers—
Trainmen injured 1
Side obstructions—
Trainmen injured 1

Total as above..... 36

PASSENGERS AND OTHERS.

KIND OF ACCIDENT.	Passengers.		OTHERS.				Total.
			Trespassers.		Not Trespassers.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Collisions	.....	.....	.....	.....	.....	.....	....
Derailments	.....	.....	.....	.....	.....	.....	....
Other train accidents.....	.....	.....	.....	.....	.....	.....	....
At highway crossings.....	.....	.....	.....	.....	.....	6	6
At stations	.....	2	.....	.....	.....	.....	2
°Other causes	.....	.....	10	22	.....	1	33
Total.....	.....	2	10	22	.....	7	41

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*Other Causes Described.

Jumping trains—	
Trespassers injured	5
Trespassers killed	1
Not trespassing, injured	1
Struck by train or engine—	
Trespassers killed	9
Trespassers injured	6
Run over by train, cars or engine—	
Trespassers injured	10
Caught between bumpers—	
Trespassers injured	1
	33
Total killed	14
Total injured	87
Grand total	101

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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, 1900:

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

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

J. S. WISE.

Sworn and subscribed before me this 31st day of January, A. D. 1901.

C. K. KLINK,
Notary Public.

RECEIPTS AND EXPENSES FOR 1900.

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

Dividends paid during the year 1900, and how paid—None.

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

ACCIDENTS.

April 9th.—Edward G. Huston, employee, non-fatally injured jumping from train at Trenton, N. J. C. A. Snyder, conductor; Charles Henk, engineman.

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ELIZABETH EXTENSION RAILROAD COMPANY.

In obedience to the laws of the State of New Jersey (G. S. of N. J., 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, 1900:

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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 8th day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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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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, 1900:

Capital stock paid in	$171,271,300 00
Bonded debt	131,349,400 00
Floating debt	5,407,631 88
Cost of road and equipments	$281,847,805 04

Dividends paid during the year 1900, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$871,311 67
Income from freight	1,268,405 32
Income from other sources	117,820 69
Total	$2,257,537 68
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,480,128 33

REMARKS.

This report includes 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 and Greenwood Lake Railway, Bergen County Railroad, Northern

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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 city and county, *ss.*—Eben B. Thomas, 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 said road during the year 1900 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 14th day of February, A. D. 1901.

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

ACCIDENTS.

PATERSON, NEWARK AND NEW YORK RAILROAD.

February 8th.—George J. Smith, struck by train; body slightly bruised.

April 18th.—Timothy Lunney, trackman, unloading rails, leg bruised.

May 1st.—M. C. Dreyer, brakeman, coupling cars, hand bruised.

May 19th.—James Shea, had fallen or jumped from a bridge; killed.

May 28th.—T. J. Alexander, brakeman, struck by passenger; bruised head and neck.

July 10th.—A. H. Beebe, struck by train; arm and head bruised.

July 14th.—James Banelaar, struck by train; skull fractured.

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July 30th.—Clyde Moore, brakeman, unloading freight, hip and thigh bruised.

September 15th.—John Oliver, struck by train; arm bruised.

September 23.—B. Grant, struck by train; killed.

November 24th.—Unknown man struck by train; killed.

December 5th.—Valentine Ghite, struck by train; legs broken and skull fractured.

December 25th.—Martin C. Powers, fireman, bruised hip and thigh; caused by collision.

NEWARK AND HUDSON RAILROAD.

February 1st.—William Nolan, switchman, fell from car, bruising side and arm.

April 5th.—J. H. Muller, suicide, killed.

May 21st.—Thomas J. Hutton, struck by train; had three ribs and shoulder blade fractured.

May 21st.—F. Vanderhoff, conductor, fell from train, bruised head and side.

June 5th.—Charles Waller, jumped from train; scalp wound, right side of face, shoulder and wrist bruised.

June 8th.—Unknown man struck by train; killed.

July 17th.—Charles Lavery, struck by train; side bruised.

August 28th.—Peter Carlough, brakeman, fell from train; skull fractured.

October 7th.—Charles Brady, fell between cars; two fingers cut.

October 20th.—George Stunpf, struck by train; fatally injured.

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PATERSON AND RAMAPO RAILROAD.

January 1st.—C. E. Downing, brakeman, fell from train; leg bruised and wrist sprained.

January 3d.—Robert Decker, brakeman, making coupling, hand crushed.

January 11th.—John Demerest, brakeman, fell from train; legs bruised and scalp wound.

January 29th.—Hugh Dunlop, struck by train; instantly killed.

January 29th.—James Vanderbeck, signal repairer, dragging a tie along the ground, slipped on some snow and fell, striking his knee on point of a nail, lacerating his knee.

February 10th.—Harry O'Neil, brakeman, tripped on a nail, which was driven into the car floor, and fell, spraining his ankle.

February 12th.—Miss Lizzie Sommer, struck by train; contusion of spine, leg and ankle.

February 23d.—A. White, brakeman, getting on car caught his foot between car and a rock lying beside the track, causing a slight bruise.

February 23d.—Thomas Graham, switchman, had his foot caught between cars, causing slight bruise.

February 27th.—Antonia Datta, laborer, gravel bank caved in on him, breaking his leg.

February 27th.—Henry M. Morris, jumping on train, shoulder dislocated and contusion of elbow.

March 5th.—G. W. Hamilton, brakeman, jumping on train, sprained his ankle.

March 23d.—S. J. Vanderbeck, struck by train; hip and arm bruised.

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March 24th.—F. A. Crabble, laborer, gravel-bank caved in on his foot, wrenching his ankle.

April 6th.—Geo. H. Clark, brakeman, struck by air hose on car, bruising his jaw.

April 16th.—R. I. Rodney, laborer; a gravel bank caved in, straining his ankle.

April 18th.—Unknown woman. Suicide; instantly killed.

May 3d.—T. E. Collins, brakeman, fell from engine; ankle sprained.

May 8th.—Geo. M. Eisenbarth, brakeman, fell from car; strained shoulder.

May 15th.—Frank Van Blarcom, carpenter, cut his hand on a saw.

May 18th.—D. Maisano, laborer, jumped from train, arm bruised.

May 19th.—Harry Evans, struck by train; killed.

May 23.—Miss Maggie May, struck by train; scalp wound, side bruised and ankle sprained.

June 7th.—Charles O'Neil, flagman, fell from cupola of caboose; bruised left side.

June 9th.—William Patterson, struck by train; killed.

June 11th.—Edward Delaney, jumping from train; skull fractured.

June 17th.—Thomas M. Murphy, brakeman, fell from train; killed.

June 18th.—Miss K. Kutz, fell from train; leg broken.

June 21st.—William Broughill, switchman, uncoupling cars, strained back.

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June 27th.—Thomas Daly, trackman, struck by piece of ice supposed to have been thrown by some person on a passing train.

July 13th.—F. W. Moore, laborer, unloading freight; finger broken.

July 14th.—John Collins, switchman, piece of timber lying between tracks, when car passed over it, was thrown up, striking him, bruising body and leg.

July 28th.—William Broughill, switchman, fell from car; leg bruised.

August 3d.—Edward Hefferman, painter, fell from bridge; skull fractured.

August 11th.—P. J. Mahoney, fireman, fell against cab window in engine; arm cut.

August 18th.—E. P. Canfield, fireman, raking fire on engine; finger bruised.

August 18th.—Mrs. J. A. Marionus, fell from train; ankle sprained.

August 24th.—Georanni Lamenola, laborer, struck by train; arm bruised.

September 12th.—Antonio Ricco, trackman, struck by train; killed.

September 18th.—W. L. Eaton, brakeman, fell from train; leg fractured.

September 18th.—Charles Streeter, fireman, lump of coal struck him on head, bruising it slightly.

September 21st.—Unknown man struck by train; killed.

October 2d.—R. Geo. A. Luckemille, struck by train; fatally injured.

October 5th.—Unknown man struck by train; killed.

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October 8th.—C. N. Ball, brakeman, fell from train; contusion of hip and sprained wrist.

October 19th.—William Broughill, switchman, struck by train; head cut and arm cut off.

November 17th.—Ferdinando Renzo, laborer, fell from train; foot cut off.

November 22d.—John Dean, machinist, struck by train; killed.

December 11th.—John Keegan, baggage master, caught his finger between car door and car, causing small cut.

December 21st.—Edward Van Lorsky, struck by train; killed.

December 24th.—John Milner, struck by train; killed.

LONG DOCK COMPANY'S RAILROAD.

January 8th.—A. F. Hartman, car tracer, uncoupling cars; fatally injured.

January 9th.—Savenio Carapello, laborer, struck by engine; fatally injured.

January 12th.—Antona Goratski, trackman, struck by train; killed.

January 20th.—Matthew McNarma, car repairer, making coupling; fatally injured.

January 23d.—J. M. Connors, switchman, in throwing switch lever over, allowed it to strike his foot, bruising his large toe.

January 27th.—James B. Quackenbush, engineer, making repairs on engine, struck his foot with a hammer, badly bruising it.

February 1st.—William Kermode, engine cleaner, scalded slightly by steam from engine.

February 2d.—Charles Clinton, dropped dead; heart failure.

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February 4th.—John Cravens, fell from train; bruised body and toe cut off.

February 10th.—James Welch, switchman, fell from car; side bruised.

February 13th.—Edward Muntz, struck by train; right arm fractured, hip bruised and injured internally.

February 15th.—Geo. E. Johnson, fireman, wetting coal on engine, the hose became disconnected, the hot water slightly burning his arm.

February 16th.—John R. Marshall, ferry collector, tripped over signal wires and fell, breaking his arm.

March 5th.—Thomas E. Beck, messenger, stepped on a rusty nail while walking through yard, lacerating his foot.

March 5th.—Edward McCabe, machinist, stumbled over a block in the dark and fell against the engine, bruising his hip.

March 7th.—John Jeffers, machinist, fingers bruised by hammer falling on them.

March 9th.—I. Y. Green, brakeman, ankle sprained by slipping and falling on icy platform.

March 12th.—John Kuhst, struck by train; scalp wound.

March 12th.—John Mulrooney, car builder, right arm caught between cars while making inspection, fracturing it.

March 19th.—James Doran, laborer, slipped and fell on platform, bruising his body.

March 21st.—Michael Brady, machinist, had thumb crushed between brace and grindstone.

March 24th.—Thomas Gibney, carpenter, fell against a timber, bruising his side.

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April 27th.—Herman Dingwertt, truck driver, thumb nail torn off by catching it on a sign board.

April 7th.—John Maher, operator, struck by train; foot badly bruised.

April 2d.—John E. Hurst, switchman, fell on car, striking his knee and breaking it.

April 8th.—Leonard Fede, carpenter, pulley fell on his foot, bruising it slightly.

May 2d.—Peter Vebitski, laborer, struck by train; slight scalp wound.

May 4th.—Richard Powell, laborer, fell from car; broke his leg.

May 6th.—Frank Durnen, fell from train; scalp wound.

May 10th.—Louis Westfall, laborer, casting fell on his foot, bruising it slightly.

May 13th.—David H. Hassett, switchman, foot caught between cars; fractured bone in left foot and five toes lacerated.

May 19th.—N. E. Young, brakeman, in releasing a brake, strained his wrist.

May 24th.—Mathias Reiss, jumping on train; fatally injured.

May 24th.—M. S. Merseles, struck by train; instantly killed.

May 30th.—Julius Wilder, struck by train; body bruised.

June 6th.—John Ceerley was caught between baggage truck and support under train sheds, receiving rupture of intestines.

June 13th.—William Hoffman, brakeman, handling cake of ice had hand caught between the ice and side of car, crushing end of finger.

June 25th.—James Devlin, struck by train; head cut and body bruised.

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June 27th.—Jacob Rickle, car repairer, fell over piece of iron, bruising his knee.

July 3d.—Daniel Deehamy, struck by train; leg cut off.

July 10th.—John Jeffers, jumping from engine, bruised foot.

July 13th.—John Martin, switchman, jumped from car; general contusion of limbs and body.

July 13th.—Mrs. Julia Block, fell from train; arms, leg and body bruised.

July 18th.—Thomas Moore, engine cleaner, cleaning engine was overcome by heat.

July 20th.—W. D. Hammond, porter, caught between baggage truck and bridge at ferry slip, badly bruising right eye.

July 21st.—G. M. Bilaffer, fireman, fell against side of engine-tank, cutting his hands.

July 23d.—M. L. Burns, switchman, jumping on train, bruised and strained wrist.

July 27th.—Frank Smith, car cleaner, jumping on train; face bruised.

August 4th.—J. E. Brigenshaw, fireman, coaling up engine; finger crushed.

August 6th.—James Conroy, switchman, fell on car; ankle bruised.

August 11th.—John Englehart, jumping on train; toe cut off.

August 11th.—Peter Finnegan, switchman, fell from train, bruising shoulder and head.

August 24th.—Patrick McMahon, finger caught in steel diaphragm frame on car, bruising it slightly.

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August 25th.—F. Brinckhoff, ice handler, fell on broken glass, cutting his hand.

August 25th.—William L. Camp, conductor, thrown down in car, caused by colliding with other cars, bruising his head.

August 27th.—Antono Paternio, laborer, struck by piece of steel flying up from hammer and cutting his arm.

August 27th.—Pasquale Piccolo, laborer, unloading ties; shoulder bruised.

August 27th.—George Meyers, porter, had back bruised by trunk falling from truck and striking him on back.

August 29th.—P. F. McMonegal, switchman, in getting off train, caught and squeezed between cars; contusion of head, back and arm.

August 31st.—Michael McAleer, machinist, struck his finger with sledge, causing slight cut.

August 31st.—John Ahern, engineer, water-glass bursted on engine; hand bruised and lacerated.

September 5th.—J. C. Clairmont, car cleaner, struck by train; back and side, left hand and arm cut and bruised.

September 7th.—Thomas Downs, switchman, wedge fell on foot, bruising toe.

September 7th.—John Flynn, machinist, fell into drop pit in engine-house, cutting his head.

September 7th.—A. J. Auryausen, engineer, getting on engine; ankle sprained.

September 7th.—Fred Butler, cooper, struck by train; arm broken, cut and bruised head.

September 7th.—Ralph L. Viand, car repairer, unloading steel tire; contused leg at ankle.

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September 9th.—William Bruno, machinist, repairing engine; toes bruised.

September 11th.—Charles Romaine, engineer, finger caught and bruised between oil can and reversed lever.

September 12th.—Anthony Racita, inspector, repairing car had arm and hip bruised.

September 12th.—Jacob Herber, car builder, repairing cars; face bruised.

September 14th.—Leon Waslilenski, car builder, bolt struck side of his head, causing slight cut.

September 14th.—James L. Murphy, machinist, fell from train, bruising head.

September 21st.—Joseph Kiley, machinist, unloading piston; finger cut off.

September 22d.—Michael Brady, machinist, rod fell on his foot, causing slight bruise.

September 24th.—Michael Long, machinist, fell from engine; finger bruised.

September 25th.—Benj. Searly, fell from train; leg cut off.

October 1st.—Andrew Beck, dock builder, shoring a granpus, had his foot run over, slightly bruising it.

October 10th.—William Brunncee, machinist, fell over truck wheels; finger bruised.

October 11th.—Richard Bowen, switchman; fellow employee fell, striking Bowen's hand with his heel, causing slight bruise.

October 17th.—John Morrissey, switchman, fell from train; dislocated shoulder.

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October 17th.—John Muhlenbrink, engineer, fell from engine; rib fractured.

October 17th.—E. J. Turner, switchman, boarding train; hip bruised.

October 17th.—John Linehaw, switchman, coupling cars; three fingers bruised.

October 26th.—John Smith, struck by train; bruised body.

October 27th.—Joseph Kiley, machinist, loading engine pilot on flat-car, had arm bruised.

November 2d.—John Cerrinski, trackman, struck by train; fatally injured.

November 5th.—Edward F. Getz, brakeman, thrown down in caboose, spraining his wrist.

November 5th.—William Kelley, switchman, coupling cars; finger bruised.

November 7th.—John Dunlop, fireman, jumping from engine; wrist sprained.

November 7th.—Otto Kramer, hostler, water-glass on engine broke, cutting finger.

November 12th.—Charles Thorman, car repairer, caught between cross bar of ash pit and ash pan of engine, bruising both legs.

November 16th.—Alex. Young, switchman, struck by train; killed.

November 18th.—Hugh F. Deegan, switchman, fell from train; hip and wrist bruised.

November 18th.—Miss Jennie Simmons, fell from train; arm bruised.

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November 19th.—Anthony J. Roden, machinist, hand struck by hammer, bruising thumb.

November 23d.—J. C. Tucker, switchman, struck by plank projecting from car, bruising his nose.

November 27th.—Charles A. King, machinist, torch exploded, burning his face.

December 4th.—James McGuire, laborer, caught between cars; rib broken and side bruised.

December 7th.—Joseph Renz, jumping off train; head cut, legs crushed.

December 10th.—A. L. Underhill, switchman, falling from train, leg broken.

December 11th.—Geo. Hancox, porter, run into by team, fractured rib and severely bruised body.

December 14th.—Joseph Gogott, trackman, foot caught between signal crank and ties, causing slight bruise.

December 21st.—Paul J. Manning, switchman, fell from train; wrist broken.

December 27th.—Theo. M. Brunnert, switchman, coupling cars; hand bruised.

BERGEN AND DUNDEE RAILROAD.

March 10th.—N. J. Green, brakeman, fell from car, spraining his ankle.

April 6th.—John Post, carpenter, fell between ties on a bridge, bruising his leg.

June 15th.—James Aiken, struck by train; fatally injured.

July 18th.—Robert H. Noyle, fireman, foot caught between engine and tank, bruising two toes.

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November 21st.—Henry Berend, car repairer, engine sank in soft ground and his foot was caught between engine step and a fence, causing slight bruise.

November 21st.—Emile Art, car repairer, had his foot caught between engine step and fence, caused by engine sinking in soft ground and tipping.

December 14th.—Arthur Heath, brakeman, contusion of hip, caused by falling from car.

CALDWELL BRANCH.

Nothing to report.

PATERSON AND HUDSON RAILROAD.

January 14th.—Orland Coleman, flagman, fell from engine; arm sprained.

January 25th.—Sherman F. Ballam, fireman, stood in front of overflow pipe on engine, when engineer closed the injector, scalding his leg by steam.

February 27th.—James Moore, car repairer, fell from car, breaking right leg and bruising left leg.

March 2d.—August Van Noye, engineer, cut over eye by main driver striking him.

March 15th.—John F. Collins and M. B. Sullivan, face and head cut; car door came off, striking windows in passing train.

March 16th.—Charles Miller, laborer, struck by engine and hip bruised.

March 19th.—James O'Day, struck by train; killed.

April 5th.—Oliver N. Hobart, laborer, bruised two fingers by catching them between two wheelbarrows.

April 25th.—F. P. Bradner, brakeman, struck by signal pole, bruising hip, back and head.

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April 26th.—Michael Coyne, car builder, struck by train; arm and leg cut off.

June 2d.—Isaac Carey, conductor, fell against railing of caboose, bruising thumb.

June 9th.—John Reupler, fell from train; killed.

June 18th.—Thos. R. Henion, while waving hand from car window was struck by signal pole; wrist bruised and finger cut.

June 23d.—A. F. Moore, switchman, coupling cars; thumb bruised.

June 25th.—George Geary, ash-pit cleaner, fell in engine tank; bruise over right eye.

June 22d.—Louis Monno, struck by train; heel bruised.

July 2d.—Infant son of J. H. Quils, window in coach fell on hand, causing bruise.

July 23d.—Thomas Conran, machinist, repairing engine; block fell on his foot, badly bruising his toe.

July 24th.—Chas. Eisenberger, brakeman, falling on car; hip bruised.

July 27th.—William Griffith, carpenter, adze slipped, cutting his ankle.

July 27th.—T. Burns, conductor, finger caught and bruised between chain and brake staff.

July 31st.—Wallace P. Cooper, machinist, repairing engine, one of the binders fell on foot, causing bruise.

September 3d.—C. E. Upright, yardmaster, fell over bumper lying beside track, bruising shin.

September 4th.—William J. Huebner, fireman, fell from train; arm and both legs cut off.

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September 4th.—J. M. Cox, flagman, fell against coal-box in caboose; contusions of back and side and rib fractured.

September 5th.—E. T. Reed, engineer, struck by signal pole; skull fractured.

September 17th.—Charles Hollister, struck by train; killed.

October 6th.—W. E. De Witt, brakeman, fell from train; contusion of arm and hip and scalp wound.

October 19th.—William Lupeski, coal-heaver, struck by train; killed.

November 10th.—Antono Ferrara, trackman, fell from hand-car; scalp wound, contusion of back and knee.

November 13th.—Christopher Joyce, supervisor, fell from train; finger broken and face cut.

November 28th.—Charles Smith, ash-pit cleaner, coaling up engine, bruised his leg.

December 3d.—Unknown man struck by train; killed.

December 10th.—Abel Horton, struck by train; scalp wound, forehead bruised.

December 28th.—Orland Coleman, flagman, thrown down in caboose; general contusion and scalp wounds.

RINGWOOD BRANCH RAILROAD.

May 19th.—C. Armstrong, conductor, fell from car; arms and leg bruised, thumb out of joint.

WATCHUNG RAILROAD.

May 24th.—Miss Emma Gratz, head bruised by glass breaking in coach window, caused by stone being thrown by some unknown person.

July 3d.—Chas. J. Boehner, brakeman, releasing brake, wrenched his wrist.

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July 7th.—Carroll Sanders, window fell on finger, causing a bad bruise.

October 19th.—A. E. Jones, clerk, fell from bicycle on crossing, slightly bruising his body.

October 23d.—Joe Donahue, trespassing, had arm caught between cars.

November 30th.—M. Scrope, fireman, fell against window in engine cab, cutting his head and neck.

December 1st.—John Morgan, thrown from his wagon on crossing by wheel going into rut; scalp wound and muscles in neck strained.

December 12th.—C. R. Howe, brakeman, casting fell on toes, causing slight bruise.

GREENWOOD LAKE RAILROAD.

January 12th.—L. Carpenter, brakeman, fell from car; face cut, bruised knees and back.

January 23d.—Thomas Johnson, alighted from train in motion, bruising arm and over right eye and sprained shoulder.

January 26th.—Mrs. E. Langton, fell in aisle of car, bruising her head.

February 20th.—W. J. Shears, station agent, car door came off, striking him on head, making slight cut.

February 25th.—Italian laborer No. 6106, knee bruised; Italian laborer No. 6864, ribs fractured; Italian laborer No. 5083, leg bruised; Peter Shay, laborer, leg bruised; engine backed in against a car loaded with ties, causing them to shift on the men, who were in the car.

March 5th.—C. E. Smith, conductor, fell from train; skull fractured.

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March 15th.—G. L. Hull, brakeman, unloading freight, had back wrenched.

March 19th.—Frank Ricker, brakeman, coupling cars, had three fingers crushed.

April 3d.—C. Neible, brakeman, load of ties shifted on car, catching and bruising three fingers.

May 2d.—Mrs. Mary Vannilla, struck by cable on gravel train while picking coal on track; bruised body and ankle.

May 7th.—Martin Graham, brakeman, fell from train, sprained ankle and one finger bruised.

May 10th.—David J. Stone, brakeman, unloading freight, had finger crushed.

May 18th.—L. Carpenter, fireman, fell from engine, bruising toe and knee.

May 26.—L. Muzzo, trackman, jumped from car; bruised side and scalp wound.

June 1st.—C. D. Hogencamp, brakeman, strained wrist, caused by brake staff breaking.

June 15th.—S. Woodsworth, brakeman, coupling cars; hand bruised.

June 28th.—Miss Sopha Koeske, window fell on hand, bruising finger.

June 21st.—D. J Stone, brakeman, struck by train; killed.

June 30th.—R. A. Best, brakeman, jumping from train; ankle sprained.

July 10th.—T. J. O'Neil, brakeman, fell over a jack, bruising his foot.

July 12th.—B. A. Pier, struck by train; fatally injured.

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July 26th.—Alex. McGirr, conductor, fell while turning engine, bruising his side.

July 28th.—Raymond La Bour, struck by train; scalp wound.

August 10th.—Martin Graham, brakeman, fell on car, bruising leg.

August 13th.—T. Civilo, struck by train; body bruised.

August 14th.—Peter McAvoy, lineman, dropped dead repairing wires.

August 18th.—Patrick Downey, foreman, struck by train; killed.

August 21st.—J. H. Munn, brakeman, fell from train; finger crushed and hand badly lacerated.

August 27th.—J. Cozzens, brakeman, coupling cars; thigh fractured, also elbow and wrist.

September 8th.—Thomas Monahan, struck by train; back bruised and shoulder swollen badly.

September 9th.—Unknown man struck by train; fatally injured.

September 21st.—M. W. Forrester, jumping off train; leg bruised.

October 5th.—W. H. Kane, jumping from train; slightly bruised.

October 15th.—John Udall, conductor, picked up hot poker; hand burned.

October 22d.—L. Carpenter, brakeman, unloading freight; head cut and wrist sprained.

October 29th.—Mrs. Comminsky, fell from train; arm and hip bruised.

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November 5th.—William Huber, brakeman, handling freight; sprained his back.

November 13th.—John Udall, conductor, struck by some unknown object, cutting his face.

November 19th.—Gussippi Cardoza, trackman, tie fell on foot, causing a slight bruise.

November 22d.—Mrs. J. Shouten, car door closed on finger, bruising it slightly.

November 26th.—Unknown boy, jumping from train; face bruised.

November 27th.—James Reardon, laborer, struck by train; thigh fractured, contusions of face and nose.

December 12th.—C. R. Hearns, fell from train; body bruised.

December 19th.—L. F. Carpenter, brakeman, fell from train; leg bruised.

December 20th.—J. McLean, struck by train; body bruised.

December 20th.—John Nolan, struck by train; body bruised.

December 23d.—W. H. Murphy, fell in car, slightly bruising his hip.

WEEHAWKEN BRANCH.

April 3d.—Thomas Larkins, brakeman, fell from car; side bruised.

April 11th.—Wm. Hanlon, car inspector, went under cars to work without protecting himself; cars were moved and he was thrown down and bruised internally, also finger lacerated.

April 18th.—Charles Berillo, stealing a ride, jumped from train, receiving two scalp wounds.

May 16th.—Richard Grubb, struck by train; nose broken and shoulder bruised.

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May 30th.—Coe V. Romaine, brakeman, struck by switch lever; foot bruised.

July 12th.—Edward Keisler, jumping on train, had toe crushed.

July 17th.—Charles Clark, switchman, a track tie rod fell from car, striking him on head, causing scalp wound.

July 17th.—John Susriskie, laborer, tie fell on his foot, causing bad bruise.

July 24th.—Edward Dalton, jumping on train; killed.

October 12th.—James Kennedy, switchman, fell from train; ankle crushed and scalp wound.

December 3d.—Tony Smith, laborer, tie fell on his head, cutting it slightly.

BERGEN COUNTY RAILROAD.

March 4th.—Charles Carman, brakeman, fell from train; fracture of right leg at ankle.

March 22d.—Annie Volande, struck by train; killed.

April 16th.—Mrs. J. Hennessey, fell from train; back bruised.

April 17th.—Unknown man fell from train; killed.

June 27th.—S. Carry, conductor, jumping on train; laceration of side of face.

August 6th.—D. F. Buckbee, brakeman, fell in coal hole on engine tank; contusions of leg.

August 20th.—Isaac Steucherer, struck by train; killed.

September 22d.—J. Lateer, brakeman, caught between water-crane and engine, bruising his leg.

September 29th.—C. K. Terwilliger, brakeman, had his head

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out of coach window and was struck by some unknown object; forehead cut.

October 31st.—E. D. Remey, brakeman, foot struck by water-crane; leg bruised.

November 12th.—Mrs. Joseph Dawson, struck by train; killed.

November 12th.—John H. Wield, struck by train; killed.

NEW JERSEY AND NEW YORK RAILROAD.

January 26th.—C. W. Lyon, station sign blew down, striking his shoulder, bruising it.

June 5th.—C. Linkrum, struck by train; body bruised.

June 12th.—P. Helder, brakeman, unloading freight, keg of beer fell on his foot, causing a bad bruise.

June 14th.—C. H. Leinweber, brakeman, strained back unloading freight.

July 16th.—Mrs. F. Blackshaw, fell from train; body slightly bruised.

July 25th.—H. G. Graham, brakeman, coupling cars; finger nail torn loose and hand bruised.

August 9th.—Charles H. Sohl, fireman, raking engine fire, bruised forehead.

August 30th.—C. Thiebout, conductor, fell from train; ankle bruised, contusion of legs.

September 22d.—Cornelius Hatch, laborer, struck by train; head cut.

December 7th.—Miss C. Van Buskirk, fell from train; body bruised.

December 10th.—George Schowerer, brakeman, fell from train; scalp wound and thigh bruised.

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December 28th.—A. P. Linton, brakeman, fell from train; right side and arm bruised.

NORTHERN RAILROAD OF NEW JERSEY.

April 4th.—H. Habermehl, brakeman, fell from car; arm and back wrenched and bruised.

April 11th.—E. Visnick, suicide; instantly killed.

April 16th.—Wesley Tallman, brakeman, struck blind switch in alighting from train, bruising his back and side.

April 18th.—J. L. Hunt, brakeman, jumping from train, sprained his ankle.

April 19th.—H. T. Tuttle, jumped from train; head cut.

April 27th.—Rudolph Ising, struck by train; bruised hips.

May 7th.—L. Candaro, trackman, tie fell on foot, causing a bad bruise.

May 8th.—Richard Gable, struck by train; killed.

May 24th.—Mrs. Traphagen, fell from car; bruised knees.

May 13th.—Thomas G. Mailyar, window fell on arm, causing slight bruise.

August 9th.—S. B. Sofield, brakeman, fell on car; bruised nose and over eyes.

October 25th.—Joseph Appelo, trackman, struck by train; killed.

November 20th.—F. J. Johnson, brakeman, unloading freight, strained muscles of chest.

December 17th.—Samuel Paterson, laborer, struck by train; scalp wound, nasal bone broken.

December 25th.—Mrs. John Dotson, fell from train; leg bruised.

ARLINGTON RAILROAD.

Nothing to report.

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THE 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, 1900:

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 1900, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers—None.	
Income from freight	$432 50
Income from other sources	380 00
Total	$812 50
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$673 04

P. O. address of the above company—Dover, N. J.

State of New Jersey, Morris county, *ss.*—Alfred Mills, being duly sworn, on his oath says, that he is President of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

ALFRED MILLS.

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Sworn and subscribed before me this 1st day of February, A. D. 1901.

JOSEPH HINCHMAN,
Master in Chancery of N. J.

Fred'k A. Canfield, being duly sworn, on his oath says he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road in the year 1900 are correct and true, to the best of his knowledge and belief.

FRED'K A. CANFIELD,
Treasurer.

Sworn and subscribed before me the 25th day of January, 1901.

D. R. HUMMER,
Notary Public of N. J.

ACCIDENTS.

None.

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FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in..... $650,000 00

Cost of road and equipments—The property, formerly the Freehold and New York Railroad, was bought for $80,000.00. 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 (24.47) miles; and includes railroads formerly the property of the Atlantic Highlands Railroad Company, the Freehold and New York Railroad Company, the Keyport Railroad Company, and the New York and Atlantic Highlands Railroad Company.

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

State of New York, New York city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Freehold and Atlantic Highlands Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

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Sworn and subscribed before me this 8th day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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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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, 1900:

Capital stock paid in	$295,600 00
Bonded debt	498,600 00
Floating debt—None.	
Cost of road and equipments	$807,726 31

The road extends from Jamesburg, 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 New Jersey, Camden city and county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this 31st day of January, A. D. 1901.

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

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$108,513 24
Income from freight	52,488 96
Income from other sources	9,304 49
Total	$170,306 69

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $147,951 20

Dividends paid during the year 1900, 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, 1900:

Capital stock paid in	$400,000 00
Bonded debt	350,000 00
Floating debt	295,807 68
Cost of road and equipments	$1,045,807 68

The road extends from a point on the Lehigh Valley Terminal Railway, near Brown Place, Greenville, N. J., to a point on the Lehigh Valley Terminal Railway east of Johnson avenue, Jersey City, N. J., a distance of 2.62 miles.

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 Lehigh Valley Terminal Railway 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.*—Alfred Walter, being duly sworn, on his oath says, that he is President of the Greenville and Hudson 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 18th day of February, A. D. 1901.

W. L. MURRAY,
Notary Public, N. Y. County.

RECEIPTS AND EXPENSES FOR 1900.

Included in report of Easton and Amboy Railroad Company.

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

ACCIDENTS.

Included in report of 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, 1900:

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 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 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.

Sworn and subscribed before me this 14th day of February, A. D. 1901.

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

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THE 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, 1900:

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. & W. and Dover and Rockaway Junction, a distance of five and one-half miles, besides about one mile of sidings.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of six per cent. on its capital.

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 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,
President.

Sworn and subscribed before me this 17th day of January, A. D. 1901.

D. R. HUMMER,
Notary Public of N. J.

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HIBERNIA UNDERGROUND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience of the Laws of the State of New Jersey (G. S. of N. J., 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, 1900:

Capital stock paid in	$100,000 00
Floating debt	18,611 92
Cost of road and equipments	$118,611 92

Dividends paid during the year 1900, and how paid—None.

The road extends from Hibernia Mine Junction into Hibernia Mountain, a distance of 1.30 miles.

RECEIPTS AND EXPENSES FOR 1900.

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,	$18,611 92

P. O. Address of this Company—Dover, N. J.

State of New Jersey, Morris County, *ss.*—D. R. Hummer, being duly sworn, on his oath says, that he is 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 1900 are correct and true, to the best of his knowledge and belief. D. R. HUMMER,
Treasurer.

Sworn and subscribed before me this eighth day of March, A. D. 1901. SYDNEY T. SMITH,
Master in Chancery of New Jersey.

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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, 1900:

Capital stock paid in	$238,000 00
Floating debt	84,040 65
Cost of road and equipments	$172,650 67

Dividends paid during the year 1900, and how paid—None.

The road extends from Weehawken to Hoboken, N. J., a distance of two miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers—None.	
Income from freight	$46,812 95
Income from other sources—None.	
Total	$46,812 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$44,791 76

P. O. Address of this Company—Foot or Fifth street, Hoboken, N. J.

State of New Jersey, Hudson county, *ss.*—Palmer Campbell, being duly sworn, on his oath says, that he is Treasurer of the Hoboken Railroad Warehouse and Steamship Connecting Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

PALMER CAMPBELL.

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Sworn and subscribed before me this 9th day of March, A. D. 1901.

EDWIN A. S. BROWN,
Notary Public.
Certificate filed in Essex County, N. J.

ACCIDENTS.

None.

NEW JERSEY STATE LIBRARY

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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, 1900:

Capital stock paid in	$10,000 00
Cost of road and equipments	$17,485 25

The road extends from Junction with Morris and Essex Railroad, 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 seventh day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—No. 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, 1900:

Capital stock authorized by certificate.....	$50,000 00
Capital stock paid in.....	2,000 00

The road as located will be one mile in length in Jersey City, no part of which is yet constructed.

Proceedings to condemn a part of the right of way were taken in 1881, which have been certioraried, which certiorari is pending.

State of New York, New York City and county, *ss.*—John W. Watson, being duly sworn, on his oath says, that he is Treasurer of the Hudson and Communipaw Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief. J. W. WATSON.

Sworn and subscribed before me this twenty-seventh day of March, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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.
Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—Jersey City, N. J., or 143 Liberty street, New York City, N. Y.

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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, 1900:

Capital stock paid in	$13,500 00
Floating debt	1,195 52
Cost of road and equipments	$14,695 52

The road as projected is to extend from Jersey City to Bayonne, a distance of five miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from freight—None.

REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—Samuel R. Callaway, 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.

S. R. CALLAWAY,
President.

Sworn and subscribed before me this fourth day of February, A. D. 1901.

LEIGH BEST,
Notary Public, N. Y. County.

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JERSEY CITY BELT LINE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Jersey City Belt Line Railway Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$12,000 00
Floating debt	41,209 74
Cost of road and equipments	$53,209 74

Dividends paid during the year 1900, 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 five and eighty-three one hundredths (5.83) miles.

REMARKS.

Construction work on this road is not yet completed.

P. O. Address of this 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 1900 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1901.

F. H. LEE,
A Foreign Commissioner of Deeds,
For New Jersey in Pennsylvania.

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JERSEY CITY AND BERGEN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the Laws of the State of New Jersey (G. S. of N. J., 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 Bergen Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$1,000,000 00
Bonded debt	258,000 00
Floating debt—None.	
Cost of road and equipments	$1,308,000 00

The road extends from Jersey City, N. J., to Bayonne, N. J., a distance of eight and one-quarter miles.

It is leased to the Consolidated Traction Company at an annual rental of one thousand ($1,000) dollars.

It is equipped and operated by the Consolidated Traction Company, North Jersey Street Railway Company, lessee, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Hudson county, *ss.*—Edward F. C. Young, being duly sworn, on his oath says, that he is President of the Jersey City and Bergen Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. F. C. YOUNG.

Sworn and subscribed before me this thirty-first day of January, A. D. 1901.

B. M. PACKER,
Notary Public, State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$1,642,708 58
Income from other sources	8,632 78
Total	$1,651,341 36

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $745,711 34

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—No. 29 Exchange Place, Jersey City, N. J.

ACCIDENTS.

January 1st.—About 1.35 P. M., Louis Martin, aged about 40 years, was injured while driving truck of the Hudson Coal Company, which was hit by car of the Newark Avenue Line, at Grove and York streets, Jersey City. Motorman, Robert Williams, resigned; conductor, Glenwood L. Brand, discharged.

January 4th.—About 8.45 P. M., Kate Ryan, about 35 years, injured while passenger on Plank Road car, which was hit by car of Bayonne Line, at State and Grand streets, Jersey City. Motorman, Charles Caryl, discharged; conductor, Frank E. Carey, discharged.

January 9th.—About 6.25 P. M., Alice Fitzgerald, aged about 60 years, injured slightly by coming in contact with fender of Bayonne car at Grand street and Pacific avenue, Jersey City. Motorman, Thomas O'Neill, still in service; conductor, Raymond H. Post, still in service.

January 7th.—About 1.00 P. M., Thomas Fleming, aged about 50 years, slightly injured in alighting from moving car at Grand street, near Woodward street, Jersey City.

January 16th.—About 10.40 A. M., Timothy Foley, aged about 40 years, driver and owner of wagon, hit by car of the Erie Street Line, at Jersey avenue and Third street, Jersey City. Motorman, William Jackson, discharged; conductor, Edward J. McCabe, still in service.

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January 16th.—About 8.00 A. M., James Duffy, about 45 years, injured while driving wagon, which was hit by car of the Montgomery Street Line, at Montgomery and Freemont streets, Jersey City. Motorman, William H. Lawson, discharged; conductor, Henry J. Weil, discharged.

January 24th.—About 6.45 A. M., Thomas Gregory, aged about 60 years, leg broken by being hit by fender of Plank Road car at Grand and Van Vorst streets, Jersey City. Motorman, C. M. Monroe, still in service; conductor, James Dorwart, still in service.

February 4th.—About 7.17 P. M., John Larson, aged about 55 years, injured by bumper of Newark avenue car, at Communipaw avenue and Halliday street, Jersey City. Motorman, Thomas Killion, still in service. Conductor, Charles Palmer, still in service.

February 10th.—About 8.55 P. M., George Gassau, aged about 18 years, and Charles Croad, aged about 14 years, hurt while in wagon of J. M. Behrman, which was hit by car of the Bayonne Line at Grand, near Warren street, Jersey City. Motorman, Charles Teese, discharged; conductor, William McGroarty, still in service.

February 13th.—About 12.32 P. M. Adolph Schmidhauser, aged about 53 years, driver of wagon, hit by car of the Plank Road Line at York and Hudson streets, Jersey City. Motorman, Frank Davenport, still in service; conductor, Jno. Helwig, still in service.

February 14th.—About 12.56 P. M., Mrs. Mary O'Brien, aged about 45 years; Margaret Fitzgerald, aged about 38 years; Mrs. Coleman, aged about 40 years, and Mrs. Pryor, aged about 45 years, injured while passengers on car of the Montgomery Street Line, which was derailed at West Side avenue and Montgomery street, Jersey City. Motorman, William Jackson, discharged; conductor, George Meyer, still in service.

February 19th.—About 12.03 A. M., James Kelly, aged about 28 years, arm broken in collision between cars while passenger on car of the Pacific Avenue Line, at York street, near Green street, Jersey City. Motorman, Joseph Snyder, discharged; conductor, Glenwood L. Brand, discharged.

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February 19th.—About 5.45 P. M., K. D. Ross, aged about 53 years, injured while driving wagon, which was hit by car of Montgomery Street Line, on Montgomery street, near Corneilison avenue, Jersey City. Motorman, Henry Rikeman, discharged; conductor, William Otto, discharged.

February 20th.—About 5.26 P. M., Thomas Goodwin, aged about 50 years, hurt while driving coach of Hugh Coyle, hit by car of the Montgomery Street Line, on York street, near Van Vorst street, Jersey City. Motorman, Martin Ryan, still in service; conductor, Michael Burke, discharged.

March 2d.—About 4.05 P. M., Thos. Rowland, aged about 55 years, injured while driving wagon, hit by car of the Plank Road Line, at Grand and Bishop streets, Jersey City. Motorman, Lawrence Weimers, still in service; conductor, Joseph V. Montgomery, still in service.

March 11th.—About 9.10 P. M., James O'Hearn, aged about 43 years, injured by being hit by car of the Erie Street Line, at Newark and Railroad avenues, Jersey City. Motorman, Daniel McGuire, discharged; conductor, William Hughes, still in service.

March 13th.—About 2.06 P. M., Edward Willsey, aged about 40 years, jumped off one car and ran against an Erie street car at Pavonia avenue and the Erie House, Jersey City. Motorman, Alfred Rohe, resigned; conductor, Lester Dell, still in service.

March 14th.—About 7.00 P. M., Fireman William Scott, aged about 38 years, had fit on rear platform of car of the Pacific Avenue Line, fell off and died of injuries received by fall. Motorman, Patrick Barry, still in service; conductor, Jno. F. Canfield, still in service.

March 16th.—About 3.30 A. M., Borden's Condensed Milk Company's horses killed by live wire, which fell during snow storm, at Pavonia and Summit avenues. Line Department.

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March 22d.—About 12.45 A. M., Artemisa Ponzonia, aged about 33 years, jumped and fell from car of the Plank Road Line, at Communipaw avenue and Boulevard, Jersey City. Motorman, Jno. Jones, resigned; conductor, E. C. Clickenger, still in service.

March 29.—About 8.05 A. M., wagon of Thos. Krynicky, hit by car of the Bayonne Line, three slightly injured, at Barrow and Grand streets, Jersey City. Motorman, Michael Kehoe, discharged; conductor, George E. Wheeler, discharged.

April 11th.—About 5.00 P. M., M. Radelseemer, aged about 55 years, fell boarding moving car of the Pacific Avenue Line, at Newark avenue, near Chestnut avenue, Jersey City; slightly injured. Motorman, Patrick Barry, still in service; conductor, Glenwood L. Brand, discharged.

April 10th.—About 10.54 P. M., B. Muller, aged about 42 years, in wagon hit by car of the Erie Street Line, at Pavonia avenue, near Kelso street, Jersey City. Motorman, William H. Armfield, still in service; conductor, Frank Lottimer, discharged.

April 10th.—About 8.45 P. M., George Smith, aged about 35 years, arm broken boarding car of the Pacific Avenue Line, at Newark and Jersey avenues, Jersey City. Motorman, Philip Denning, still in service; conductor, Robert Morrison, still in service.

April 19th.—About 7.23 P. M., B. Griff, aged 27 years, owner of wagon, hit and upset by car of the Bayonne Line, at Fifteenth street and Avenue C, Bayonne. Motorman, Paul Colton, still in service; conductor, Patrick Nerney, discharged.

April 20th.—About 9.45 P. M., Neil Campbell, aged about 38 years, and William F. Rouse, aged about 45 years, injured while riding in wagon of which Campbell was owner; hit by car of the Plank Road Line, at Grand and Monmouth streets, Jersey City. Motorman, A. B. Koon, discharged; conductor, T. R. Sisco, discharged.

April 23d.—About 3.45 P. M., Harry Sternfeld, aged about nine years, ran against car of the Newark Avenue Line, at Newark avenue and Cooper Place, Jersey City. Motorman, Martin Healy, still in service; conductor, Oscar B. Fenn, still in service.

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April 26th.—About 8.10 P. M., Julia Hurley, aged about 14 years, injuries received by being hit by the fender of Bayonne car at Ocean and Carteret avenues, Jersey City. Motorman, Benjamin Johnson, discharged; conductor, Joseph D. Kelly, still in service.

April 26th.—About 6.28 P. M., M. Abernethy, aged about 62 years, walked against car of the Newark Avenue Line, at Newark, near Jersey avenue, Jersey City. Motorman, Thomas McDermott, discharged; conductor, James Ryan, still in service.

May 4th.—About 1.15 P. M., Jno. Griffin, age about 50 years, hurt while driving truck of Dodge and Bliss, at Newark avenue and Fifth street, truck being hit by a Turnpike car. Motorman, Philip Brown, still in service; conductor, James Ryan, still in service.

May 5th.—About 6.20 P. M., Joe Conniff, age about 5½ years, ran against and fell in fender of the Pacific avenue car at Grand street and Pacific avenue, Jersey City; slightly injured. Motorman, Arthur S. Lewis, discharged; conductor, Cornelius T. Holden, resigned.

May 18th.—About 7.20 P. M., Patrick Kilroy, age about 48 years, dragged in alighting from moving car of the Bayonne line, at Grand and Warren streets, Jersey City. Motorman, Benjamin Johnson, discharged; conductor, James Kennedy, discharged.

May 23d.—About 8.32 P. M., Rose Citron, age about 24 years, slightly injured by stepping from run-board of Bayonne car at Avenue C and Twentieth street, Bayonne, while the car was in motion. Motorman, Timothy Shea, still in service; conductor, Daniel Roerty, resigned.

May 24th.—About 8.52 P. M., Max Osteren, age about 35 years, and Abram Fisenfeld, age about 44 years, slightly injured while riding in wagon of H. Wittner; hit by car of the Bayonne line, at Fifty-sixth street and Avenue C, Bayonne. Motorman, Jno. Courain, resigned; conductor, Geo. Stephens, still in service.

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May 27th.—About 4.15 P. M., Mary Glaubrecht, age about 38 years, hand injured while riding on Bayonne car; put her head out and rested it on guard rail, and hand hit by car of Bayonne line going in opposite direction, at Canal Bridge, Greenville. Motorman, Chas. Cheesman, still in service; conductor, Alexander Gregg, still in service.

May 28th.—About 3.05 P. M., F. Heinrich, about 14 years old, hurt while driving wagon, owned by his father, and which was hit by car of the Plank Road line, at Grand, near State street, Jersey City. Motorman, James Connell, still in service; conductor, Michael Shields, still in service.

June 5th.—About 9.47 P. M., Miss Helen Brown, age about 16 years, ankle sprained by contact with fender of Montgomery Street line, at Montgomery and Barrow streets, Jersey City. Motorman, Thos. Whelan, discharged; conductor, George Meyer, still in service.

June 5th.—About 6.25 P. M., Mrs. Thos. Quinn, about 35 years, fell alighting from car of the Bayonne line at Grand and Grove streets, Jersey City. Motorman, Thos. Crosby, resigned; conductor, James Anderson, resigned.

June 2d.—About 5.30 P. M., Peter C. Tiedeman, age about 27 years, conductor in employ of North Jersey Street Railway Company, fell from run-board of his car (Bayonne line), above Ocean avenue, Jersey City. Motorman, Martin Phelan, still in service; conductor, Peter C. Tiedeman, still in service.

June 9th.—About 10.30 P. M., Minnie Manwaring, age about 19 years, injured in alighting from car of Bayonne line, on Ocean avenue, while the car was in motion. Motorman, Walter Jarmen, still in service; conductor, Daniel Roerty, resigned.

February 27th.—About 2.00 A. M., Anthony Browski, age about 47 years, injured in scuffle in being ejected from car of the Pacific avenue line, at Newark and Jersey avenues, Jersey City. Motorman, —— ——; conductor, —— ——.

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June 15th.—About 11.55 P. M., Eugene D. Fisher, age about 30 years, slightly injured in alighting from car of the Pacific avenue line, on Communipaw avenue, Jersey City. Motorman, James Clancy, still in service; conductor, Orvar Larssen, still in service.

June 24th.—About 10.00 P. M., Mrs. Watson, age about 45 years, fell alighting from Pacific avenue car, on Communipaw avenue, Jersey City. Motorman, William Armfield, still in service; conductor, Chas. Lyons, still in service.

June 24th.—About 4.30 P. M., F. Ackerman, age about 35 years, and Chas. Griff, slightly injured while driving in dog cart owned by Kate Cade, and which was hit by a Turnpike car on the Turnpike road. Motorman, James Featherston, still in service; conductor, Alfred G. Parker, still in service.

June 22d.—About 5.18 P. M., Mrs. Lena Smith, age about 35 years, injured in collision between cars while passenger on car of Plank road line, on the Hackensack bridge. Motorman, George Gunset, still in service; conductor, D. O. Burch, still in service.

June 28th.—About 1.35 P. M., Miss N. Oltmann, age about 18 years, jumped from car of the Bayonne line, at Nineteenth street and Avenue C, Bayonne, while the car was in motion. Motorman, Joseph Chandler, still in service; conductor, James Anderson, discharged.

July 2d.—About 9.25 A. M., Mrs. T. G. Delaney, age about 38 years, injured attempting to board car of the Bayonne line, at Boulevard and Montgomery street, Jersey City, while the car was in motion. Motorman, Daniel O'Keefe, still in service; conductor, George Graham, still in service.

July 5th.—About 9.35 A. M., Gapon Peri, age about 32 years, James Graham, age about 35 years, slightly injured while at work in sewer at Twenty-second street and Avenue C, Bayonne; car hit pipe and pipe fell on men in sewer. Motorman, Frank McIntyre, resigned; conductor, Timothy McCormack, still in service.

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May 26th.—About 6.30 P. M., Henry J. Lemmermann, age about 38 years, fell boarding car of the Plank road line, at Communipaw avenue, near Park street, Jersey City.

July 11th.—About 3.15 P. M., J. N. Morris, age about 33 years, injured while passenger on Plank road car, while passenger on another Plank road car, at Grand street and Jersey avenue, Jersey City. Motorman, A. Blum, still in service; conductor, Michael Shields, still in service.

July 12th.—About 6.35 P. M., J. J. McCormack, leg broken; hit by car of the Erie street line, at Gregory and Montgomery streets, Jersey City. Motorman, Henry Lane, discharged; conductor, Patrick Feeney, discharged.

July 15th.—About 3.00 P. M., Bernard Degnan, age about 12 years, fatal injuries received by jumping from the run-board of a moving Bayonne car, at Ocean and Armstrong avenues, Jersey City. Motorman, Jno. Fagan, still in service; conductor, Timothy McCormack, still in service.

July 15th.—About 7.02 P. M., Mrs. Stocks, age 40 years, injured by swing of car leaving Jersey City depot, Montgomery street line. Motorman, Thos. Brosnam, still in service; conductor, Frank Martinez, discharged.

July 15th.—About 6.15 P. M., William Goebel, about 38 years, injured by fall from run-board of Plank road car at Glendale Park, Jersey City. Motorman, Patrick Kelly, still in service; conductor, William Goebel, resigned.

July 21st.—About 10.15 P. M., James Gaddid, about . . years old, owner of wagon which was hit by car of the Bayonne line, at Grand and Woodward streets, Jersey City. Motorman, Samuel Fletcher, still in service; conductor, Richard O'Reilly, still in service.

July 25th.—About 1.50 P. M., Isaac Rosen, about 37 years old, in wagon hit by car of Bayonne line, at Ocean and Arlington avenues, Jersey City. Motorman, Max Scjoppe, discharged; conductor, George Anderson, still in service.

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July 25th.—About 7.50 P. M., David Grossman, about 40 years, injured in being ejected from car of the Twenty-second street line, at Avenue C and Twenty-second street, Bayonne. Motorman, Michael Moran, discharged; conductor, Frank B. Millen, still in service.

July 31st.—About 9.30 P. M., Mrs. Haas, about 65 years old, injured in alighting from moving car of Bayonne line, at Union street and Ocean avenue, Jersey City. Motorman, Julius Huskamp, still in service; conductor, William D. Schunk, discharged.

August 4th.—About 9.55 P. M., Mrs. M. Hogan fell alighting from car of the Bayonne line, at Cottage street and Avenue D, Bayonne, N. J. Motorman, Martin Carroll, still in service; conductor, Edward Snell, discharged.

August 11th.—About 8.30 A. M., Michael Dorvan, about 28 years, hurt while driving wagon of the Lawshee Express Company; hit by Montgomery street car at York and Green streets, Jersey City. Motorman, August Anderson, still in service; conductor, John Roulston, resigned.

August 13th.—About 9.10 A. M., Jno. Connors, about 60 years old, jumped from moving car of the Bayonne line, at Washington and Grand streets, Jersey City. Motorman, F. Xotton, resigned; conductor, Philip Wolf, still in service.

August 13th.—About 7.45 A. M., Vito Scatourchio, 14 years old, hit and killed by car of the Montgomery street line, at Montgomery street and Freemont, Jersey City. Motorman, Bernard Mallon, discharged; conductor, James S. Young, still in service.

August 17th.—1.20 P. M., Fred Kretzmer, age about 38 years, driving wagon of the Hill Bread Company, which was hit by car of the Bayonne line, on Ocean avenue, Jersey City. Motorman, Edward Kingston, discharged; conductor, Frank Daly, still in service.

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August 30th.—Chas. Lowe, age about 13 years, stealing ride on step of front platform of Montgomery street car, jumped from same and was injured slightly. Motorman, Clarence E. Best, still in service; conductor, Thos. O'Brien, resigned.

September 3d.—About 5.27 P. M., Louis Rosenheitz, about 12 years old, slightly injured by being hit by fender of a Montgomery street car, at Montgomery street, near West Side avenue, Jersey City. Motorman, Patrick Barry, still in service; conductor, Filon Ansart, discharged.

September 3d.—About 2.00 P. M., Frank Mitchell, about 38 years, arm hurt by swinging of gate on Plank road car, between Varick street and Jersey avenue, on Grand street, Jersey City. Motorman, Louis C. H. Rapp, still in service; conductor, Samuel Bleet, still in service.

September 9th.—About 4.12 P. M., Mrs. Seman, about 60 years of age; in carriage hit by car of the Bayonne line, at Ocean and Lembeck avenues, Jersey City. Motorman, Alfred Groves, still in service; conductor, Richard O'Reilly, still in service.

September 12th.—About 5.38 A. M., Fred Makler, about 26 years of age, injured while driving wagon of Mangel & Schmidt; hit by car of Jackson avenue line, at Jackson avenue and Woodlawn avenue, Jersey City. Motorman, Peter Kelly, still in service; conductor, Joseph McArdle, still in service.

September 17th.—About 8.40 P. M., Wm. Somers, wagon hit and horse injured by car of Bayonne line, at Henderson and Grand streets, Jersey City. Motorman, Chas. Yeaton, discharged; conductor, Walter J. Cole, discharged.

September 18th.—About 6.15 P. M., Clamford's Storage Company's wagon hit and occupants thrown to ground by car of the Montgomery street line, at Hudson and Montgomery streets, Jersey City. Motorman, Willis Collier, still in service; conductor, Gustav Schneider, still in service.

September 20th.—About 8.50 A. M., Michael McCarthy, about 38 years, injured while driving coach of William J.

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Moran, which was hit by car of Bayonne line, at Barrow and Grand streets, Jersey City. Motorman, Chas. Yeaton, discharged; conductor, Burton B. Cooper, still in service.

September 29th.—About 10.05 P. M., Mrs. Callahan, age about 53 years, injured alighting from car of the Court House line, at Pacific and Johnson avenues, Jersey City. Court House car hit by Bayonne car as she was alighting. Motorman, Thos. Halsted, discharged; conductor, Egbert Elder, discharged.

October 2d.—About 8.30 A. M., H. W. Fredericks, about 32 years old, thrown from wagon, which he was driving, and was hit by car of Plank road line, at Grand and State streets, Jersey City. Motorman, John Walsh, still in service; conductor, Jos. Sturm, still in service.

September 4th.—About 2.00 A. M., Anna G. Moore, age about 25 years; Bayonne car in which she was seated was hit by a Pacific avenue car at Washington and Montgomery streets, Jersey City. Motorman, Edward Cole, still in service; conductor, Walter J. Cole, discharged.

October 24th.—About 4.45 P. M., M. C. Erhardt, age about 30 years, driver and owner of wagon hit by car of the Plank road line, at Grand street and Garfield avenue, Jersey City; injured slightly. Motorman, Patrick Kelly, still in service, conductor, W. Upson, still in service.

September 29th.—About 2.34 P. M., Dr. A. Renwick, about 40 years, fell in attempting to board moving car of the Bayonne line, at Communipaw avenue and Grand street, Jersey City. Motorman, Thos. Burke, still in service; conductor, William bell, discharged.

October 30th.—About 6.25 P. M., Toney Turk, about 33 years old, injured in collision between car of Montgomery street line and truck of M. T. Connolly, at Brunswick and Montgomery streets, Jersey City. Motorman, Dennis King, still in service; conductor, Michael Clark, still in service.

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November 1st.—About 6.05 P. M., Chas. Gibbons, age about 65 years, jumped from car of Bayonne line, on Grand street, between Monmouth and Varick streets, Jersey City, while car was in motion. Motorman, Samuel Fletcher, still in service; conductor, Richard O'Reilly, still in service.

November 1st.—About 7.50 P. M., Miss Maggie Ackhoff, about 18 years of age, stepped from moving Henderson street car, at Pavonia avenue, near Barnum street, Jersey City. Motorman, John Rogan, still in service; conductor, Chas. Palmer, still in service.

November 1st.—About 8.40 P. M., Jos. S. Parr, about 37 years; he was thrown to floor of car by jolt—caused by the gear-pan of car dropping—Plank road car; injury very slight. Motorman, Patrick Hyland, still in service; conductor, James Roch, still in service.

November 3d.—About 6.20 P. M., Albert Holmes, 28 years old, in alighting from car at the wrong side, he stepped before a Plank road car coming in opposite direction, and his foot was badly injured. Motorman, August R. Babcock, discharged; conductor, George Cawlen, discharged.

November 18th.—About 6.45 A. M., G. Hartman, age about 43 years, claims to have received an electric shock after leaving car of Bayonne line, in the depot, at Jersey City. Motorman, Edward Walter, still in service; conductor, Frank Daly, still in service.

November 19th.—About 11.58 A. M., Daniel O'Mara, about 8 years old, slightly injured by being hit by car of Montgomery street line, at West Side and Virginia avenues, Jersey City. Motorman, Daniel O'Keefe, still in service; conductor, George Graham, still in service.

November 22d.—About 6.12 P. M., Peter Har Nelson, about 40 years old, slightly injured by fender of car on Montgomery street line, on Montgomery and Green streets, Jersey City. Motorman, Herbert Morley, discharged; conductor, Thos. Stone, still in service.

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November 30th.—About 6.30 P. M., Jno. Weston, age about 54 years, stepped off moving Bayonne car and slightly injured, at Hudson and York streets, Jersey City. Motorman, Julius Huskamp, still in service; conductor, Peter Reynolds, still in service.

December 19th.—About 9.50 A. M., Michael Lacy, about 48 years of age, hurt while driving wagon hit by car of Bayonne line, at Grand street and Clinton avenue, Jersey City. Motorman, Jos. A. Merrick, still in service; conductor, William Dorn, still in service.

December 21st.—About 5.12 P. M., J. Heffern, about 70 years old, jumped from Bayonne car at Ocean and Union streets, Jersey City. Motorman, John Dilts, still in service; conductor, Fred Wingerten, still in service.

December 29th.—About 10.05 A. M., Sarah Bernstein, age about 4 years, was slightly injured by being hit by fender of car of Montgomery street line, on West Side avenue, near Duncan avenue, Jersey City. Motorman, Jno. Rogan, still in service; conductor, James Lawler, still in service.

Number of persons fatally injured	2
Number of persons severely injured	11
Number of persons slightly injured	68
Horses killed	1
Wagons badly damaged	2
Wagons slightly damaged	4
Total number of accidents	88

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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, 1900:

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 fifty-five hundredths (0.55) of a mile.

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

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

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, and how paid—None.

P. O. Address of this Company—143 Liberty street, New York City, N. Y.

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, presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$1,100,000 00
Bonded debt	1,385,354 00
Cost of road and equipments	$2,595,778 00

Dividends paid during the year 1900, 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 1900, IN NEW JERSEY.

Income from passengers	$9,851 50
Income from freight	311,336 88
Income from other sources	5,770 97
Total	$326,959 35
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$172,866 26

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., about 14 miles. This report covers the proportions in New Jer-

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sey only; also the earnings and expenses of the South Easton and Phillipsburg Railroad are included in the amount of receipts and expenses.

The capital stock of the South Easton and Phillipsburg Railroad is,	$75,000 00
Bonded debt—None.	
Floating debt	69,247 26
Total—representing cost of road	$144,247 26

P. O. Address of this Company—Warwick, Orange county, New York.

State of New York, Orange county, *ss.*—Grinnell Burt, 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 1900 are correct and true, to the best of his knowledge and belief.

G. BURT,
President.

Sworn and subscribed before me this twenty-first day of February, A. D. 1901.

F. V. SANFORD,
A Foreign Commissioner of Deeds for New Jersey.

ACCIDENTS.

Employes killed or injured coupling or handling cars:

January 1, 1900.—M. Summers, conductor, injured finger while coupling cars at Franklin Junction, N. J.

May 18, 1900.—A. J. Smith, brakeman, fatally injured by falling from moving train at Franklin Junction, N. J.

May 28, 1900.—M. Clawson, brakeman, injured finger while coupling cars at Franklin Junction, N. J.

July 30, 1900.—M. Morgan, brakeman, injured hand in throwing switch at Franklin Junction, N. J.

Employes killed or injured otherwise than above:

May 16, 1900.—James H. Dunston, car inspector, injured head in unloading car material at Phillipsburg yard, N. J.

May 24, 1900.—Dominio Puslo, laborer on gravel train, fatally injured by stone rolling upon him at Hamburg, N. J.

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June 5,1900.—E. Hamler, fireman, scalded arm while sprinkling coal at Belvidere, N. J.

September 17, 1900.—D. R. Smith, car inspector, injured thigh and knee by falling in attempting to board train at Franklin Junction, N. J.

November 15, 1900.—James H. Dunstan, car inspector, injured arm inspecting cars at Phillipsburg, N. J.

Passengers killed and injured.—None.

Others killed or injured, various causes.—Injured, one.

September 19, 1900.—A. M. Folker, injured foot in attempting to board train at Buttsville, 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, 1900:

Capital stock issued under reorganization	$1,500,000 00
Bonded debt	431,000 00
Floating debt	109,098 29
Cost of road and equipments	$2,040,098 29

The road extends from Slatington, Pa., to Portland, Pa., 31.72 miles; from Coleman to Harrisburg Junction, 2.70 miles; from Swartzwood, N. J., to Liberty Corners, N. J., 21.20 miles; siding, 0.80 mile—a distance of 56.42 miles. In Pennsylvania, 32.52 miles; in New Jersey, 23.90 miles—56.42 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$3,412 45
Income from freight	38,610 21
Income from other sources	2,902 51
Total	$44,925 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,944 63

State of Pennsylvania, Philadelphia county, *ss.*—Wm. Jay Turner, being duly sworn, on his oath says, that he is President of the Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

WM. JAY TURNER.

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Sworn and subscribed before me this first day of February, A. D. 1901.

JOHN F. HOFFMEISTER,
Notary Public.

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, 1900:

Capital stock paid in	$10,000,000 00
Bonded debt (including $900,000 car trust)	10,900,000 00
Cost of road and equipments	$12,758,082 22

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 New York, New York 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.

Sworn and subscribed before me this eighteenth day of February, A. D. 1901.

W. L. MURRAY,
Notary Public, New York County.

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RECEIPTS AND EXPENSES FOR 1900.

Receipts and expenses included in report of Easton and Amboy Railroad Company.

P. O. Address of this Company—228 South Third street, Philadelphia, Pa.

ACCIDENTS.

Included in report of 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, 1900:

Capital stock paid in	$60,000 00
Cost of road and equipments	$60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of one and three-quarters miles.

It is leased to the New York, Susquehanna and Western Railroad Company.

The particulars of the operations and expenditures have been kept as a part of the general 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 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 fourteenth day of February, A. D. 1901.

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

P. O. Address of this Company—21 Cortlandt street, New York City, N. Y.

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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, as lessee of the Long Dock Company, presents the following report for the year ending December 31st, 1900:

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 centre line of Seventeenth street, Jersey City, to intersection with the Paterson, Newark and New York Railroad, a distance of 2.561 miles.

It is leased to the Erie Railroad Company at an annual rental of $480,000 and taxes, including also all other property of the Long Dock Company. The particulars of the operations and expenditures have been kept as a part of the general accounts of that Company and cannot be more specifically set forth.

It is equipped and operated by the lessee, and the further information required by law is furnished by that Company, 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 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 fourteenth day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—Erie Railroad Company, 21 Cortlandt street, New York City, N. Y.

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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, 1900:

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 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 my 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 fourteenth day of February, A. D. 1901.

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

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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, 1900:

Capital stock paid in	$8,900 00

Bonded debt—None.

Floating debt—None.

Dividends paid during the year 1900, and how paid—None.

The road extends from Barnegat City Junction to Barnegat City, a distance of 8.71 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$3,084 99
Income from freight	2,115 79
Income from other sources	1,809 58
Total	$7,010 36

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$7,428 13

P. O. Address of this Company—Harvey Cedars, New Jersey.

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 1900 are correct and true, to the best of his knowledge and belief.

J. K. SHOEMAKER,
President.

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Sworn and subscribed before me this twenty-second day of January, A. D. 1901.

STANISLAUS REMAK,
Notary Public.

ACCIDENTS.

None.

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MANUFACTURER'S 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 Manufacturer's Extension Railroad Company presents the following report for the year ending December 31st, 1900:

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 one and twenty-three (1.23) hundredths 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 City and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Manufacturer's Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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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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, 1900:

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 one and eighty-five hundredths (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 City and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Middle Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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, 1900:

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 1900, and how paid—None.

The road extends from a point on a side track of E. & A. Railroad 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 0.34 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 this 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 1900 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this twentieth day of February, A. D. 1901.

F. H. LEE,
A Foreign Commissioner of Deeds
for New Jersey in Pennsylvania.

ACCIDENTS.

Included in report of 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, 1900:

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 one and thirty-eight hundredths (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 City and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Middle Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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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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, 1900:

Capital stock paid in	$95,750 00
Bonded debt—None.	
Floating debt	117,122 12
Cost of road and equipments	$113,404 42

Dividends paid during the year 1900, and how paid—None.

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.64 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$4,310 55
Income from freight	3,966 75
Income from other sources	823 59
Total	$9,100 89
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$16,099 17

REMARKS.

This Company is operated by Pennsylvania Railroad Company, under authority of resolutions adopted by each Company. This arrangement is terminable on 30 days' notice. Rental, net earnings.

P. O. Address of this Company—26 Exchange Place, Jersey City, N. J.

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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 for the year 1900 is correct and true to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this thirtieth day of January, A. D. 1901.

H. A. Ross,
Master in Chancery of New Jersey.

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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 Compnaies of the State, the Morris County Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$300,000 00
Bonded debt	300,000 00
Floating debt	62,485 53
Cost of road and equipments	$662,485 53

Dividends paid during the year 1900, and how paid—None.

The road extends from Morris County Junction to Charlotteburgh Junction, a distance of 13.960 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$375 29
Income from freight	47,516 47
Income from other sources	50 12
Total	$47,941 88
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$47,461 63

REMARKS.

The receipts of the Hibernia Branch Railroad were paid into the treasury of the Morris County Railroad and the expenses of the former were paid by the latter.

P. O. Address of this Company—Port Oram, N. J.

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State of New Jersey, Morris county, *ss.*—Edward Kelley, being duly sworn, on his oath says, that he is Vice-President of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

EDWARD KELLEY,
Vice-President.

Sworn and subscribed before me this ninth day of March, A. D. 1901.

MICHAEL GRADY,
Justice of the Peace.

ACCIDENTS

None.

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THE 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, 1900:

Capital stock paid in	$15,000,000 00
Bonded debt	25,239,000 00
Cost of road and equipments	$39,205,218 12

The road extends from Hoboken to Phillipsburg, with Boonton Branch additional, a distance of 119.70 miles.

It is leased to the Delaware, Lackawanna & Western Railroad Company at an annual rental of 7 per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, 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 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 seventh day of February, A. D. 1901.

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

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$2,403,787 06
Income from freight	3,055,522 62
Income from other sources	438,803 89
Total	$5,898,113 57

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $4,673,122 50

Dividends paid during the year 1900, 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 2d.—Frederick Staiger, brakeman, slight abrasion of skin; slipped from step of coach and fell under train.

January 2d.—Patrick Murray, night car inspector, foot crushed; was coupling air hose between cars; right foot run over and later amputated.

January 2d.—John Kennedy, laborer, leg bruised; unloading tool box and allowed it to slip against his leg.

January 3d.—H. F. Bristol, yard-master, fracture of fifth rib and breast bone; slipped on ice on step of engine tank.

January 4th.—William Young, passenger, slight bruise on hand; ventilator fell and struck him on head.

January 6th.—Thomas Pulvertaft, fireman, two teeth knocked out; put his head out of cab window going through tunnel.

January 6th.—Mrs. John Miller, passenger, leg sprained; getting off coach she tripped on her skirt and fell to station platform.

January 9th.—J. G. Sanford, passenger, face abraded; stepped off train before it came to a full stop.

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January 10th.—Theodore Tryon, drill-master, contusions of body; caught between cars while coupling.

January 11th.—Jacob Crack, laborer, contusion of ear; slipped while carrying tie across track.

January 11th.—Unknown woman, back sprained and contused; running to catch train and slipped on station platform.

January 12th.—John Stno, brakeman, thigh and leg bruised; caught between dock and tank at cinder dump. Slight injuries.

January 12th.—J. O. Cox, brakeman, right leg and side sprained; stepping on tender of engine and struck against box.

January 16th.—Basil Anderson, passenger, laborer, face and hand cut; got off one train and stepped in front of another, and slightly injured.

January 18th.—George Kittle, non-employee, killed; taking short cut home on dark night and fell in culvert, striking on head.

January 18th.—Anson Lead, brakeman, sprained ankle; jumped from engine to throw switch.

January 20th.—John Murphy, trespasser, boy, foot and ankle pinched; playing around cars and caught foot between bumpers.

January 21st.—Patrick O'Brien, trespasser, laborer, right hip, legs and back bruised; was walking west on east-bound track and struck by east-bound train.

January 23d.—Thomas Lee, passenger, cut behind ear; stone thrown through window of coach by unknown person.

February 1st.—Harry J. Williams, brakeman, knee bruised slightly; struck knee against step while getting on car.

February 10th.—Mrs. G. Wilkins, passenger, contusion and laceration of face; stone thrown through window of coach by unknown person.

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February 11th.—Miss Florence Stutz, passenger, foot badly bruised; after stepping from train she tripped on track and fell.

February 12th.—John Powsky, laborer, right leg bruised; struck on leg by hook another man was using.

February 12th.—Philip Roscover, passenger, bruised on head and back; collision between freight and passenger trains, at Hoboken.

February 12th.—Samuel Woolner, Jr., passenger, slight jar to shoulders; injured in collision between freight and passenger trains, at Hoboken.

February 15th.—John Whalen, car repairer, fatally injured; found dead near car 32723, D. L. & W., in Hoboken yard. Slight contusion on head only visible evidence of injury.

February 16th.—Herman Cruts, passenger, laborer, arm badly mashed from wrist to elbow, side of head cut; jumped from a train before it stopped.

February 17th.—Mrs. J. J. Blume, passenger, general shaking up; snow on coach step and she slipped and fell to ground.

February 24th.—William LaCroix, non-employee, killed; supposed to have been riding on some train and fell between cars.

February 24th.—Mrs. J. Gray, passenger, hand slightly bruised; door slammed shut while she had hand against door jamb.

March 4th.—Christopher Kunzman, trespasser, non-employee, killed; struck by train while crossing track. No public crossing at place of injury.

March 7th.—Jacob Cross, trespasser, laceration below knee, slight; walking track, saw engine approaching and fell against side of bridge. Not struck by engine.

March 8th.—Mrs. J. Vanness, passenger, bruised and sprained in several places; collision between freight and passenger trains. She was thrown down embankment.

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March 8th.—J. Williamson, passenger, slight shock; collision between freight and passenger trains; was thrown in car to floor of same.

March 8th.—Everett Frazer, passenger, sprained wrist, generally bruised and cut; collision between freight and passenger trains. He was thrown after the collision while alighting from high step of car.

March 9th.— —— Moran, non-employee, laborer, arm slightly bruised; was in one car while another was being coupled to same, and was thrown to floor by jar.

March 11th.—Peter Cramer, conductor, back of head badly lacerated; slipped between tank and engine and struck by box car afterward.

March 14th.—John Clucey, non-employee, cut and bruised about head; crossing track in yard and was struck by car.

March 15th.—Wallace Bostedo, brakeman, killed; leaving one engine was struck by another and thrown against his own engine, injuring head and shoulders.

March 17th.—Mr. Manchee, passenger, cut on nose; getting on train after it started.

March 20th.—John Cunnane, laborer, foot bruised; tie slipped after he put it in car and it rolled on his foot.

March 27th.—John Murphy, non-employee, wound over eye; contusion of head; supposed to have fallen off train or engine.

April 4th.—Ben Butler, leg bruised; ejected from train, leg bruised in jumping to ground.

April 4th.—Farnham Yardley, passenger, finger bruised; slammed door.

April 5th.—Mrs. F. Wheeler, passenger, contusion of knee; struck car step while boarding.

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April 15th.—Louis Sliker, brakeman, laceration of hand; fell over brake rigging in yard.

April 17th.—A. Zonethin, car cleaner, slight bruise on hand; stepped in front of car being drilled, and thrown.

April 17th.—Mr. Pierson, non-employee, shoulder sprained and bruised; tried to board car after it had started and struck platform of third car.

April 19th.—John McCathern, brakeman, ankle sprained; jumped from car and stepped on piece of iron.

April 21st.—Unknown man, non-employee, struck by passenger train. Injuries not reported.

April 23d.—William Rickley, carpenter, had two fingers lacerated while using planer in shop.

April 24th.—Joseph Cheuski, pier laborer, bruise on middle finger, right hand, while throwing rails from car.

April 25th.—A. P. Warner, trespasser, struck by train while walking close to track, and killed.

April 25th.—George Steffan, carpenter, left arm and shoulder blade broken while on platform adjusting pulley in shop.

April 27th.—Raphael Valendino, trespasser, struck and killed by a car which was being moved by drill engine.

April 27th.—P. Dempsey, conductor, had hand lacerated while opening door of freight car.

May 1st.—Stephen Hosie, bridgeman, hip and shoulder bruised; fell from moving train.

May 1st.—Fred Foster, laborer, contusion of left foot; plank fell on it.

May 1st.—William Murray, drillmaster, abrasion of right hand; fell leaving engine.

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May 2d.—N. Gutsheimer, freight handler, head and shoulder cut; struck by car in yard.

May 3d.—Michael Kilcullen, track laborer, fingers cut handling derrick.

May 5th.—Nelson J. Steele, passenger, fingers bruised; he closed car door on them.

May 6th.—Thomas Carter, passenger, face cut and badly bruised; jumped from moving passenger train.

May 8th.—David Egan, trespasser, skull fractured; struck by a freight train.

May 8th.—A. J. Force, employed at coal pocket, skull fractured; was letting down drop-doors on car and one struck him.

May 9th.—Thomas Fredericks, track laborer, killed; struck by wild cat engine while walking track.

May 10th.—J. R. Stires, carpenter, was using circular saw and piece of wood struck him in stomach.

May 10th.—W. H. Lehmeir, machinist, foot bruised; while taking piece of iron from lathe he let it fall on his foot.

May 12th.—Peter Brady, machinist, finger broken; was taking sheet of iron from roller and let it fall.

May 14th.—Peter J. Lamb, carpenter, three fingers on left hand cut off; was using circular saw and hand slipped.

May 14th.—Mrs. Kenney, passenger, fell alighting from moving train; injuries slight.

May 14th.—Michael Fowler, engineer, fell from engine while getting off; wrist sprained, head bruised.

May 17th.—Joseph Dodd, fireman, left leg bruised; collision of freight trains.

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May 18th.—James Flynn, axman, foot cut; allowed axe to fall.

May 20th.—Joseph Kyle, brakeman, fell from car and sprained back.

May 22d.—John Ryan, trespasser, killed; struck by train while walking track.

May 22d.—John Brady, trespasser, killed; struck by train while walking track.

May 24th.—Gukes Scrappen, freight handler, caught hand between box and truck handle; bruised hand.

May 24th.—Daniel Hughes, fireman, contusion of head, shoulder sprained; struck overhead bridge while on tank.

May 25th.—Hugh Masterson, brakeman, thigh fractured; fell while jumping off train.

May 27th.—Robert Blackburn, non-employee, found dead near track.

May 27th.—Frank Bruderick, track laborer, toes bruised; he was handling rails and one rolled on his toes.

May 30th.—Seth Williams, passenger, knee slightly sprained; fell leaving moving train.

May 30th.—Robert W. Williams, passenger, hand bruised; door closed as train was rounding curve while he had hand on door-jamb.

May 31st.—William E. Moore, brakeman, right hip bruised; caught between bumpers while coupling cars.

June 1st.—Patrick Burns, non-employee, body bruised; was driving over crossing and wagon struck. He fell out.

June 1st.—Frank Lake, non-employee, left hand and cheek bone badly bruised; fell getting on moving passenger train.

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June 1st.—Charles A. Edgerton, fireman, leg bruised; allowed hammer to drop.

June 2d.—Michael Kelly, machinist, skull fractured; failed to adjust lever and dropped it, catching his head between lever and bed of machine.

June 3d.—Charles DeKays, engineer, eye cut; collision of engines.

June 6th.—W. A. Wrigley, engineer, head cut; put head too far out of cab and struck eaves of depot shed.

June 6th.—Walter Kenney, brakeman, arm broken and ankle out of joint; fell from top of box car while switching.

June 7th.—Mrs. Ellen McMullen, passenger, hand bruised; window of coach fell.

June 7th.—John F. Farley, seal inspector, leg bruised; stepped through opening in platform.

June 8th.—J. G. Cole, passenger, hand cut; struck by train while walking on track.

June 8th.—W. Hardigan, non-employee, head cut; struck by train while walking on track.

June 8th.—J. Kinneman, track laborer, left hand mangled; squeezed while handling rails.

June 11th.—Mrs. Margaret Quinlan, trespasser, struck by train while walking track and injured internally.

June 12th.—William Boylan, machinist, finger bruised; let piece of iron drop from vise.

June 13th.—Tony Frank, laborer, left leg cut off; walking across yard and struck by train.

June 13th.—John Rice, laborer, toe injured; was jacking up track and put toe under rail.

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June 14th.—John Rush, laborer, finger broken; had hand on pig of lead on chute, when another pig struck him.

June 14th.—Charles Stolpe, brakeman, head cut and side bruised; fell from car while it was being coupled.

June 14th.—John McCue, freight conductor, sprain and contusion of right leg; fell from top of box car.

June 15th.—Moses Arnold, non-employee, killed; struck in head by piece of ice he was guiding into boat and fell in river.

June 16th.—Anthony Noonan, brakeman, internally injured; struck by truck of outside party, which was backed against car.

June 16th.—Frank George, laborer, end of little finger crushed.

June 17th.—Thomas Halberts, passenger, serious abdominal injuries; tried to get on train after it had started.

June 17th.—Edward Maben, brakeman, synovitis of right knee; stepped through planking in yard.

June 19th.—James Malone, machinists' apprentice, end of index finger taken off; put his finger in bolt hole and rod was forced through.

June 19th.—G. C. Nordwick, machinist, foot bruised; struck by hand-car.

June 20th.—Hilbert Herman, machinist, hand cut; caught on piece of tin in lathe.

June 20th.—William Verendeen, brakeman, toe injured unloading freight.

June 22d.—Benjamin Kellet, blacksmith, eye burned; hot metal flew in his eye.

June 22d.—Roger W. Cox, engineer, wrist sprained; fell from engine.

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June 24th.—A. H. Stanton, brakeman, contusion of leg; fell in coal chute.

June 27th.—E. A. Whitfield, brakeman, back injured; fell from car while on ladder. Another man fell against him, knocking Whitfield over.

June 27th.—Edward Horning, conductor, left hip and back contused, wrist sprained; brake staff broke and he fell against brakeman and off the car.

June 28th.—Joseph A. Burkhart, brakeman, slightly injured by falling from car while switching.

June 28th.—M. W. Moyer, engineer, hand bruised throwing on reverse lever.

June 28th.—Frank Cuneo, laborer, cut over eye and rib fractured; was in the way when hoisting rope was drawn taut and knocked against side of boat.

June 29th.—Joseph Westerfield, brakeman, little finger of right hand crushed; caught in ratchet of brake.

June 29th.—Mrs. Edward C. Holmes, Jr., passenger, eye burned; firecracker struck her. She had head out of window.

June 29th.—Andrew Eckstron, carpenter, hand cut; chisel slipped.

July 1st.—Frederick Lassen, bridgeman, foot badly cut; adze slipped.

July 1st.—Lawrence Bauer, dockbuilder, fingers injured while handling timber.

July 2d.—Michael Corbett, boilermaker, eye injured; piece of metal broke off tool.

July 2d.—Jacob Muench, trespasser, killed; threw himself in front of train.

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July 2d.—Frank Hall, fireman, bruised about groin; train was backing and he was caught between water crane and back-board of tank.

July 2d.—Tony Marsh, freight handler, leg bruised; bale of cotton rolled against it.

July 6th.—Patrick Kearney, dock laborer, arm bruised; timber fell.

July 6th.—Martin Hein, engineer, slight injuries; fell from engine.

July 8th.—Alfred H. Wheeler, non-employee, boy, leg broken; was climbing over lumber pile on dock.

July 8th.—J. J. Halsey, finger injured handling case.

July 8th.—Fred Miller, laborer, thumb injured; baggage-car door closed against hand.

July 9th.—A. P. Garland, brakeman, cut over eye while uncoupling air hose.

July 11th.—Anton Van Horn, pier laborer, had fingers injured while handling rails.

July 11th.—William Connell, boy, trespasser, left arm broken while crawling under car in yard.

July 11th.—James Kennedy, section laborer, leg bruised; caught between door and floor of cinder car.

July 14th.—William Healion, passenger, foot crushed; fell getting on train after it had started from station.

July 14th.—Isaac Pierson, non-employee, cheek abraded; collision with wagon which he was driving at crossing.

July 14th.—Michael McCarthy, leg injured; pole fell on him. He, with others, was raising pole.

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July 17th.—Carmine Marcontrine, boy, trespasser, face scratched; crawled under gates and had injuries through being struck by drill engine.

July 18th.—James Cannon, brakeman, slight bruises; fell from freight car.

July 19th.—Felix Worzenski, dock laborer, index finger bruised; taking piece of iron from car and jammed finger.

July 20th.—John Curran, machinist, shoulder and knee bruised; fell in engine pit.

July 21st.—Infant son of Walter S. Campbell, passenger, finger injured; window of coach fell on finger.

July 21st.—C. R. Hoag, passenger, hand cut by glass while removing hand of young Campbell.

July 24th.—William Crossman, coaler, upper lip cut; man on engine threw empty pail for him to catch.

July 24th.—Michael Motchell, track laborer, collar bone fractured; jumped from moving train.

July 27th.—Unknown man, passenger, hand bruised; put hand out of window in tunnel.

July 28th.—Sarah Lee, passenger, shaken up; slight injury; fell through starting of train.

July 28th.—Daniel Baker, section laborer, killed; struck by train while standing too close to track.

July 28th.—Guiseppe Maccapuca, boy, trespasser, bruised about face; went under gate and was struck by drill engine.

July 28th.—J. H. Webber, fireman, thigh sprained; fell on coal tender.

July 29th.—William Donovan, fireman, back sprained; fell over pile of rails in stepping from engine.

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July 30th.—James Murray, brakeman, laceration of right index finger; finger jammed while coupling cars.

July 31st.—Morris Mason, trespasser, foot badly crushed; stealing ride and caught foot between bumpers of freight cars.

August 3d.—Edward Best, passenger, arm bruised; put arm out of window and struck some object.

August 4th.—Unknown woman, passenger, arm sprained; slipped on platform of car.

August 6th.—Mrs. Mahlon Hyler, passenger, head bruised; stepped off train after it had started from station.

August 6th.—James Scullion, boilermaker's helper, one finger bruised; striking at chisel with hammer and missed chisel.

August 6th.—Jacob Lazone, carpenter, leg contused; struck by timber which fell from crane.

August 11th.—Unknown man, trespasser, arm injured; was sitting on end of tie asleep and engine struck him.

August 11th.—George D. Rush, trespasser, arm lacerated; walking on track and struck by train.

August 11th.—Aleck Stodt, track laborer, body considerably bruised; no bones broken; struck by engine while walking track.

August 13th.—Gerard Barilla, pier laborer, leg bruised; while handling bale of cotton, it rolled against his leg.

August 13th.—Alfred Young, conductor of freight train, fracture of hip and internal injuries; caught between end of gondola car and post in coal shed.

August 14th.—William Conover, freight brakeman, foot bruised; caught between bumpers of freight cars.

August 14th.—Mrs. J. M. Donald, passenger, ankle wrenched; fell leaving moving train.

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August 15th.—James Carpenter, trespasser, killed; was walking on track and struck by engine.

August 15th.—J. M. Zeliff, trespasser, five ribs broken, left side of face bruised and cut; was walking on track in direction train was going when struck.

August 15th.—Patrick Keenan, carpenter, scalp wound; struck by piece of falling timber.

August 17th.—G. H. Bullwinkle, passenger, left hand cut; hand on sill when window dropped.

August 18th.—James Quinn, freight brakeman, face cut; fell from train.

August 18th.—Miss Annie Ward, passenger, second finger on left hand bruised; window fell. She endeavored to lower it.

August 18th.—Samuel Myers, brakeman, contusion of forearm; hurt while clearing wreckage where car had been derailed.

August 18th.—Theodore Wilson, brakeman, incised wound of head and contusion of leg; fell from moving engine.

August 19th.—F. F. Wilson, brakeman, head cut; fell getting on tank from car.

August 20th.—Thomas A. Kinney, brakeman, laceration of right hand; caught hand between bumper of car and lever of engine coupler while coupling.

August 21st.—Charles Glasser, passenger, head cut; boys threw stones through window.

August 22d.—John Bennett, pier laborer, contusion of face; fell from coal trestle.

August 23d.—Howard C. Seaman, boy, passenger, hand bruised; coach window fell.

August 23d.—William Fallon, brakeman, face and hands scratched; fell from engine.

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August 24th.—Unknown man, trespasser, killed; struck by train while walking track.

August 24th.—James Keenan, laborer, finger smashed; was putting draw timber in car, when it fell on his finger.

August 25th.—Christopher Stevens, bridgeman, arm, shoulder and knee sprained; fell going down ladder on bridge to river.

August 27th.—John Galvin, station laborer, hand bruised; caught while putting horse runway in place.

August 27th.—Thomas Farrell, machinist's apprentice, finger smashed; caught in cogs while adjusting gear wheels.

August 28th.—Unknown man, passenger, hand bruised; caught in door of baggage car when door pushed back.

August 28th.—M. J. Williams, freight brakeman, foot cut off; fell getting on train after it started.

August 29th.—Miss Agnes Phillips, passenger, scalp wound; fell leaving train after it started.

August 31st.—Frank Fehr, passenger, foot crushed; partly amputated; fell getting on train after it started.

September 1st.—Joseph Drake, section-man, one toe cut off and two injured; was handling rail when it fell on his foot.

September 2d.—Frank Blackburn, section laborer, right hand contused; railroad tie fell on his hand.

September 3d.—John Frida, pier laborer, back sprained; fell on dock.

September 4th.—William Evans, bridge laborer; killed; derrick car toppled over and he jumped from place of safety onto falling car.

September 4th.—William Simmons, brakeman, foot badly bruised; fell getting on train after it started.

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September 5th.—Timothy Butler, trespasser, killed; struck by drill engine while walking track.

September 5th.—Joseph Ferbier, scalp wound and sprain of right ankle; was handling railroad iron, when it slipped from his grasp.

September 5th.—Frank Galusha, pier laborer, hand badly bruised; he was moving barrel and allowed it to drop on his hand.

September 5th.—Emil Sterndert, track laborer, ankle sprained; fell into culvert near track.

September 8th.—Peter Adams, freight handler, skin scraped from leg; slipped off iron gangway.

September 8th.—James Stevens, brakeman, hip bruised; brake chain broke, causing him to fall from car.

September 10th.—Miss Delia Nolan, passenger, shoulder and arm sprained; fell leaving train.

September 10th.—Margaret Bick, passenger, finger bruised; coach window fell.

September 10th.—Benjamin Hicks, fireman, right hand crushed; engine started while he was underneath with hand on rail.

September 10th.—F. L. McCort, brakeman, wrist sprained; fell from car.

September 11th.—S. J. Nicoll, galvanizer, employee, finger cut while handling sheet of metal.

September 12th.—Jerry O'Keeffe, trespasser, foot smashed; fell getting on moving freight train.

September 15th.—Washington Lightcap, drillmaster, foot punctured; stepped on nail in board on pier.

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September 18th.—Joseph Cummings, brakeman, synovitis of knee; engine passed over plank which rose and struck his knee as he was walking near track.

September 19th.—Michael T. Kane, freight repairer, caught by hammer he was using.

September 20th.—H. C. Addison, engineer, right shoulder bruised; fell from tank of his engine.

September 20th.—James Daly, machinist's apprentice, face contused and lacerated; struck on face by hammer another man was using while holding chisel.

September 21st.—Robert Hook, passenger, shaken up; fell leaving moving train.

September 21st.—James E. Reilly, engineer, finger broken; put hand out of cab window and struck obstruction.

September 21st.—Jacob Herling, non-employee, both legs run over, left leg amputated below knee; struck by caboose which was being put on siding. Injured man was walking track.

September 24th.—John Kearns, switchman, killed; climbed up embankment at side of track and rolled down in front of engine.

September 26th.—William Flartey, employee, side bruised; struck by bundle of papers thrown from baggage car.

September 28th.—Jack Ross, laborer, scalp wound; fell on dock while trucking freight.

September 28th.—Howard Chitterling, passenger, hip bruised and sprained, and shaken up; collision of freight and passenger trains.

October 1st.—William Lynch, baggageman, thumb bruised while handling a trunk.

October 2d.—Mary L. Boss, passenger, contusion of head, general shaking up; collision between freight and passenger trains.

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October 2d.—William Snyder, section laborer, struck and killed by train as he was standing close to track.

October 2d.—Nick Borick, freight handler, breast contused; fell from iron gangway between car and platform on dock.

October 2d.—George Faulhaver, fireman, contused on chest; fell over switch timber while walking in yard.

October 4th.—John McMann, trespasser, leg badly crushed; riding on bumpers of freight train and squeezed. Died same day.

October 5th.—Peter Burke, trackwalker, severely bruised in various places and one of the bones of his hand broken; struck by engine while walking through tunnel.

October 5th.—Frank Williamson, brakeman, severely cut on forehead; sudden application of brakes caused him to fall in caboose.

October 8th.—Tony Markham, trucker, leg bruised slightly; fell from gangway.

October 8th.—Joseph Cortez, laborer on track work, two fingers bruised while handling ties.

October 8th.—William Kingsland, carpenter, little finger taken off; hand slipped while using buzz saw.

October 8th.—Aaron Pence, track laborer, one finger mashed while unloading rails.

October 9th.—Joseph Carter, track laborer, three fingers bruised by falling of timber while working on tracks.

October 10th.—John McCormick, brakeman, knee bruised; struck against step while boarding engine.

October 10th.—V. R. Dodd, conductor, foot sprained; fell leaving moving freight train.

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October 10th.—James Divinne, non-employee, head badly cut; cause of injuries unknown; man fully recovered.

October 12th.—Unknown man, trespasser, head badly cut and bruised; struck by train at draw bridge.

October 13th.—James McCabe, non-employee, contusion of head; struck by engine while crossing street.

October 13th.—Anton Olin, dock carpenter, middle finger of left hand bruised; he was carrying plank and let it fall.

October 13th.—Charles Freinisch, trespasser, one toe cut off, back and chest bruised; struck by train while walking track.

October 15th.—Michael Hamilton, dock foreman, two fingers injured; caught between beam and post while beam was being moved.

October 15th.—Gustave Keller, machinist, finger injured; caught in gear of lathe.

October 15th.—John Fanning, non-employee, leg broken; struck by projection from train while walking alongside of track.

October 15th.—William Hanrahan, foreman, slightly injured while taking coal on engine.

October 16th.—Hugh Ferguson, brakeman, ankle sprained; gang-plank fell while he was on it.

October 16th.—Thomas McGreevey, non-employee, contusion of right hip; struck by engine while paving street inside of gates and warned by fellow employes.

October 17th.—Capt. Jacob Brown, non-employee, fatally injured through being struck by a beam which he was controlling.

October 17th.—David Jones, fireman, head bruised; struck water crane while on tank of engine.

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October 18th.—Martin Peterson, bridge builder, head cut; struck by plank handled by other men.

October 19th.—Frank Lee, trucker, knee contused; struck by handle of hand truck he allowed to run off plank.

October 19th.—Alexander Smith, passenger, right arm bruised; fell boarding train after it started from depot.

October 20th.—Homer Hixon, track laborer, right foot cut off and left foot smashed; fell boarding moving car.

October 20th.—Thomas Alfonso, trackman, right hand and left arm bruised; struck by car; too near track as it was passing.

October 21st.—William Henderson, conductor, contusion of left side and one rib broken; fell over stone on account of sudden application of air.

October 21st.—John McCue, employee, right hip, right shoulder and abdomen contused and sprained; fell in engine pit at round-house.

October 23d.—M. W. Persons, bridge builder, right side bruised; walking on end of ties and fell through trestle.

October 24th.—Thomas Rowlands, machinist, burns on hand an ear; gasoline tank exploded while he was repairing it.

October 25th.—Edward A. Whitfield, brakeman, very slightly injured.

October 28th.—Edward Chadwick, non-employee, scalp wound; his wagon rolled over side of bank and was struck by passing train.

October 29th.—Charles Slack, brakeman, several bones of foot broken; caught between bumpers while climbing over car.

October 29th.—Tony Pedil, laborer, tips of four fingers taken off while loading iron on truck.

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October 30th.—Charles Curtis, machinist, head and arm badly burnt; gasoline lamp exploded while he was using it.

October 30th.—John Taylor, machinist, right thumb squeezed between gear wheels in lathe.

October 31st.—Whitfield Slaight, non-employee, half of left foot taken off; was riding between bumpers and fell off while intoxicated.

November 1st.—William H. Laird, ankle sprained stepping from high to low box car.

November 2d.—Henry C. Clay, boiler-maker, ear punctured, struck by hammer another workman was using.

November 2d.—Unknown woman, passenger, had fingers bruised; her hand was in door jamb when door slammed.

November 2d.—J. D. O'Sullivan, conductor, ankle sprained; fell leaving freight train.

November 3d.—Peter Barrett, non-employee, fell overboard from canal boat at dock and was drowned.

November 3d.—E. S. Graves, bridge builder, leg contused; jumped from moving engine.

November 4th.—George Demminger, trespasser, right foot amputated and head injured; fell getting on second class train.

November 5th.—Peter Scott, track laborer, old rupture dropped; was lifting heavy beam.

November 6th.—Two unknown Italians, trespassers, killed; struck by train while walking on track.

November 8th.—Fritz Marcus, pier laborer, drowned; intoxicated, and was last seen going toward closet on dock.

November 8th.—John Kearney, bridge laborer, punctured wound of foot; stepped on rusty nail in plank.

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November 9th.—George Murphy, brakeman, synovitis of right knee; jumped from car into sand pile while drilling.

November 9th.—Nicolo Caruso, boy, trespasser, scalp wound; struck by car while playing in yard.

November 13th.—J. J. Murray, track laborer, index finger left hand mashed; caught between tie and rail while dropping rail.

November 15th.—Joseph Proudford, switchman, contusion of left leg; fell over switch tie.

November 16th.—Thomas Van Croft, bridge builder, skull fractured; struck by train while walking track.

November 16th.—Henry Yungman, car cleaner, right heel bruised; jumped off step ladder before he was ready.

November 16th.—George Fischer, tinsmith, internal injuries, contusion of head and sprain of wrist; fell from staging he erected around engine.

November 17th.—John Standish, drillmaster, left foot much swollen; door of gondola fell on it.

November 19th.—George W. Burtt, fireman, back bruised and sprained; was on tender when engine parted from it and he fell to track.

November 19th.—Steve Kerius, track laborer, right great toe smashed; handling rails and one fell on his foot.

November 20th.—O. F. Kearney, freight conductor, wrist bruised; struck by air hose while uncoupling.

November 20th.—Frank Cundi, laborer, contusion of right forehead and right arm, abrasion of nose and temple; fell in coal chute.

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November 20th.—Mrs. Margaret McNulty, trespasser, killed; struck by train while walking on track with back to engine.

November 20th.—Andrew Eliason, non-employee, back sprained; sitting on trestle and lost balance and fell off.

November 22d.—H. Wear, baggageman, finger bruised; caught in switch lever.

November 22d.—T. Mahoney, brakeman, ankle sprained; stepped on piece of coal and turned ankle.

November 22d.—Timothy Mooney, freight brakeman, one of the ankle bones fractured, turned ankle by stepping on piece of coal.

November 26th.—John McDonough, baggageman, contusion of great left toe; jack fell upon it.

November 26th.—M. Campuon, track laborer, four inch cut on side of foot; fell boarding moving train.

November 27th.—John Dunn, laborer, end of middle finger taken off while handling rails.

November 28th.—Cyrus B. Miller, freight brakeman, ankle sprained; turned foot while walking rail.

November 28th.—Frank C. Murphy, brakeman, testicles injured; slipped on stirrup of gondola.

November 29th.—Alvin Vanderhoof, trespasser, struck by train while on drawbridge and killed. Died two weeks after accident.

November 29th.—Anton Williams, laborer, right ankle bruised; stumbled while unloading timber.

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December 1st.—A. P. Garland, freight brakeman, foot sprained and contused; stepped off hopper car.

December 1st.—Louis Noblis, pier laborer, right foot sprained; foot caught under hand truck while sliding down gang-plank.

December 2d.—John E. Sayre and son, non-employes, slightly injured; driving across track and struck by car which was being backed; horse killed and wagon demolished.

December 3d.—Arthur Fuller, passenger, nail torn; thumb caught in door of baggage car.

December 3d.—Colin McPherson, non-employee, slightly bruised about the body; struck by drill engine while crossing track.

December 4th.—John Bell, freight laborer, right shoulder bruised; engine collided with car on which they were working.

December 4th.—Louis Frank, freight handler, left leg abraded; engine collided with car on which they were working.

December 4th.—Christopher McCann, trespasser, one arm broken; struck by engine while walking track.

December 6th.— —— Breckjan, bridgeman, side bruised and skin abraded; was taking down smokestack and fell from top of locomotive boiler.

December 6th.—James Cass, passenger, shoulder bruised; jumped from moving train.

December 7th.—M. J. Russell, machinist, fracture of right wrist and hip bruised; was on scaffold, stepped too far out on plank and it toppled over with him.

December 10th.—Michael O'Donnell, engineer, scalp wound, one rib broken, left little finger broken; fell in pit in engine round-house.

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December 10th.—Tony Laus, car cleaner, leg and right side contused and sprained; fell from short ladder while cleaning outside of car.

December 13th.—R. George Williams, passenger, left leg bruised and sprained; stepped off standing train beyond platform.

December 14th.—Michael Konze, track laborer, ring finger smashed; handling rails and one fell on his finger.

December 14th.—Joseph Smith, track laborer, foot bruised; allowed tie to drop.

December 14th.—Joseph Henry, laborer, left leg bruised; struck by hand hook.

December 14th.—Thomas Burcort, laborer, ankle sprained; loading barge and slipped on gang plank.

December 14th.—Michael Huns, track laborer, one finger bruised while handling rails.

December 14th.—Fred. N. Taft, passenger, knee bruised; fell leaving moving train.

December 14th.—J. W. Cummings, yardmaster, knee-cap abraded; fell leaving moving engine.

December 17th.—Michael Bell, cooper, employee, foot bruised; knocked it against door of freight car.

December 19th.—George Horwedel, electrician, punctured wound above right ankle; spike broke off of pole he was climbing.

December 20th.—Andrew Schmidt, car shoveler, leg broken; was thrown in hopper of coal car by engine backing another car against one he was working in.

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December 20th.—Edward Tempel, laborer, laceration of foot; struck foot while using pick-axe.

December 20th.—M. J. Burke, brakeman, contusion of left illiac region of abdomen; fell from box car while switching.

December 21st.—Louis Golden, freight laborer, hip bruised; lost balance and fell from car to deck of lighter.

December 22d.—John Duffy, machinist; thumb bruised; caught in lathe.

December 22d.—Elizabeth Geimer, two ribs fractured, face contused; fell over obstruction in street.

December 22d.—C. W. Cole, blacksmith, eye contused; piece of chisel broke off and struck him.

December 23d.—Howard Potter, fireman, fatally injured; no water on crown sheet and boiler exploded.

December 26th.—Michael Murdock, blacksmith's helper, thumb crushed; was straightening iron and struck thumb instead of iron.

December 27th.—George Roseberry, drillmaster, severe injury to left hand; coupling tank to car.

December 28th.—F. Rome, laborer, left instep bruised; handling iron and allowed it to fall.

December 30th.—Charles W. Kurl, carpenter, great toe of right foot badly bruised; lifting tie and let it fall on his foot.

December 30th.—William E. Harms, passenger, contusion of arm; drill engine collided with passenger train.

December 30th.—Mrs. William O. Sheldon, passenger, nervous shock; drill engine collided with passenger train.

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December 30th.—J. R. Kissam, passenger, thigh contused, back sprained; drill engine collided with passenger train.

December 31st.—Arthur Etzel, non-employee, several scalp wounds; was driving wagon across track and rear of wagon struck by engine.

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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, 1900:

Capital stock paid in	$221,000 00
Floating debt	50,674 58
Cost of road and equipments	$271,674 58

The road extends from junction with Boonton branch of Morris and Essex Railroad into the City of Paterson, a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee, under an agreement to pay 4 per cent. on its stock, and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western as lessee of the Morris and Essex, and the further information required be 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 seventh day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—$8,840, directly to stockholders, by 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.

ACCIDENT

Sept. 19th.—James Allen, boy trespasser; right leg amputated; was playing on one car, jumped off step and crushed under wheels of another car which was passing on opposite track.

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MT. 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, 1900:

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 6 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 New Jersey, Camden City and county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$1,055 03
Income from freight	2,514 90
Income from other sources	287 88
Total	$3,857 81

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $8,844 63

Dividends paid during the year 1900, and how paid—Two of 3 per cent. each 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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MT. 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 Mt. Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$160,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$150,367 15

Dividends paid during the year 1900, and how paid—None paid.

The road extends from Mount Hope, N. J., to Port Oram, N. J., a distance of 4.05 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers—None.	
Income from freight	$18,529 09
Income from other sources—None.	
Total	$18,529 09

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$9,938 11

P. O. Address of this Company—General office, Catasauqua, Pa.; New Jersey Office, Port Oram, N. J.

State of New York, New York county, *ss.*—Abram C. Denman, being duly sworn, on his oath says, that he is President of the Mt. Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the

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said road during the year 1900 are correct and true, to the best of his knowledge and belief.

A. C. DENMAN.

Sworn and subscribed before me this twenty-first day of January, A. D. 1901.

JNO. H. CARR,
Notary Public, Kings County,
Certificate filed in New York County.

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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, 1900:

Capital stock paid in	$3,854,000 00
Cost of road and equipments	$3,961,474 81

Dividends paid during the year 1900, and how paid—$154,160, in cash.

The road extends from Point of Rocks, Jersey City, to Constable Hook, Bayonne, a distance of 9.31 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from freight	$258,942 80
Income from other sources	3,927 80
Total	$262,870 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$105,204 76

P. O. Address of this Company—No. 26 Broadway, New York City, N. Y.

State of New York, New York county, *ss.*—Charles A. Sterling, 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 1900 are correct and true, to the best of his knowledge and belief.

CHAS. A. STERLING.

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Sworn and subscribed before me this thirtieth day of January, A. D. 1901.

WM. H. ERWIN,
Notary Public, Kings County,
Certificate for Kings County filed in New York County.

ACCIDENTS.

April 1st.—William S. Babcock, age 25, brakeman on engine No. 1, while mounting box car was thrown off car into a gondola car, caused by cars coming together while being shifted. Breast and back slightly injured.

April 21st.—Clarence John, age 6, while trespassing on trestle was knocked off trestle to ground by engine 718. Head and neck slightly injured.

July 31st.—Joseph Green, age 19 years, while stealing ride on coal train fell from car, injuring head and neck.

August 9th.—John Gallagher, age 32, brakeman on engine No. 1, standing on front step of engine No. 1 while switching, lost his balance and fell to ground, spraining his ankle.

December 15th.—George Mitchell, age 28, laborer, was found on bridge over C. R. R. of N. J.; he claimed he had been struck by an engine. Head and foot injured.

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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, 1900:

Capital stock paid in	$701,900 00
Cost of road and equipments	$701,870 91

The road extends from Atlantic Highlands to Highland Beach, a distance of four and sixty-six hundredths (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 City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Navesink Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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

Dividends paid during the year 1900, and how paid—None.

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P. O. Address of this Company—143 Liberty street, New York City, N. Y.

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, 1900:

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 1900, 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 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 Newark Bay Railway Company, and that the foregoing statement and the annexed stattement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

Sworn and subscribed before me this twentieth day of February, A. D. 1901.

F. H. LEE,
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, 1900:

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 6 per cent. on its stock, and report of its operations is included in report of said Company.

It is operated by the Delaware, Lackawanna and Western, as lessee of the Morris and Essex, and the further information required by law is furnished by that Company, 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 seventh day of February, A. D. 1901.

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

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Dividends paid during the year 1900, and how paid—$6,231, directly to stockholders, by Delaware, Lackawanna and Western Railroad Company as lessee of Morris and Essex Railroad Company.

P. O. Address of this Company—No. 26 Exchange Place, New York City.

ACCIDENT.

March 7th.—A. Vanderveer, conductor, killed; struck by a car while train was being backed.

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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, presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$250,000 00
Bonded debt	250,000 00
Floating debt—None.	
Cost of road and equipments	$355,056 18

The road extends from Bergen Junction to Newark, a distance of 5.620 miles.

It is leased to the Erie Railroad Company at an annual rental of $33,000 and taxes. The particulars of the operations and expenditures have been kept as a part of the general account of that Company and cannot be more specifically set forth.

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

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

CHAS. R. FITCH.

Sworn and subscribed before me this fourteenth day of February, A. D. 1901.

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

P. O. Address of this Company—21 Cortlandt street, New York City, N. Y.

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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, 1900:

Capital stock paid in	$100,000 00
Bonded debt	1,700,000 00
Cost of road and equipments	$1,717,914 02

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 12, 1886.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York county, *ss.*—Samuel R. Callaway, 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.

S. R. CALLAWAY.

Sworn and subscribed before me this fourth day of February, A. D. 1901.

LEIGH BEST,
Notary Public, New York County.

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RECEIPTS AND EXPENSES FOR 1900.

See affidavit below.

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—Grand Central Station, New York.

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 occuring in the State of New Jersey on the New Jersey Junction Railroad, during the year ended December 31st, 1900, is correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this fourth day of February, A. D. 1901.

J. P. McMAHON,
N. P., New York County.

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NEW JERSEY JUNCTION RAILROAD COMPANY.

SYNOPSIS OF ACCIDENTS OCCURRING WITHIN THE STATE OF NEW JERSEY DURING THE YEAR 1900.

Date.	Name.	Place.	Train.	Conductor.	Engineman.	Nature.
Jan. 12	G. Bissi.....	Hoboken...	8	E. M. Osmon..	S. Poole	Killed; trespasser struck by train while picking coal on track.
May 1	John Cameron.....	Jersey City.	Ft. eng. 2271	J. A. Deats....	W. Brewer ..	Injured; slipped from step of car.
June 29	Catherine Donohue..	Hoboken...	24	J. M. Stewart..	A. Menk	Killed; struck by train while walking on track—trespasser.
July 21	Unknown man	Hoboken...	8	J. M. Stewart..	S. Poole	Killed; struck by train while walking on track—trespasser.
Oct. 6	Andrew Grogan	Hoboken...	Ft. eng. 2244	M. H. Brett....	W. Brewer ..	Killed; found on track.
Nov. 21	Chas. Brumgart	Hoboken...	Engine 558	J. M. Stewart..	J. Cassidy ...	Injured; trespasser struck by train.

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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, 1900:

Capital stock paid in	$2,228,600 00
Bonded debt	983,160 00
Floating debt	33,923 30
Cost of road and equipments	$3,245,683 30

Dividends paid during the year 1900, 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 1900.

Income from passengers	$207,029 09
Income from freight	109,041 53
Income from other sources	15,303 95
Total	$331,374 57
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$234,805 15

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 foregoing statement and the annexed statement of accidents on

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the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 14th day of February, A. D. 1901.

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

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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, 1900:

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 1900, and how paid—None.

The road as projected is to extend from Weehawken to Harrington, N. J., a distance of 15½ miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers, freight and other sources—None.

REMARKS.

Road not constructed.

State of New York, New York county, *ss.*—Samuel R. Callaway, 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.

S. R. CALLAWAY,
President.

Sworn and subscribed before me this fourth day of February, A. D. 1901.

LEIGH BEST,
Notary Public, New York County.

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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, 1900:

Capital stock paid in—preferred, $1,590,600; common, $1,000,000	$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 1900, 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 seventy-seven and sixty-eight (77.68) hundredths miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$531,162 65
Income from freight	322,301 43
Income from other sources	50,504 50
Total	$903,968 58
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$936,056 38

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REMARKS.

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

	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 City and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

ACCIDENTS.

January 3d.—John C. Woolley, brakeman, was struck and slightly injured by a gate post at Vineland. Engineer, James Lippincott; conductor, Rufus Burdge.

January 16th.—Adam Carr stepped off of a moving train and fell, slightly scratching his face, at Keansburg. Engineer, Joseph L. Truex; conductor, A. S. Wooding.

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January 20th.—Henry Duryea stepped off of a moving train and fell, cutting his head, at Keyport. Engineer, Joseph L. Truex; conductor, A. S. Wooding.

March 22d.—E. Schenck was struck and instantly killed while driving across the track at Red Bank. Engineer, W. Mooney; conductor, D. C. Johnson.

April 30th.—Ody Skeeter was struck and fatally injured while standing on side of track at Atlantic Highlands. Engineer, W. D. Savidge; conductor, H. Attison.

June 8th.—Benjamin VanMeter was struck and slightly injured about the body while driving across the track at Low Moor. Engineer, Ellis Davis; conductor, J. V. Johnson.

June 30th.—Ed. H. Russell, brakeman, had one his legs broken and was badly injured about the body by reason of roof being blown from car at Monmouth Beach. Engineer, Joseph Warwick; conductor, William Estell.

July 6th.—W. B. Kelly, brakeman, received a slight cut over one of his eyes by being knocked off of a train at Port Norris. Engineer, William Morton; conductor, A. B. Phillips.

July 6th.—Alphonso Belmonte was struck and instantly killed while crossing tracks at East Long Branch. Engineer, W. H. Howland; conductor, George H. Allen.

July 20th.—George W. Nash was struck and fatally injured while driving across tracks at Long Branch. Engineer, William Miles; conductor, Joseph Kelly.

July 26th.—C. Pearce, brakeman, slipped and fell, slightly spraining his ankle, while walking on top of car at Bridgeton Junction. Engineer, G. Hankins; conductor, John Kelly.

July 29th.—George Williams had one of his shoulders dislocated and was otherwise bruised by jumping from a moving train at Normandie. Engineer, James Kelly; conductor, F. Hartman.

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August 4th.—Charley Ferrengy, laborer, was slightly injured about the head and body by jumping from a moving train at Oceanport. Engineer, J. L. Truex; conductor, A. S. Wooding.

August 5th.—William Gardner was slightly injured about the body by being crowded off platform of car at Highlands of Navesink. Engineer, Ellis Davis; conductor, A. J. Dellett.

September 8th.—William Alexander was struck and fatally injured while crossing tracks on a bicycle at Atlantic Highlands. Engineer, Theo. F. Brown; conductor, W. G. Cline.

September 10th.—C. E. Bennett, brakeman, had his back badly strained in a collision at Atlantic Highlands Pier. Engineer, Martin Maloney; conductor, G. H. Van Note.

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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, 1900:

Capital stock paid in	$500,000 00
Bonded debt	467,073 99
Floating debt	796,059 81
Cost of road and equipments	$1,763,133 80

The road extends from—

	Miles.
4037 feet east from Waverly Station, N. J., to crossing of the Central Railroad of New Jersey (Newark and Elizabethport Branch)	2.20
4184 feet east from Waverly Station, N. J., to Passaic river, Newark, N. J.	4.12
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 Eighteenth avenue, Newark, N. J.	2.05
Total	9.20

There is no lease. During the year 1900 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.

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State of New Jersey, Camden City and county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is President of the New York Bay Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this thirty-first day of January, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—One of 4 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, 1900:

Capital stock paid in	$1,000,000 00
Cost of road and equipments, as shown by report of January 23, 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 at Weehawken, for a distance of 0.24 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 and West Shore and Ontario Terminal Companies.

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.*—Samuel R. Callaway, 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.

S. R. CALLAWAY.

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Sworn and subscribed before me this fourth day of February, A. D. 1901.

LEIGH BEST,
Notary Public, New York County.

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—Grand Central Station, New York.

Address, J. 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, 1900:

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 $75.000.00 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that Company and cannot be more specifically set forth. 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.*—E. B. Thomas, 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.

E. B. THOMAS.

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Sworn and subscribed before me this fourteenth day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—Erie Railroad Company; No. 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 of the laws of the State of New Jersey (G. S. of N. J., 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, 1900:

Capital stock paid in	$2,000,000 00
Bonded debt	1,692,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight and four one-hundredths (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.

State of New York, New York City and 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 eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

The earnings and expenses form part of the income and expenses of lessee companies.

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P. O. Address of this Company—143 Liberty street, New York City.

ACCIDENTS.

January 6th.—Harry Fox, brakeman, was struck and slightly injured about the head by overhead bridge near Matawan. Engineer, Charles Mason; conductor, James McTague.

February 27th.—Elmer Patten, brakeman on P. R. R. freight train No. 438, while coupling cars at Long Branch stepped on track and was slightly injured. Engineer, E. E. Bouse; conductor, J. M. Hampton.

April 13th.—Mrs. Harvey Durand was slightly injured about the body by jumping off of a moving train at Red Bank. Engineer, C. Young; conductor, S. P. Hetfield.

June 8th.—T. L. Shine, brakeman, employed on P. R. R. freight train No. 501, while attempting to board moving train at south end of Ocean Grove freight yard came into contact with switch-stand and was injured. Engineer, Albert Bennett; conductor, Richard Hager.

June 11th.—Charles Palmateer, brakeman, had his head and back slightly injured by being struck by overhead bridge at Matawan. Engineer, W. B. Smith; conductor, Daniel Sullivan.

July 7th.—Frank Jones, Union News Agent, had one of his fingers pinched off by catching same between car door and sill near Morgan. Engineer, W. L. Nivison; conductor, W. A. Wyatt.

July 10th.—Miss Mary Matthews was struck and injured about the body while driving across the track at Ocean Grove. Engineer, Frank Hummer; conductor, Frank Wilson.

July 10th.—Mrs. C. Matthews was struck and instantly killed while driving across the track at Ocean Grove. Engineer, Frank Hummer; conductor, Frank Wilson.

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July 11th.—Mrs. C. W. Briggs had one of her knees and her side injured by falling over a satchel while passing through car at Matawan. Engineer, C. Young; conductor, G. F. Trimmer.

July 12th.—Frank Riddle, engineer, had one of his fingers crushed by a broken lever at Matawan. Engineer, Frank Riddle; conductor, Louis Romeous.

July 17th.—E. L. Rankin, brakeman, had one of his hands badly cut with broken glass while raising a car window at Point Pleasant. Engineer, J. Kelly; conductor, F. Hartman.

July 17th.—Pennsylvania Railroad train came into collision with some freight cars while approaching Red Bank station. No one seriously injured. Engineer, D. N. J. Mahoney; conductor, E. C. Jones.

July 25th.—D. W. Smith had one of his arms bruised by being thrown on floor of car while making coupling at Red Bank. Engineer, C. J. Young; conductor, G. F. Trimmer.

July 25th.—Baggage master was struck and had one of his legs slightly injured while attempting to pull a baggage truck off of track at Little Silver. Engineer, W. Bennett; conductor, L. C. Hurtt.

July 31st.—William Imlay, while crossing north end of Raritan Bridge, was struck by P. R. R. train No. 283, fatally injured and knocked overboard. Body recovered several hours after the accident. Engineer, F. W. Shipman; conductor, J. H. Moore.

August 10th.—Mary A. Swortfinger had one of her wrists broken by being struck by a north-bound train while passing from a south-bound train to station at North Asbury Park. Engineer, J. Erickson; conductor, J. E. Hess.

August 13th.—George Gorham had one of his fingers bruised while closing car window at Asbury Park. Engineer, J. Erickson; conductor, J. E. Hess.

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August 13th.—Dennis Duggan, while walking on track south of Middletown station was struck and instantly killed by P. R. R. extra passenger train (Engine 160) south-bound. Engineer, J. H. Voorhees; conductor, T. J. Moran.

August 17th.—John Rich, engineer, was badly cut on top of his head by falling from cab of locomotive at Middletown. Engineer, John Rich; conductor, J. C. Amess.

August 27th.—William Fallon, while attempting to board C. R. R. freight train No. 344, at Matawan Yard, fell under the wheels and was fatally injured. C. R. R. train No. 333 also passed over his body before it was discovered. Engineer, G. W. Reynolds; conductor, L. F. Shine.

September 3d.—Voorhees DeGraw, while walking on track about three hundred yards south of George street bridge, South Amboy, was struck by P. R. R. freight train No. 501 and seriously injured. Engineer, G. W. Reynolds; conductor, L. F. Shine.

September 6th.—Susan Hatfield fell from platform of car, receiving a slight cut on forehead, at Red Bank. Engineer, ——— Rush; conductor, F. Vanatta.

September 7th.—Miss C. Fell was slightly injured about the face by falling on rail while passing from train at Long Branch. Engineer, J. Erickson; conductor, J. E. Hess.

September 8th.—Daniel W. Dunfield, fireman, was struck by a truss of bridge and instantly killed while drawing water from tank of engine at Red Bank. Engineer, Wm. R. Bennett; conductor, Lewis Hurtt.

September 10th.—Hiram Lane attempted to board a moving train at Matawan and fell, but was apparently not injured, as he afterward proceeded on his journey. Engineer, Chas. Foster; conductor, T. J. Duane.

September 25th.—Mr. Dennis had one of his thumbs cut by broken glass in a window of passenger car at Long Branch. Engineer, Lloyd Clarke; conductor, James W. Van Houten.

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September 26th.—Samuel McNair fell while attempting to board a moving train at Matawan, but was apparently not injured, as he got up and walked away. Engineer, Frank Riddle; conductor, L. C. Hurtt.

October 11th.—John C. Woolley, brakeman, was instantly killed by falling under a moving locomotive at Red Bank. Engineer, Wm. Garon; conductor, L. G. Perrine.

October 12th.—Edward Estell, a section hand, employed by the N. Y. & L. B. R. R., while attempting to board a car of cinders which was being shifted by C. R. R. engine 567, fell under the wheels and had leg amputated. Engineer, Clarence J. Young; conductor, ————.

October 14th.—Joseph Toal, brakeman, had one of his eyes slightly injured by being struck by some unknown object coming up from the track while drilling cars at Long Branch. Engineer, Charles Foster; conductor, S. H. Barton.

October 22d.—Unknown woman fell while alighting from train at Cliffwood, but was apparently uninjured and refused to give her name. Engineer, J. Johnson; conductor, H. A. Boyd.

November 12th.—Daniel Ferguson, fireman, had one of his legs caught and crushed while assisting to coal engine at Red Bank. Engineer, Frank Hummer; conductor, Frank Wilson.

November 15th.—Mary Ranceford (child) was caught between cars and instantly killed while crossing track at Branchport. Engineer, Thos. Ferguson; conductor, E. R. Edick.

December 3d.—John McCormack, residence Keyport, N. J., stepped in front of P. R. R. passenger train No. 285, north of Middletown station, and was instantly killed. Engineer, Geo. Plant; conductor, H. G. Allen.

December 7th.—Paul Wolcott, residence Eatontown, N. J., while attempting to drive across tracks at Chestnut street, Red Bank, was struck and fatally injured by P. R. R. passenger train No. 280. Engineer, Edward Carr; conductor, H. F. Lander.

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December 10th.—Charles Carr, residence Keansburg, N. J., while attempting to drive across tracks at the second crossing south of Hazlet station was struck and seriously injured by C. R. R. freight train No. 344. Engineer, Joseph F. Nieman; conductor, Frank Wilson.

December 12th.—Lewis Van Hise was struck and slightly injured about the body and head while driving across tracks at Avon. Engineer, Frank Riddle; conductor, F. W. Shinafield.

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NEW YORK AND NEW ORANGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., 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 New Orange Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$50,000 00
Bonded debt	25,000 00
Floating debt	13,144 55
Cost of road and equipments	$88,144 55

Dividends paid during the year 1900, and how paid—None.

The road extends from Aldene-Roselle to New Orange, a distance of 2.96 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$375 32
Income from freight	155 46
Income from other sources	32 20
Total	$562 98
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$3,453 28

REMARKS.

The road is largely dependent upon the factories at New Orange for its business. On account of the industrial depression during the year of 1899 the factories were not running, consequently the light business done on the railroad.

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P. O. Address of this Company—New York and New Orange Railroad Company, 71 Broadway, New York.

State of New York, Chemung county, *ss.*—W. White, being duly sworn, on his oath says, that he is President of the New York and New Orange 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.

WM. WHITE,
President.

Sworn and subscribed before me this fifteenth day of February, A. D. 1901.

A. S. BECKER,
Notary Public.

ACCIDENT.

September 1st, 1899.—The train was backing down to Aldene and at the crossing of Westfield avenue struck a top wagon containing Theo. S. Harrison, of Newark, N. J., throwing him out of the wagon. He sustained bruises and a laceration of the right leg, and a contusion to the back of his head.

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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, 1900:

Capital stock paid in	$26,000,000 00
Bonded debt	12,818,000 00
Floating debt	534,349 22
Cost of road and equipments	$42,226,875 31

Dividends paid during the year 1900, and how paid—None paid.

The road extends from Jersey City, N. J., to Gravel Place, Pa., and branches, a distance of 235.44 miles.

RECEIPTS AND EXPENSES FOR 1900, IN NEW JERSEY.

Income from passengers	$369,992 21
Income from freight	1,202,450 97
Income from other sources	51,076 62
Total	$1,623,519 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,000,589 25

REMARKS.

The above includes the earnings and expenses of the following: Macopin Railroad Company, Passaic and New York Railroad Company, Lodi Branch Railroad Company, Hackensack and Lodi Railroad Company.

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P. O. Address of this Company—No. 21 Cortlandt street, New York City, N. Y.

State of New York, New York City and county, *ss.*—Eben B. Thomas, 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 1900 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this fourteenth day of February, A. D. 1901.

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

ACCIDENTS.

January 13th.—Frank Jones, attempted to jump on train and had leg smashed.

January 19th.—John Tidaback, brakeman, was coupling cars and his arm was caught and lacerated.

February 13th.—J. Z. Mabey, section foreman, went to get off of train and was struck by pusher-engine; killed.

February 22d.—Chas. Conneman, machinist, dropped rod, smashing his toes.

March 10th.—John Harrigan, brakeman, attempted to jump on engine, fell under and killed.

April 6th.—Jos. Kelso, fireman, fatally scalded by flues blowing out of engine.

April 21st.—Isaac Garrison, walked under gates; struck by train and head cut.

May 14th.—Geo. Dymack stepped in front of car, which was in motion, and received scalp wounds.

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July 11th.—Douglass Fox, age 3 years, struck by train and killed.

July 17th.—J. D. Adams, hostler, hose burst, scalding his head and face.

July 18th.—George Amey, brakeman, link slipped and he fell, breaking clavicle.

July 19th.—Chas. Straub attempted to jump on train; leg crushed.

July 28th.—Rebecca Berdan, struck by train and killed.

August 29th.—Frank Downey, brakeman, car derailed, throwing him off and injuring his knee.

September 10th.—Thos. Cargan, baggage man, coupling cars, finger smashed.

September 28th.—William Whitmour, brakeman; car door fell on shoulder, breaking collar bone and shoulder blade.

October 4th.—Ralph Chipolete, trackman; rail dropped on finger, smashing it.

November 27th.—Robert Yearsley was driving over crossing; struck by train and badly bruised.

December 22d.—Nelson Mulry jumped off train and fell, cutting his knee.

December 31st.—Edward Robertson, brakeman, fell from car, brusing shoulder, hip and leg.

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THE NORTHERN 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 Erie Railroad Company, as lessee of the Northern Railroad of New Jersey, presents the following report for the year ending December 31st, 1900:

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 $88,240.00 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that Company and cannot be more specifically set forth.

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

E. B. THOMAS.

Sworn and subscribed before me this fourteenth day of February, A. D. 1901.

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

P. O. Address of this Company—21 Cortlandt street, New York City, N. Y.

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OCEAN 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 Ocean City Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$125,000 00
Bonded debt	125,000 00
Cost of road and equipments	$269,010 47

The road extends from Ocean City Junction, N. J., to Ocean City, N. J., a distance of 10.30 miles.

It is leased to the Atlantic City Railroad Company.

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

State of Pennsylvania, Philadelphia county, *ss.*—William G. Moore, being duly sworn, on his oath says, that he is Secretary of the Ocean City Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

WM. G. MOORE,
Secretary.

Sworn and subscribed before me this sixth day of February, A. D. 1901.

C. K. KLINK,
Notary Public.

RECEIPTS AND EXPENSES FOR 1900.

Included in the operations and report of the Atlantic City Railroad Company.

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—Ocean City, N. J.

ACCIDENTS.

None.

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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, 1900:

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 reference is hereby made to the report of that Company.

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.

JOHN L. WILSON.

Sworn and subscribed before me this eighth day of March, A. D. 1901.

DAVID E. SIMON,
Notary Public.

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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, 1900:

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.

The stock of this Company is owned by the Jersey City, Hoboken and Paterson Street Railway Company, and the road is operated by said Company. The earnings and expenses are included in the report of the Jersey City, Hoboken and Paterson Street Railway Company.

P. O. Address of this 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 1900 are correct and true, to the best of his knowledge and belief.

GEO. W. ROE,
Treasurer.

Sworn and subscribed before me this fifth day of February, 1901.

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, 1900:

Capital stock paid in	$111,050 00
Floating debt	36,528 63
Cost of road and equipments	$147,578 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 5 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 seventh day of February, A. D. 1901.

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

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Dividends paid during the year 1900, and how paid—$5,552.50, directly to stockholders by lessee.

P. O. Address of this Company—No. 26 Exchange Place, New York City, N. Y.

ACCIDENTS.

March 20th.—James Sarnie, track laborer, slight scalp wound, hand cut and shoulder sprained. Hat blew off while on hand car; he lost his balance and fell from car.

July 26th.—John M. West, trespasser, killed; struck by engine while walking on track.

September 17th.—W. C. Connors, passenger, contusion of forehead; running to catch moving train and stumbled.

October 16th.—F. L. McCort, conductor, instep bruised; was carrying sash weight and let it fall.

October 24th.—Charles Rice, brakeman, scalp wound, fell boarding train after it started.

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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, 1900:

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 agreement to pay 4 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 seventh day of February, A. D. 1901.

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

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Dividends paid during the year 1900, 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, N. Y.

ACCIDENTS.

None.

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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, 1900:

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 this Company—143 Liberty street, New York City, N. Y.

State of New York, New York City and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

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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, 1900:

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, a distance of three miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $4,200.00 and taxes. The particulars of the operations and expenditures have been kept as a part of the general account of that Company and cannot be more specifically set forth.

It is equipped and operated by the 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 Pasasic 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 fourteenth day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—21 Cortlandt street, New York City.

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THE 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, 1900:

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.*—George H. Longbottom, being duly sworn, on his oath says, that he is 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.

G. H. LONGBOTTOM.

Sworn and subscribed before me this fourth day of January, A. D. 1901.

ROBERT I. HOPPER,
Master in Chancery, New Jersey.

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RECEIPTS AND EXPENSES FOR 1900.

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

Dividends paid during the year 1900, and how paid—Eight per cent. paid in cash..... $50,400 00

P. O. Address of this Company—George H. Longbottom, Secretary, Paterson, 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 Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad presents the following report for the year ending December 31st, 1900:

The road extends from Paterson to a point in Hudson county, a distance of 13.950 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400.00 and taxes.

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

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

E. B. THOMAS.

Sworn and subscribed before me this fourteenth day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—None.

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, 1900:

Capital stock paid in	$250,000 00
Bonded debt	500,000 00
Floating debt—None.	
Cost of road and equipments	$545,433 29

The road extends from Paterson to Newark, N. J., a distance of 11.326 miles .

It is leased to the Erie Railroad Company at an annual rental of $35,000.00 and taxes.

The particulars of the operations and expenditures have been kept as a part of the general 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 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.

E. B. THOMAS.

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Sworn and subscribed before me this fourteenth day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—Erie Railroad Company, No. 21 Cortlandt street, New York City.

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THE 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, 1900:

Capital stock paid in..... $298,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments (including cost of Union Railroad), $350,000 00

The road extends from Paterson northerly to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of twenty-six thousand five hundred dollars ($26,500).

It is equipped and operated by the Erie Railroad Company, and the further information required by law should be furnished by that Company.

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is Secretary and Treasurer of The Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me this third day of January, A. D. 1901.

FRANK GLEDHILL,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1900.

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

Dividends paid during the year 1900, and how paid—Eight per cent. paid in cash..... $23,840 00

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, as lessee of the Paterson and Ramapo Railroad, presents the following report for the year ending December 31st, 1900:

The road extends from Paterson, N. J., to the State line between Bergen county and the State line of New York, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500.00.

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

It is equipped and operated by the lessee, and the further information required by law is furnished by that Company, 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 Erie Railroad Company, as the 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.

E. B. THOMAS.

Sworn and subscribed before me this fourteenth day of February, A. D. 1901.

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

Dividends paid during the year 1900, 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, 1900:

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 one thousand three hundred and eighty-eight and seventy-nine hundredths dollars.

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

State of New Jersey, Camden city and county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is President of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this thirty-first day of January, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—General Office, Pennsylvania Railroad Company, 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, 1900:

Capital stock paid in	$12,000 00
Floating debt	28,489 85
Cost of road and equipments	$40,489 85

Dividends paid during the year 1900, and how paid—None.

The road extends from a point on Easton and Amboy Railroad, in Woodbridge township, N. J., to a point near Mill Brook, in Raritan township, N. J., a distance of five and sixty-eight hundredths (5.68) miles.

REMARKS.

This road is operated by the Easton and Amboy Railroad Company, and all earnings and expenses are included in the report of that company.

P. O. Address of this 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 1900 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this twentieth day of February, A. D. 1901.

F. H. LEE,
A Foreign Commissioner of Deeds
for New Jersey in Pennsylvania.

ACCIDENTS.

Included in report of 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, 1900:

Capital stock paid in	$228,400 00
Bonded debt	100,000 00
Floating debt—None.	
Cost of road and equipments	$346,439 43
Dividends paid during the year 1900, and how paid—December, 1900, ten per cent. in cash	$22,840 00

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.40 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$81,347 57
Income from freight	92,865 57
Income from other sources	8,910 27
Total	$183,123 41
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$122,520 48

REMARKS.

This Company is operated by Pennsylvania Railroad Company, by authority of resolutions adopted by each Company. This arrangement terminable on thirty days' notice. Rental, net earnings.

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P. O. Address of the Company—26 Exchange Place, Jersey City, N. J.

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 for the year 1900 is correct and true, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this thirtieth day of January, A. D. 1901.

H. C. Ross,
Master in Chancery of New Jersey.

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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, 1900:

Capital stock paid in	$200,000 00
Bonded debt—None.	
Floating debt	124,145 27
Cost of road and equipments	$200,000 00

The road extends from Manahawken, 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 New Jersey, Camden city and county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is President of the Philadelphia and Beach Haven Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this thirty-first day of January, A. D. 1901.

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

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$4,396 20
Income from freight	2,070 44
Income from other sources	1,612 41
Total	$8,079 05

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $20,764 99

Dividends paid during the year 1900, 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, 1900:

Capital stock paid in	$300,000 00
Bonded debt	40,000 00
Floating debt	9,600 92
Cost of road and equipments	$302,280 71

Dividends paid during the year 1900, and how paid—None.

The road extends from Brigantine Junction to Brigantine, N. J., a distance of 13.90 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$2,622 79
Income from freight	3,775 06
Income from other sources	969 48
Total	$7,367 33
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$14,841 29

P. O. Address of this Company—Brigantine, N. J.

State of New York, New York city and county, *ss.*—C. P. Vedder, being duly sworn, on his oath says, that he is President of the Philadelphia and Brigantine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

C. P. VEDDER.

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Sworn and subscribed before me this eighteenth day of February, A. D. 1901.

P. A. FRENCH,
Notary Public, Kings County, N. Y.,
No. 41, Certificate filed in N. Y. County.

ACCIDENTS.

None.

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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, 1900:

Capital stock paid in	$765,000 00
Bonded debt	750,000 00
Floating debt	291,991 46
Cost of road and equipments	$1,540,633 63

The road extends from Birmingham, N. J., to Bay Head Junction, 46.09 miles; from 1.7 miles east of New Lisbon, N. J., to Brown's-Mills-in-the-Pines, N. J., 1.80 miles, a total distance of 47.89 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.

Sworn and subscribed before me this thirty-first day of January, A. D. 1901.

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

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$63,239 16
Income from freight	31,950 55
Income from other sources	5,645 09
Total	$100,834 80

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $141,731 77

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—General Office, Pennsylvania Railroad Company, Philadelphia, Pa.

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THE 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, 1900:

Capital stock paid in	$2,000,000 00
Bonded debt	1,503,000 00
Cost of road and equipments	$3,723,937 69

Dividends paid during the year 1900, and how paid—None.

The road extends from Port Reading Crossing, N. J., to Port Reading, N. J., a distance of 19.72 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from freight	367,383 71
Income from other sources	1,028 00
Total	$368,411 71
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$349,038 63

P. O. Address of this Company—

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 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 fourth day of February, A. D. 1901.

C. K. KLINK,
Notary Public.

ACCIDENTS.

February 28th, 1900.—William Ashenfelter, employe, non-fatally injured; caught between cars at Port Reading, N. J. J. J. Donahua, conductor; W. H. Palmer, engineman.

March 19th, 1900.—Alfred E. Stuart, employe, non-fatally injured; coupling cars at Port Reading, N. J. Patrick Carney, conductor; Joseph R. Neveil, engineman.

June 19th, 1900.—James Gillen, employe, non-fatally injured; jumping from train at Woodbridge, N. J. H. T. McBride, conductor; A. J. Schmidt, engineman.

August 27th, 1900.—Clarence Eastwood, employe, non-fatally injured; caught in car at Port Reading, N. J. L. B. Ibach, conductor; Samuel DeHaven, engineman.

September 9th, 1900.—Martin Gill, employe, fatally injured; fell from train at Woodbridge, N. J. —— ——, conductor; —— ——, engineman.

September 10th, 1900.—Frank B. West, employe, non-fatally injured; coupling cars at Durham, N. J. J. Hoffman, conductor; W. H. Hunsberger, engineman.

November 8th, 1900.—Elmer Koehler, employe, non-fatally injured; coupling cars at Port Reading, N. J. Alfred E. Stuart, conductor; William VanHart, engineman.

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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, 1900:

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 1900, and how paid—None.

The road extends from Lansdown to Pittstown, a distance of four and two hundredths (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 this 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 1900 are correct and true, to the best of his knowledge and belief.

JOHN HOOD.

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Sworn and subscribed before me this twentieth day of February, A. D. 1901.

F. H. LEE,
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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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, 1900:

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 (2) 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 compnay, and is annexed hereto.

State of New York, New York city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Raritan North Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

Dividends paid during the year 1900, and how paid—None.

P. O. Address of this Company—143 Liberty street, New York City.

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RECEIPTS AND EXPENSES FOR 1900.

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.

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, 1900:

Capital stock paid in	$375,000 00
Bonded debt	375,000 00
Floating debt	20,181 25
Cost of road and equipments	$755,376 04

Dividends paid during the year 1900, and how paid—None.

The road extends from South Amboy to New Brunswick, a distance of 12.65 miles; branches, 5.61 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$11,285 92
Income from freight	62,887 99
Income from other sources	3,897 87
Total	$78,071 78
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$50,591 80

P. O. Address of this Company—Fuller Building, 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 during the year 1900 are correct and true, to the best of his knowledge and belief.

FRANK H. EARLE.

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Sworn and subscribed before me this thirteenth day of February, A. D. 1901.

WILLIAM D. EDWARDS,
M. C. C. of N. J.

ACCIDENT.

August 21.—Sullivan Reilly, laborer, while working on Main street bridge, South River, was struck by a falling piece of timber and had collar bone broken.

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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, 1900:

Capital stock paid in	$40,000 00
Bonded debt—None.	
Floating debt	17,339 21
Cost of road and equipments	$63,212 62

Dividends paid during the year 1900, and how paid—None.

The road extends from Easton and Amboy Railroad to Raritan River, a distance of two miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers—None.	
Income from freight	$24,997 52
Total	$24,997 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$17,912 33

P. O. Address of this Company—Raritan Terminal and Transportation Company, Perth Amboy, N. J.

State of New York, New York county, *ss.*—Jesse Lewisohn, being duly sworn, on his oath says, that he is President of the Raritan Terminal and Transportation Company, and that the foregoing statement and the annexed statement of accidents on

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the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

JESSE LEWISOHN.

Sworn and subscribed before me this fourteenth day of March, A. D. 1901.

HENRY I. NEWELL,
Notary Public for Queens County, N. Y.,
Certificate filed in N. Y. County.

ACCIDENTS.

None.

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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, 1900:

Capital stock paid in	$30,000 00
Bonded debt—None.	
Floating debt	87,814 85
Cost of road and equipments	$117,814 85

Dividends paid during the year 1900, and how paid—None.

The road extends from a point at or near the easterly side of the Rockaway River, in the Township of Boonton, to a point on Hog Mountain, in the Township of Montville, all in Morris county, New Jersey, a distance of nearly three miles.

RECEIPTS AND EXPENSES FOR 1900.

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

Road still in process of construction.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$7,535 90

P. O. Address of this Company—Rockaway River and Montville Railroad Company, No. 1 Exchange Place, Jersey City, N. J.

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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 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 1900 are correct and true, to the best of his knowledge and belief; that Nicholas K. Connolly, the President of said Company, has recently died.

MICHAEL J. KENNEDY.

Sworn and subscribed before me this fourth day of May, A. D. 1901.

WILLIAM D. EDWARDS,
Master in Chancery of N. J.

ACCIDENTS.

None.

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ROCKAWAY VALLEY RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Rockaway Valley Railway Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$125,000 00
Bonded debt	125,000 00

Floating debt—Unknown to me.

Cost of road and equipments—Unknown to me.

Dividends paid during the year 1900, and how paid—None.

The road extends from White House, N. J., to Morristown, N. J., a distance of 26 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers,
Income from freight,
Income from other sources,
} Unknown to me.

REMARKS.

This railroad is in litigation, and not in my possession.

P. O. Address of this Company—21 Park Row, New York City.

State of New York, New York county, *ss.* — Charles D. Haines, being duly sworn, on his oath says, that he is President of the Rockaway Valley Railway Company, and that the fore-

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going 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.

CHARLES D. HAINES.

Sworn and subscribed before me this third day of May, A. D. 1901.

LEON LASKE,
Notary Public, N. Y. Co.

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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, 1900:

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, June 1st and January 1st.

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 seventh day of February, A. D. 1901.

H. C. Ross,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$1,849 49
Income from freight	22,063 09
Income from other sources	579 66
Total	$24,492 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	11,504 89
Net earnings	$12,987 35

Dividends paid during the year 1900, 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 the lease.

P. O. Address of this Company—P. O. Box 236, Trenton, N. J.

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SEACOAST RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, the Seacoast Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$1,200,000 00
Bonded debt	1,100,000 00
Cost of road and equipments	$2,300,000 00

The road extends from Winslow Junction, N. J., to Cape May, N. J.; Tuckahoe, N. J., to Sea Isle City, N. J., a distance of 66.35 miles.

It is leased to the Atlantic City Railroad Company at an annual rental of

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

State of Pennsylvania, Philadelphia county, *ss.*—Thomas H. Willson, being duly sworn, on his oath says, that he is Treasurer of the Seacoast Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

THOMAS H. WILLSON.

Sworn and subscribed before me this fourth day of February, A. D. 1901.

C. K. KLINK,
Notary Public.

RECEIPTS AND EXPENSES FOR 1900.

Included in the operations and report of the Atlantic City Railroad Company.

Dividends paid during the year 1900, and how paid—None.

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P. O. Address of this Company—Bullitt Building, Philadelphia, Pa.

ACCIDENTS.

March 25th, 1900.—John S. Kinsey, employe, non-fatally injured; jumping from train at Cape May, N. J. J. S. Kinsey, conductor; R. Finch, engineman.

June 25th, 1900.—A. B. Ewing, employe, non-fatally injured; caught between cars at Dennisville, N. J. W. L. Mount, conductor; R. Finch, engineman.

September 18th, 1900.—William Hewitt, Jr., employe, fatally injured; caught between cars at Sea Isle City, N. J. E. Coverdale, conductor; N. J. Devine, engineman.

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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, 1900:

Capital stock paid in	$149,200 00
Floating debt	1,381 11
Cost of road and equipments	$150,581 11

The road extends from Elizabeth (Broadway) to Carteret, which, with spurs, make a total length of road six and seventeen hundredths (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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Sonnd Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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

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Dividends paid during the year 1900, 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, 1900:

Capital stock paid in	$1,638,600 00
Bonded debt	236,500 00
Cost of road and equipments	$1,902,941 31

Dividends paid during the year 1900, and how paid—Three per cent., $49,158, payable June 15, 1900, in cash; 2 per cent., $32,772, payable October 1, 1900, in cash; 2 per cent., $32,772, payable February 1, 1901, in cash.

The road extends from Waterloo to Branchville and Franklin, a distance of 29.52 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$42,939 62
Income from freight	122,460 68
Income from other sources	22,562 24
Total	$187,962 54
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$99,779 70

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 1900 are correct and true, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me this seventh day of February, A. D. 1901.

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

ACCIDENTS.

April 10th.—Mike Golden, brakeman, slight cut over eye; struck by lever of water tank at Waterloo.

April 18th.—Mrs. Aaron Masker, severely bruised in various places; horse took fright and backed carriage down an embankment.

April 19th.—Thomas Carmody, brakeman, one rib broken; thrown from freight car by sudden jerk in stopping.

May 7th.—Eli McPeek, conductor, synovitis of knee; fell on top of freight car.

May 16th.—William Campbell, conductor, foot severely sprained; had foot on switch treadle when engine wheels struck switch, causing bad jar to treadle and his foot.

June 4th.—Mrs. Mary F. Hopper, passenger, sprain of back and left ankle; stool turned over as she was alighting from train.

July 13th.—Rev. J. W. Sopher, passenger, arm sprained; fell leaving moving train.

July 23d.—Arthur H. Kohlbacher, trackman, contusion and abrasion of hand; struck by pick another man was using.

August 22d. — P. Dempsey, conductor, left side contused; brake shaft broke throwing him from freight car.

September 6th.—Charles W. Booth, fireman, flesh wound on chin; lubricator glass broke and he was struck by flying glass.

September 8th.—Dayton Devore, freight brakeman, back and side bruised and sprained; fell while running to make coupling.

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October 6th.—E. P. Mains, brakeman, one leg lacerated by exploding torpedo.

November 5th.—George Fulbone, passenger, two fingers bruised; had them on door jamb when door slammed.

December 16th.—Frederick Reynolds, fireman, back and shoulder bruised; train parted and he was thrown against fire box door.

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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, 1900:

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 seven and fifty-seven hundredths (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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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.

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Dividends paid during the year 1900, 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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TOM'S 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, 1900:

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 fourteen and seventy-one hundredths (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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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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THE 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, 1900:

Capital stock paid in	$113,400 00
Bonded debt—authorized, $100,000.00; issued	50,000 00
Floating debt	115,000 00
Cost of road and equipments	278,400 00

Dividends paid during the year 1900, and how paid—None.

The road extends from Trenton to Stony Brook, a distance of 9¾ miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers—None hauled.	
Income from freight	$379 54
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$305 50

REMARKS.

Handled no freight before November 10th. Road not completed.

P. O. address of the above company—Forst Richey Building, Trenton, N. J.

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State of New Jersey, Mercer county, *ss.*—Wilbur F. Sadler, being duly sworn, on his oath says, that he is Secretary and Treasurer of The Trenton, Lawrenceville and Princeton Railroad Company, and that the foregoing statement and the annexed statemetn of accidents on the said road during the year 1900 are correct and true, to the best of his knowledge and belief.

W. F. SADLER, Jr.

Sworn and subscribed before me this twenty-eighth day of March, A. D. 1901.

Edward M. Hunt,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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THE 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, 1900:

Capital stock paid in	$550,991 54
Bonded debt	99,882 50
Floating debt	7,662 72
Cost of road and equipments	$662,017 05

Dividends paid during the year 1900, and how paid—None.

The road extends from Tuckerton, N. J., to Whitings, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$21,125 03
Income from freight	25,847 39
Income from other sources	3,456 04
Total	$50,428 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$50,440 39

P. O. address of the above company—Tuckerton, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Ashhurst, being duly sworn, on his oath says, that he is President of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road

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during the year 1900 are correct and true, to the best of his knowledge and belief.

SAMUEL ASHHURST,
President.

Sworn and subscribed before me this eleventh day of January, A. D. 1901.

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, 1900:

The road extends from Pemberton to Hightstown, a distance of 24.38 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.70.

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

State of New Jersey, Ocean county, *ss.*—F. S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. S. GASKILL,
President.

Sworn and subscribed before me this eleventh day of March, A. D. 1901.

OSCAR F. HOMER,
Justice of the Peace.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$24,269 14
Income from freight	15,994 60
Income from other sources	2,885 23
Total	$43,148 97
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	41,450 70
	$1,698 27

P. O. address of this company—Union Transportation Company, New Egypt, N. J.

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THE 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, 1900:

Capital stock paid in	$21,240,400 00
Bonded debt	20,000,000 00
Floating debt—None.	
Cost of road and equipments	$47,734,561 18

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 449 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 its 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.

Sworn and subscribed before me this seventh day of February, A. D. 1901.

H. C. Ross,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$8,248,467 21
Income from freight	12,971,693 56
Income from other sources	2,342,219 82
Total	$23,562,380 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	16,360,228 41
	$7,202,152 18
Dividends paid during the year 1900, and how paid—Ten per centum on the capital stock, paid quarterly, by the Pennsylvania Railroad Company, lessee	$2,124,040 00

P. O. address of this company—P. O. Box 236, No. 76 Clinton street, Trenton, N. J.

ACCIDENTS—NEW YORK DIVISION.

Persons struck by passing trains and killed or injured while walking or standing on the tracks.

February 6th.—Bryan Brady, injured at South Elizabeth. J. R. Cornell, conductor; G. Plant, engineman.

February 12th.—Wm. Wilson, killed at Jersey City. W. J. Murphy, conductor; J. Turner, engineman.

February 26th.—Mamie Spencer, killed at Newark. R. Buggy, conductor; J. Rood, engineman.

May 12th.—Mary Bacon, killed at Mile Run yard, New Brunswick. G. W. Phillips, conductor; J. Niece, engineman.

May 13th.—Wm. Gallagher, injured at Trenton. J. M. Fitzgerald, conductor; W. LaWall, engineman.

June 19th.—Thos. Hopkins, killed at Jersey City. J. Brown, conductor; Geo. Rowe, engineman.

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July 31st.—Wm. Imley, killed at Perth Amboy. J. H. Moore, conductor; F. Shipman, engineman.

August 6th.—Unknown man killed at Trenton. E. L. Titus, conductor; E. Killey, engineman.

August 27th.—Jordon Moody, killed at New Brusnwick. J. E. Beach, conductor; J. A. Willets, engineman.

September 3d.—Unknown man injured at Newark. W. C. Smith, conductor; Wm. Carr, engineman.

September 3d.—Voorhis Degraw, injured at South Amboy. L. F. Shine, conductor; C. W. Reynolds, engineman.

September 6th.—Unknown man killed at Waverly. Wm. Gee, conductor; L. Ganong, engineman.

September 8th.—Chas. Davis, injured at Rahway. Wm. Post, conductor; H. Greene, engineman.

September 23d.—Unknown man killed at Meadows. B. W. Rulon, conductor; George Auchter, engineman.

September 25th.—Patrick Miles, killed at Metuchen. O. A. Swenson, conductor; Henry Metz, engineman.

November 8th.—Frank Radi, killed at Perth Amboy. H. G. Allen, conductor; G. H. Burton, engineman.

November 10th.—Jos. Silwether, injured at Harsimus Cove. C. Robinson, conductor; W. Johnson, engineman.

November 15th.—Unknown man killed at Rahway. W. H. Burroughs, conductor; F. Howard, engineman.

November 26th.—E. P. Johnson, killed at Newark. Jos. Castian, conductor; Wm. Hyland, engineman.

November 30th.—W. A. Gordon, injured at New Brunswick. J. H. Curran, conductor; N. Bratton, engineman.

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December 2d.—Antonia Spinnetti, injured at Harrison. C. Howard, conductor; R. Schuhardt, engineman.

December 16th.—Aaron Moffet, killed at Rahway. G. H. Williams, conductor; W. Carr, engineman.

December 26th.—Miss L. Marsh, killed at Woodbridge. David Wilson, conductor; S. Hafner, engineman.

Persons killed or injured in attempting to get off or on moving trains.

January 3d.—Unknown woman injured at Newark. C. B. Kendig, conductor; J. Van Pelt, engineman.

January 9th.—Unknown man injured at Newark. W. N. Stults, conductor; Geo. Labar, engineman.

January 13th.—J. W. Cozzens, injured at Newark. C. R. Evans, conductor; G. H. Burton, engineman.

January 13th.—Albert Serbe, injured at Meadows. J. S. Soythgoe, conductor; F. C. Shotwell, engineman.

January 17th.—Remson Reed, injured at Elizabeth. H. Stewart, conductor; C. Cole, engineman.

January 29th.—Thos. Duddy, injured at Newark. Chas. P. Moore, conductor; John Ryan, engineman.

February 9th.—Jas. McAvoy, injured at New Brunswick. S. L. Selby, conductor; C. W. Scott, engineman.

February 11th.—Unknown man injured at Newark. T. J. Thomas, conductor; L. Bates, engineman.

February 11th.—Thomas Donahue, injured at Harrison. R. Elder, conductor; A. E. Lott, engineman.

February 24th.—Edward Norman, injured at Jersey City. J. P. Cornell, conductor; G. Taylor, engineman.

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February 24th.—A. Kramer, injured at Linden. L. R. Booz, conductor; G. Decker, engineman.

March 1st.—Andrew White, injured at Millstone Junction. Wm. Rich, conductor; J. H. Jackson, engineman.

March 9th.—Unknown man injured at Newark. Wm. Gee, conductor; Paul Schaller, engineman.

March 9th.—J. C. White, injured at Metuchen. A. N. Ritter, conductor; D. Kur, engineman.

March 9th.—Unknown man injured at Newark. Wm. Gee, conductor; Paul Schaller, engineman.

March 10th.—Unknown woman injured at Jersey City. J. S. Buckley, conductor; A. Vandergrift, engineman.

April 7th.—Frederick Weiland, injured at Newark. G. F. Hand, conductor; J. Norton, engineman.

April 8th.—Patrick Landres, killed at East Brunswick. T. VanHorn, conductor; F. Krewson, engineman.

April 14th.—Joseph Soltz, injured at Millstone Junction. F. Cooper, conductor; R. Neisser, engineman.

April 15th.—Joseph Jacobs, injured at Jersey City. A. J. Costigan, conductor; F. W. Shipman, engineman.

April 20th.—George Raimonds, injured at Trenton. W. H. Burroughs, conductor; B. Lupton, engineman.

April 25th.—George Fergison, injured at Newark. J. B. Miller, conductor; J. Neice, engineman.

April 30th.—John Collins, killed at Waverly. F. E. Wyckoff, conductor; O. Pancoast, engineman.

May 2d.—John VanVarick, killed at Princeton Junction. S. Knowles, conductor; R. Schuehardt, engineman.

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May 12th.—Otto Delar, injured at Jersey City. F. Landmesser, conductor; H. Cochran, engineman.

May 14th.—Unknown man injured at Marion. J. Dougherty, conductor; E. Vaughn, engineman.

May 23d.—Emil Colberg, injured at Newark. C. Womelsdorf, conductor; H. Hosley, engineman.

May 25th.—Harry Sinsel, injured at Millstone Junction. B. F. Wilke, conductor; E. Godfrey, engineman.

May 29th.—Christy Pfeifer, injured at Newark. C. Womelsdorf, conductor; H. Hosley, engineman.

June 19th.—B. H. Richmond, killed at Newark. J. W. Nelson, conductor; E. Homiller, engineman.

June 20th.—Unknown man killed at Meadows. F. F. Vickory, conductor; H. Metz, engineman.

June 28th.—Albert Gunn, injured at Trenton. E. Hartshorn, conductor; F. C. Kreuson, engineman.

July 2d.—Unknown man injured at Newark. J. E. Beach, conductor; J. A. Willits, engineman.

July 4th.—George Flynn, injured at Newark. C. C. Howard, conductor; J. Vannuys, engineman.

July 8th.—James Welsh, injured at Newark. H. Shaffer, conductor; J. W. Horn, engineman.

July 12th.—John May, injured at Newark. A. Reed, conductor; O. A. Shipley, engineman.

July 16th.—Peter Conroy, injured at New Brunswick. T. Stackhouse, conductor; David Moran, engineman.

July 19th.—Charles Staub, injured at Marion. John Lee, conductor; B. Wayne, engineman.

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July 24th.—Thomas Lamb, injured at Millham. H. Truax, conductor; M. J. Shelly, engineman.

July 27th.—F. Palmer, injured at Newark. J. Sheen, conductor; G. Martin, engineman.

August 4th.—J. Reinhart, injured at Newark. J. J. Henry, conductor; D. Phillips, engineman.

August 7th.—W. Sombeta, injured at Meadows. J. Brown, conductor; George Roe, engineman.

August 8th.—F. Camus, injured at Mile Run yard, New Brunswick. S. L. Selby, conductor; C. W. Scott, engineman.

August 10th.—E. Start, killed at Newark. H. H. Shaffer, conductor; J. W. Horne, engineman.

August 11th.—P. T. Quinn, injured at Newark. J. Dougherty, conductor; J. W. Warren, engineman.

August 11th.—J. O'Grady, injured at Harsimus Cove. M. Purcell, conductor; C. Cozzens, engineman.

August 14th.—James Riley, injured at Harsimus Cove. E. Snyder, conductor; J. H. Jackson, engineman.

August 19th.—Robert Holt, injured at Newark. J. Smith, conductor; C. Stickler, engineman.

August 20th.—Mr. Prindle, injured at Elizabeth. J. S. Nolan, conductor; J. Emmons, engineman.

August 21st.—John Daily, injured at East Brunswick. A. L. Smith, conductor; J. R. Todd, engineman.

August 31st.—Mrs. D. Schoenstin, injured at Newark. J. E. Clortner, conductor; C. H. Swem, engineman.

September 3d.—F. A. Scally, injured at Meadows. Wm. M. Laurence, conductor; R. A. Goulding, engineman.

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September 6th.—W. Johnson, injured at Newark. C. F. Rothacker, conductor; S. P. Rose, engineman.

September 12th.—Miss P. White, injured at Newark. F. A. Brooks, conductor; W. W. Lyon, engineman.

October 5th.—William Hoffman, injured at Trenton. A. N. Ritter, conductor; George Roe, engineman.

October 17th.—W. Glover, injured at Woodbridge. J. H. Lanning, conductor; S. Cadell, engineman.

November 5th.—W. Hughes, injured at Elizabeth. F. Elminger, conductor; P. J. Lawton, engineman.

November 5th.—Unknown woman injured at Newark. H. Danenhour, conductor; H. Martindale, engineman.

November 7th.—Unknown man injured at Rahway. O. A. Swenson, conductor; B. F. Smith, engineman.

November 11th.—Unknown man injured at Newark. J. M. Fitzgerald, conductor; C. W. Plant, engineman.

November 17th.—John Fitzpatrick, injured at New Brunswick. E. Booth, conductor; J. W. Monroe, engineman.

November 26th.—Lewis Williams, injured at Waldo avenue yard, Jersey City. J. Levy, conductor; George Brame, engineman.

December 9th.—C. Smith, injured at Elizabeth. E. W. Garretson, conductor; George Labar, engineman.

December 14th.—J. H. Lindsteadt, injured at New Brunswick. J. Brown, conductor; W. Lyon, engineman.

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Persons found killed or injured, lying alongside of tracks, supposed to have been struck by passing trains or by attempting to jump off or on moving trains. Circumstances, what train, conductor or engineman unknown.

January 23d.—Unknown man killed at Newark.

January 25th.—James P. Reilly, killed at Harrison.

January 29th.—Mike Fedore, injured at Trenton.

February 23d.—Wm. Beaver, injured at New Brunswick.

February 27th.—P. McGee, injured at Millham Junction.

February 28th.—A. Boling, killed at Waldo avenue, Jersey City.

March 30th.—A. McMahon, injured at Metuchen.

April 8th.—Unknown man killed at Meadows.

April 8th.—Patrick Clark, injured at Newark.

April 13th.—George Reichart, injured at Elizabeth.

May 7th.—Unknown man killed at Millham Junction.

May 7th.—William Hart, killed at Millstone Junction.

May 22d.—George Maurer, injured at Metuchen.

May 25th.—Unknown man killed at Metuchen.

May 29th.—Unknown man killed at Meadows.

June 5th.—Michael Ryan, injured at Waverly.

June 14th.—Henry Bevan, injured at Meadows.

July 2d.—Hugh Tagg, killed at Lawrence.

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July 2d.—Hugh Leigh, killed at Plainsboro.

July 3d.—Harry Schane, killed at Newark.

July 12th.—Wilbur Mayfield, killed at Trenton.

July 23d.—John Morrow, killed at Robinvale.

July 24th.—Edgar Carroll, killed at Robinvale.

August 4th.—James McVey, injured at Deans.

August 26th.—Thomas Welsh, injured at Trenton.

September 16th.—Unknown man killed at New Brunswick.

September 22d.—E. H. Baldwin, injured at Jersey City.

September 22d.—Patrick Woods, killed at Newark.

September 30th.—Andrew McAuliffe, killed at Monmouth Junction.

October 4th.—Unknown man killed at Elizabeth.

October 20th.—William Montague, killed at Newark.

October 23d.—Jos. McDonald, injured at East Rahway.

October 24th.—Richard VanRomar, killed at Meadows.

October 28th.—Michael Gleason, killed at Plainsboro.

October 31st.—Unknown man killed at Waverly.

November 6th.—D. C. Foley, injured at Newark.

November 28th.—Frank Mullaly, injured at Stelton.

December 5th.—Unknown man killed at Monmouth Junction.

December 17th.—Unknown man killed at Monmouth Junction.

December 20th.—John Judge, injured at Meadows.

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December 31st.—Robert Kennedy, injured at Elizabeth.

Persons killed or injured by moving trains while crossing the tracks.

January 9th.—Unknown man killed at Monmouth Junction. E. L. Titus, conductor; C. Devinney, engineman.

January 12th.—John McKenna, injured at Newark. E. Bassett, conductor; J. E. Pope, engineman.

January 26th.—John Thomas, injured at Newark. W. A. Boulton, conductor; G. Plout, engineman.

February 5th.—James Slater, injured at Newark. —— ——, conductor; R. Schuhardt, engineman.

February 26th.—Martin Engelman, injured at Newark. C. S. Garrett, conductor; T. Mendenhall, engineman.

February 27th.—Agnes Madden, killed at Trenton. J. M. Fitzgerald, conductor; J. C. Knowles, engineman.

March 14th.—Thomas Higgins, killed at Harrison. William Gee, conductor; John Toms, engineman.

March 15th.—Patrick Casey, injured at Iselin. C. W. Zabriskie, conductor; J. A. Decker, engineman.

March 27th.—William Everitt, killed at Millham. G. W. Phillips, conductor; J. M. Cook, engineman.

May 17th.—Joseph Speigel, injured at Harrison. Joseph Sheen, conductor; P. Logan, engineman.

August 18th.—Benjamin Steiner, injured at Harrison. W. W. Bransom, conductor; L. Bates, engineman.

June 7th.—Joseph T. Mannion, killed at Jersey City. L. Carley, conductor; George Lutz, engineman.

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July 10th.—Antonie Zaboskey, injured at Jersey City. George Crespin, conductor; P. McMahon, engineman.

August 29th.—Frederick Knobe, injured at Newark. L. R. Booz, conductor; J. Cadell, engineman.

October 1st.—Wilford Horrick, injured at Newark. J. B. Miller, conductor; J. Neice, engineman.

October 10th.—E. V. Seyfried, injured at Newark. C. P. Moore, conductor; John Ryan, engineman.

October 16th.—E. D. Martin, killed at Harrison. W. Kennedy, conductor; T. Smith, engineman.

October 15th.—F. Coam, injured at Harsimus Cove. H. Simon, conductor; W. Coulson, engineman.

December 5th.—Mabel Collins, injured at Monmouth Junction. W. N. Stults, conductor; George Skirm, engineman.

December 11th.—James Russo, injured at Jersey City. P. Mullins, conductor; P. Metz, engineman.

December 12th.—James Brady, killed at Newark. C. P. Moore, conductor; John Ryan, engineman.

December 17th.—Martin Dosch, killed at Harrison. George Barkman, conductor; S. P. Rose, engineman.

December 25th.—Michael Polichin, killed at South Trenton. R. W. Atkinson, conductor; H. Green, engineman.

Persons other than employes killed or injured in other ways than as above stated.

January 15th.—Mrs. E. T. Robertson, injured by falling on station platform at Newark. T. Gallagher, conductor; J. Freeman, engineman.

January 18th.—Mrs. H. Wilson, injured while alighting from train at Newark. D. R. Blizard, conductor; H. Fine, engineman.

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January 21st.—W. D. Mason, J. S. Potts, E. Cruse, W. E. Mason, injured by being struck by mail pouch at Elizabeth. G. W. Phillips, conductor; H. M. Martindale, engineman.

January 27th.—J. C. Rosengarten, injured by car door closing at Rahway. C. W. Kennedy, conductor; C. Vandergrift, engineman.

February 4th.—E. Fields, injured by falling over signal wire box at Newark. J. M. Fitzgerald, conductor; W. B. Gormly, engineman.

February 6th.—Unknown woman injured by car door closing at Newark. William Gee, conductor; L. Ganong, engineman.

February 6th.—M. Cavanaugh, injured by trunk falling at Jersey City. T. J. Thomas, conductor; J. Knowles, engineman.

February 10th.—Luther Mandeville, injured by glass from broken car window at Woodbridge. Theo. Delteure, conductor; C. M. Platt, engineman.

March 5th.—H. Bostwick, S. A. Baker, Jr., J. B. Dayton, injured by glass from broken car window at Meadows. C. Campbell, conductor; I. Decker, engineman.

March 5th.—G. W. Middleberger, M. M. Dunn, injured by glass from broken car window at Meadows. J. W. Bostwick, conductor; L. Myers, engineman.

March 6th.—Walter Chandler, injured while alighting from train at North Elizabeth. J. M. Curran, conductor; F. Shipman, engineman.

March 21st.—Milton C. Mook, injured by window blind falling at Elizabeth. O. A. Swenson, conductor; G. Woolsey, engineman.

April 1st.—Charles Seaman, injured by glass from broken car window at Newark. S. C. Doland, conductor; George Auchton, engineman.

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April 6th.—Joseph Young, injured by glass from broken car window at Meadows. S. C. Doland, conductor; William Baldwin, engineman.

April 14th.—John Margot, injured while crawling under cars at Waverly. Charles Peterman, conductor; W. A. F. Smith, engineman.

April 19th.—Mrs. Weber, injured by falling against car railing while boarding train at Jersey City. H. C. Allen, conductor; T. Lawler, engineman.

April 22d.—Unknown man injured by being struck by a bag of paper thrown from train at Monmouth Junction. P. J. Barrett, conductor; H. Higgins, engineman.

April 27th.—Pasquoli Sisibroro, injured while shoveling dirt on car at Newark. C. Womelsdorf, conductor; T. Egan, engineman.

May 2d.—Francis M. Jeger, injured while stepping from train at Newark. H. P. Everitt, conductor; R. Schuhardt, engineman.

May 8th.—Joseph Leary, injured while stealing a ride on a freight train at Metuchen. P. F. Scheeler, conductor; J. F. Decatur, engineman.

May 14th.—A. F. Emmonds, injured by falling in car at Jersey City. F. Landmesser, conductor; H. Cochrane, engineman.

May 19th.—Miss M. Mason, injured by falling in car at Newark. William Hesser, conductor; W. Cook, engineman.

May 22d.—Wheeler (messenger), injured by a safe falling in car at Jersey City. J. Mooney, conductor; J. Doyle, engineman.

May 27th.—Robert Hunter, injured by glass from broken car window at Trenton. J. F. Burrage, conductor; B. Lupton, engineman.

May 31st.—J. E. Walsh, injured by glass from broken car window at Trenton. J. Nolan, conductor; F. W. Shipman, engineman.

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June 4th.—F. McDermott, Theo. Kresger, injured while stealing a ride on a freight train at Lawrence. E. F. Smith, conductor; C. E. Pielert, engineman.

June 17th.—Mrs. P. Sinior, injured by falling from train at Jersey City. J. Nolan, conductor; J. K. Neice, engineman.

June 20th.—C. F. Holdeman, injured by striking his head against lamp on toilet room on car at Princeton Junction. J. E. Beach, conductor; J. A. Willits, engineman.

June 23d.—Unknown woman injured by falling from train at Jersey City. J. R. Cornell, conductor; J. Freeman, engineman.

July 7th.—Mrs. W. H. Hughes, injured by falling while getting off train at Newark. J. M. Fitzgerald, conductor; I. A. Decker, engineman.

July 19th.—William Levy, injured by glass from broken car window at Jersey City. W. E. Brown, conductor; W. Earl, engineman.

July 28th.—Miss Allen, injured by a stone thrown through window at Newark. R. W. Atkinson, conductor; J. Huber, engineman.

July 31st.—C. F. Mackin, injured by glass from broken car window at Waverly. D. B. Tice, conductor; T. O. Coner, engineman.

August 11th.—F. Lauaman, injured by striking switch lamp at Perth Amboy Junction. J. M. Fitzgerald, conductor; P. A. Decker, engineman.

August 15th.—C. Myers, injured by being struck by mail pouch at Trenton. R. Buggy, conductor; T. Towel, engineman.

August 31st.—Unknown man injured by car window falling on arm at Metuchen. T. J. Denniston, conductor; G. LaBarr, engineman.

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August 31st.—John Cotter, injured by falling from car at Harsimus Cove. P. A. Higgins, conductor; J. B. Fine, engineman.

September 2d.—W. E. Napier, injured by ventilator falling in car at New Brunswick. J. S. Nolan, conductor; G. Plant, engineman.

September 24th.—Charles S. Barker, injured by glass from broken car window at Princeton Junction. W. H. Merritt, conductor; A. Vandergrift, engineman.

October 2d.—James Maguire, injured by glass from broken car window at Rahway. D. R. Blizard, conductor; I. Worts, engineman.

October 13th.—Charles Abels, injured by glass from broken car window at East Rahway. C. E. Evans, conductor; G. H. Burton, engineman.

October 30th.—Mrs. Board, injured by falling from train while alighting at Metuchen. A. V. Bergen, conductor; W. Gurney, engineman.

November 9th.—John Mullasky, killed by falling from freight train while stealing a ride at New Brunswick. T. Stackhouse, conductor; Joseph Pickle, engineman.

November 22d.—Mrs. C. VanCleve, injured by falling from train while alighting at Newark. A. F. Waters, conductor; G. Seward, engineman.

November 23d.—Unknown man injured by jumping from train at North Elizabeth. W. H. Sanders, conductor; H. Metz, engineman.

November 27th.—Arthur Bave, injured while alighting from train at Princeton Junction. W. Kennedy, conductor; T. Smith, engineman.

December 7th.—Mrs. N. Davis, injured by falling on platform at Rahway. E. C. Cline, conductor; F. Roberts, engineman.

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December 25th.—Thomas Gilrain, injured by being struck by baggage barrow at Woodbridge. Charles Campbell, conductor; A. Hill, engineman.

Employes killed or injured while coupling or handling cars at stations.

January 2d.—M. J. Walker, injured at Trenton. P. Carmody, conductor; M. J. Shelly, engineman.

January 4th.—R. A. Kellar, injured at Jersey City. J. F. Hayes, conductor; C. Cozzens, engineman.

January 5th.—William Buckley, injured at Trenton. E. Hartshorn, conductor; G. Lutz, engineman.

January 6th.—A. C. Rothacker, injured at Waverly. L. D. Burns, conductor; J. VanNostrand, engineman.

January 8th.—Deyeo Saunders, injured at Waverly. L. D. Burns, conductor; J. VanNostrand, engineman.

January 9th.—D. Kilcommons, injured at Newark. D. Kilcommons, conductor; J. A. Barry, engineman.

January 10th.—J. J. Jamison, injured at Monmouth Junction. P. F. Corey, conductor; J. J. Fagan, engineman.

January 10th.—Owen Smith, killed at Meadows. W. H. Burke, conductor; H. Hoesley, engineman.

January 11th.—G. A. Reed, injured at Jersey City. F. F. Fergusson, conductor; E. P. Hutten, engineman.

January 12th.—G. F. Meylick, injured at Newark. J. A. Foster, conductor; S. P. Ross, engineman.

January 14th.—C. E. Eveland, injured at Meadows. W. Crentzberg, conductor; F. Ethridge, engineman.

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January 15th.—E. C. Reynolds, injured at Meadows. Peter Horn, conductor; F. O'Connor, engineman.

January 17th.—William H. Tuesday, injured at Trenton. C. H. Rich, conductor; William Doran, engineman.

January 17th.—J. M. Benner, injured at Millstone Junction. H. Stewart, conductor; C. Cole, engineman.

January 19th.—J. W. Robinson, injured at Jersey City. ——, conductor; J. T. Mendenhall, engineman.

January 25th.—J. M. Denniston, injured at Jersey City. H. Mening, conductor; F. A. Henneman, engineman.

January 26th.—Patrick Foley, injured at Jersey City. F. J. Boyle, conductor; A. H. Howell, engineman.

January 27th.—James Swan, injured at Newark. Jas. Brown, conductor; C. W. Winke, engineman.

January 31st.—John Berryman, injured at Jersey City. M. McGovern, conductor; George Zengel, engineman.

February 9th.—Frederick Appleman, injured at Meadows yard. A. Kraatz, conductor; James Donnelly, engineman.

February 13th.—Thomas A. White, injured at Harsimus Cove. M. McGrath, conductor; H. E. Johnson, engineman.

February 16th.—James Kane, injured at Trenton. W. T. Sharp, conductor; Ed. Reynolds, engineman.

February 16th.—H. W. Shaw, injured at Harsimus Cove. M. Spille, conductor; F. Disbrow, engineman.

February 17th.—C. H. Phillips, injured at Trenton. P. Carmody, conductor; A. P. Swem, engineman.

February 17th.—G. G. O'Neill, killed at Jersey City. J. Haegel, conductor; F. Henneman, engineer.

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February 19th.—C. A. Garrett, injured at Newark. C. A. Garrett, conductor; F. Roberts, engineman.

February 21st.—William J. Faulkner, injured at Harsimus Cove. W. J. Atchinson, conductor; J. W. Boyce, engineman.

February 23d.—G. W. Watts, injured at Meadows. Peter Noon, conductor; W. J. Dugan, engineman.

February 24th.—S. R. Mattson, injured at Jersey City. M. Caufield, conductor; C. E. Cook, engineman.

February 26th.—W. E. Eveleth, injured at Harsimus Cove. J. E. Westcott, conductor; E. McMahon, engineman.

March 1st.—H. F. Cochran, injured at Harsimus Cove. P. Brown, conductor; E. P. Hutten, engineman.

March 2d.—William Minon, injured at Rahway. W. Weber, conductor; J. M. Bickel, engineman.

March 4th.—C. C. Yeager, injured at Waverly. A. R. Michaels, conductor; J. Waters, engineman.

March 14th.—James E. Meaney, killed at Harsimus Cove. W. T. Atchinson, conductor; D. Carr, engineman.

March 20th.—Richard J. Fagan, injured at Harrison. G. Barkman, conductor; F. E. Pierce, engineman.

March 27th.—William A. Robinson, injured at Harsimus Cove. N. Brown, conductor; E. P. Hutten, engineman.

March 29th.—A. J. McDonald, injured at Harsimus Cove. A. J. McDonald, conductor; J. Boehm, engineman.

April 9th.—Edward Kelly, injured at Harsimus Cove. Chas. Robinson, conductor; William Johnson, engineman.

April 23d.—Frederick E. Bridgewater, injured at Harsimus Cove. M. J. Atchinson, conductor; J. W. Boyce, engineman.

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April 24th.—J. C. Tomney, injured at Harsimus Cove. E. Booth, conductor; F. Hyde, engineman.

April 24th—Jasper Weidman, injured at Meadows. W. J. Hendricks, conductor; C. Thomas, engineman.

April 27th—Anthony Spilatore, injured at Elizabeth. F. Ammerman, conductor; E. A. Litman, engineman.

May 10th—Joseph A. Hull, injured at Harrison. C. Barkman, conductor; F. E. Pierce, engineman.

May 16th—Peter McLoughlin, injured at Newark. M. R. Burns, conductor; C. H. Blum, engineman.

May 22d—J. P. Steel, injured at Harsimus Cove. F. J. Boyle, conductor; A. H. Howell, engineman.

May 23d—C. E. Barnes, injured at Jersey City. A. McTaggert, conductor; William Lee, engineman.

June 7th—W. L. Prink, injured at Jersey City. W. McLoughlin, conductor; F. H. Selover, engineman.

June 9th—J. P. Steel, injured at Harsimus Cove. N. Brown, conductor; E. P. Hutton, engineman.

June 12th—T. A. White, injured at Harsimus Cove. N. Brown, conductor; E. P. Hutton, engineman.

June 13th—J. B. Bechtel, injured at Monmouth Junction. W. T. Sharp, conductor; V. G. Wright, engineman.

June 20th—F. E. Bridgewater, injured at Menlo Park. T. H. Carroll, conductor; T. J. Eagan, engineman.

June 20th—J. P. Price, injured at Harsimus Cove. N. Brown, conductor; E. P. Hutton, engineman.

June 22d—J. W. Chandler, injured at Newark. J. A. Foster, conductor; S. P. Ross, engineman.

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June 24th—Charles Lowden, injured at Newark. R. Hager, conductor; A. Bennette, engineman.

June 27th—P. J. Smith, injured at New Brunswick. R. D. Titus, conductor; S. Barr, engineman.

June 29th—Edward Madden, injured at Jersey City. J. P. Kelly, conductor; J. T. Bennett, engineman.

July 6th—R. A. Keller, injured at Harsimus Cove. M. Purcell, conductor; H. Kenney, engineman.

July 13th—Henry Lane, injured at Waldo Avenue Yard, Jersey City. L. Landmesser, conductor; H. Cochran, engineman.

July 16th—A. Wein, injured at Harsimus Cove. W. H. Beufield, conductor; W. Coulson, engineman.

July 17th—C. Foster, injured at Harsimus Cove. C. Robinson, conductor; W. C. Johnson, engineman.

August 7th—J. J. Williams, injured at Waldo Avenue Yard, Jersey City. B. F. Ellison, conductor; George West, engineman.

August 15th—J. A. Carney, injured at Monmouth Junction. P. F .Corry, conductor; J. J. Fagan, engineman.

August 19th—W. E. Bradshaw, injured at Harsimus Cove. T. F. Ferguson, conductor; E. P. Hutton, engineman.

August 31st—C. L. Woods, injured at Harsimus Cove. A. J. McDonald, conductor; F. Springstead, engineman.

September 1st—W. C. Englehardt, killed at Waldo Avenue Yard, Jersey City. Peter Stockton, conductor; George West, engineman.

September 1st—C. E. Ekhardt, injured at Harsimus Cove. T. Dempsey, conductor; W. H. Holland, engineman.

September 2d—B. Hodgkins, injured at Meadows. F. N. Neall, conductor; C. Stine, engineman.

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September 8th—Fred. Landmesser, injured at Jersey City. F. Landmesser, conductor; H. Crockran, engineman.

September 12th—H. B. Himebright, injured at Metuchen. W. T. Sharp, conductor; H. F. Matheu, engineman.

September 12th—P. J. Dolan, injured at Harsimus Cove. F. Hartman, conductor; F. Lozier, engineman.

September 13th—John Sauer, killed at Jersey City. J. E. Venner, conductor; William Curran, engineman.

September 18th—Horace H. Rue, injured at Meadows. Joseph Lythgor, conductor; F. Shotwell, engineman.

September 18th—E. Cook, injured at Newark. John Frank, conductor; B. Russell, engineman.

September 19th—M. Cannon, injured at Harsimus Cove. M. Cannon, conductor; F. Creveling, engineman.

September 25th—W. D. McNally, George Mulhouse, injured at Lawrence. W. T. Sharp, conductor; F. C. Krewson, engineman.

September 27th—Joseph Neilass, injured at Meadows. T. Coyne, conductor; H. Blore, engineman.

October 3d—W. Shindle, J. A. Gallagher, injured at Meadows. W. J. Hendricks, conductor; T. Kealey, engineman.

October 12th—T. L. Sackrider, killed at Harsimus Cove. I. J. Hand, conductor; J. Capnar, engineman.

November 3d—John Connerty, injured at Harsimus Cove, C. Robinson, conductor; W. Johnson, engineman.

November 20th—W. P. Gardner, injured at Harsimus Cove. D. H. Corson, conductor; Theo. Robbins, engineman.

November 26th—Charles L. Hunt, injured at Harsimus Cove. M. Spille, conductor; F. Disbrow, engineman.

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December 6th—Charles Malone, injured at Waldo Avenue Yard, Jersey City. P. Mullins, conductor; P. Metz, engineman.

December 13th—Alfred Selover, killed at Harsimus Cove. T. J. Doyle, conductor; A. H. Howell, engineman.

December 13th—John E. Mulhearn, injured at Harsimus Cove. N. Carrell, conductor; J. H. Toms, engineman.

December 22d—P. B. Booth, injured at Millham Junction. Charles Peterman, conductor; A. E. Stanley, engineman.

December 26th—J. M. Merritt, injured at Harsimus Cove. J. E. Westcott, conductor; J. Ryan, engineman.

December 28th—John S. Jobes, injured at Harsimus Cove. David Wilson, conductor; S. Hafner, engineman.

Persons killed or injured as stated.

January 1st—Frank Mosak, killed while patrolling tracks at South Elizabeth. C. B. Kendig, conductor; C. Namity, engineman.

January 9th—William LaWall, Jr., injured by falling while going over car drilling at Jersey City. M. O. Rourke, conductor; George Bishop, engineman.

January 13th—A. V. Caldwell, injured while breaking coal on engine at Harsimus Cove, Jersey City. J. F. Mack, conductor.

January 13th—Edward Clark, injured while crossing the tracks at Jersey City. E. C. Cline, conductor; F. Barber, engineman.

January 16th—Stephen Holub, killed while working on the tracks at New Brunswick. J. F. Burrage, conductor; G. Vanarsdale, engineman.

January 19th—W. O'Hearn, killed while removing flag from track at New Brunswick. E. H. Elmhurst, conductor; C. E. Cook, engineman.

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January 25th—R. W. Atkinson, foot injured by trap door of coach falling on it at Jersey City. R. W. Atkinson, conductor; M. Lee, engineman.

January 26th—Stewart Williams, hands and neck burned by back draught of engine at Perth Amboy Junction. W. Byrne, conductor; G. W. Martin, engineman.

January 27th—F. E. Bridgewater, injured by striking head against overhead bridge at Trenton. J. W. Colwell, conductor; H. Fleigauf, engineman.

January 28th—D. J. Massey, injured by falling from engine into the river at Hackensack bridge, Meadows. R. Elder, conductor; A. E. Lott, engineman.

January 29th—Ludwik Levendoski, injured by being caught between engine and coal barrow while dumping coal at Harsimus Cove, Jersey City. J. E. Westcott, conductor; A. E. Lott, engineman.

January 30th—John Dinuccio, killed while working on the track at Trenton. O. W. Hoff, conductor; F. Blakesley, engineman.

February 15th—Michael Lunggo, injured while standing near the tracks at Trenton. T. J. Moran, conductor; H. Higgins, engineman.

February 16th—R. J. Sweeney, injured by being struck by engine while throwing a switch at Harsimus Cove, Jersey City. M. Spille, conductor; F. Mooney, engineman.

February 17th—J. A. VanNuys, injured by falling from engine into turntable pit at Perth Amboy Junction. ——— ———, conductor; J. A. VanNuys, engineman.

February 18th—H. Hoesley, injured by falling from engine at Meadows. W. H. Burke, conductor; H. Hoesley, engineman.

February 25th—P. J. McQueen, injured by being struck in the

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mouth by a switch bar while throwing switch at Harsimus Cove, Jersey City. P. J. Quinn, conductor; F. F. Healey, engineman.

February 26th—J. H. McElroy, injured by jumping from engine at Trenton. ——— ———, conductor; J. H. McElroy, engineman.

March 2d—J. Harrington, ankle sprained while getting off of car at Waverly. C. Barkman, conductor; F. E. Pierce, engineman.

March 3d—C. A. Hummel, injured by falling from engine at Monmouth Junction. E. L. Hickey, conductor; W. A. Glosser, engineman.

March 8th—Patrick Dwyer, injured by falling from cart at Robinvale. L. E. Burt, conductor; W. J. Burton, engineman.

March 13th—Joseph Saligo, injured by being struck by a mail pouch at Princeton Junction. O. W. Hoff, conductor; F. Blakesley, engineman.

March 15th—Nicholas Know, killed while patrolling tracks at North Elizabeth. W. H. Post, conductor; S. Sunson, engineman.

March 16th—W. C. Kemble, injured while getting off of car at Lawrence. T. VanHorn, conductor; V. T. Wright, engineman.

March 19th—Harvey VanPelt, killed while walking on the tracks at Deans. H. W. Feaster, conductor; J. A. Willetts, engineman.

April 2d—S. A. Dunlap, struck by engine while throwing a switch at Rahway. E. F. Smith, conductor; E. L. Godfrey, engineman.

April 3d—Bernard Kavanaugh, killed while crossing the tracks at Harsimus Cove, Jersey City. M. M. McGovern, conductor; George Yengle, engineman.

April 8th—H. W. Cannon, hand injured by falling while going over tank of engine. C. H. Rich, conductor; P. J. Lawton, engineman.

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April 10th—Frederick Zeigner, killed while crossing the tracks at Jersey City. H. Menig, conductor; F. Henneman, engineman.

April 11th—W. C. Irving, shoulder injured while pulling scoop of engine at Monmouth Junction. B. S. Quinland, conductor; George Auchter, engineman.

April 28th—M. J. Ducenberg, injured by falling over switch lever at Metuchen. J. W. Colwell, conductor; Joseph Tomes, engineman.

April 29th—T. L. Ferree, injured by being struck by a bottle thrown from train at Waverly. F. Remanu, conductor; James Norton, engineman.

May 5th—L. M. Tarr, injured by falling from top of car at Lawrence. J. A. Alexander, conductor; C. E. Cook, engineman.

May 14th—James Reilly, injured in collision at Metuchen. John Riley, conductor; James Reilly, engineman.

May 17th—Frank Voorhees, injured while turning engine at Perth Amboy Junction. C. C. Howard, conductor; O. Pancoast, engineman.

May 23d—George S. Stults, injured while stepping from train at Newark. G. S. Atults, conductor; W. Laird, engineman.

May 25th—L. D. Stine, injured by falling into turntable pit at Harsimus Cove, Jersey City. L. D. Stine, conductor; C. Benter, engineman.

June 7th—M. Fallon, injured by standing between passing trains at Waverly. William Kennedy, conductor; I. Mendenhall, engineman.

June 8th—L. P. Jerold, injured by a firkin of butter falling on his foot at Newark. W. A. Boulton, conductor; P. Sheller, engineman.

June 14th—Michael Daly, killed while patrolling tracks at Elizabeth. W. H. Saunders, conductor; C. Pancoast, engineman.

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June 15th—Howard Truax, injured while firing engine at Trenton. J. P. Read, conductor; H. Fine, engineman.

June 21st—William Eveleth, foot injured by lading shifting at Harsimus Cove, Jersey City. C. Vanderhoof, conductor; Joseph Capner, engineman.

June 26th—Herman Mosak, killed while walking on the track at Elizabeth. E. C. Cline, conductor; J. Maloney, engineman.

June 26th—P. A. C. Nygaard, struck by engine while throwing switch at Harsimus Cove, Jersey City. P. J. Quinn, conductor; G. McLaughlin, engineman.

July 7th—David Wittick, injured while throwing switch at Meadows. Charles Hinke, conductor; W. Vanderwater, engineman.

July 8th—E. H. Elmhurst, injured by striking tell-tale at Trenton. E. H. Elmhurst, conductor; J. A. Barry, engineman.

July 11th—C. A. Bastian, hand cut by glass from broken car window at Harrison. J. E. Beach, conductor; J. A. Willetts, engineman.

July 17th—Thomas Cleary, killed while crossing the tracks at Linden. J. F. Burrage, conductor; George Vanarsdale, engineman.

July 19th—P. Cullen, struck by engine while standing on the track at Harsimus Cove, Jersey City. J. Geraghty, conductor; J. P. Mason, engineman.

July 23d—William H. Stalee, struck in the stomach by a stone thrown at Waverly. H. Menig, conductor; W. Wilson, engineman.

July 23d—F. Dolan, struck by engine while lighting lights on Hackensack bridge, Meadows. James Moyle, conductor; L. D. Morrison, engineman.

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July 23d—T. W. Collins, injured by door of car falling on foot at Meadows. J. A. Foster, conductor; S. P. Rose, engineman.

July 26th—J. Leavy, injured by switch lever while throwing switch at Meadows. J. Levy, conductor; G. Brame, engineman.

July 28th—S. Vandenduski, killed while picking up papers at Jersey City. L. M. Silance, conductor; J. Bender, engineman.

July 28th—Fred. Wueger, injured by car replacer falling on finger at Harsimus Cove, Jersey City. P. Burke, conductor; John Regan, engineman.

July 31st—James McElroy, struck by telegraph pole while looking out of car window at Monmouth Junction. W. T. Sharp, conductor; J. McElroy, engineman.

July 31st—J. M. Merritt, injured by catching hand in car door at Harsimus Cove, Jersey City. E. Parker, conductor; G. McLaughlin, engineman.

August 4th—Mrs. Driscoll, injured while cleaning cars at Jersey City. F. Landmesser, conductor; H. Cochrane, engineman.

August 10th—S. A. Sorbett, hand injured by falling in car when engine coupled at Jersey City. B. I. Balleman, conductor; F. Farrell, engineman.

August 10th—J. Corbett, injured by falling in car at Jersey City. B. I. Balleman, conductor; F. Farrell, engineman.

August 13th—T. M. Merritt, injured by falling from car at Harsimus Cove, Jersey City. E. Parker, conductor; Georeg McLaughlin, engineman.

August 22d—F. Brice, foot injured by falling upon it in car at East Brunswick. P. J. Barrett, conductor; F. Howard, engineman.

August 27th—D. Kilcommons, injured by falling into turntable pit at Harsimus Cove, Jersey City. D. Kilcommons, conductor; C. Stiles, engineman.

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August 27th—John T. Bennett, injured by burning his arm on pipes on engine at Perth Amboy. H. D. Bell, conductor; J. T. Bennett, engineman.

August 31st—W. Q. Thorpe, injured by falling from engine at Harsimus Cove, Jersey City. S. R. Stockton, conductor; W. H. Fagan, engineman.

September 4th—E. L. Dean, hand cut by broken gas wrench at Jersey City. J. Dougherty, conductor; George Morrison, engineman.

September 15th—George G. Hamaker, injured by being struck by slash bar at Millham. William Booth, conductor; George H. Hamaker, engineman.

September 18th—S. P. Noe, injured by trunk falling on foot at Princeton Junction. E. S. Quinland, conductor; D. Keer, engineman.

September 20th—S. A. Dunlap, knee injured by falling from car at Rahway. John Gormley, conductor; J. Pierciey, engineman.

September 21st—I. Snyder, injured by striking Baldwin avenue bridge, Jersey City. W. Kindred, conductor; E. McMahon, engineman.

October 3d—D. A. Barrett, foot injured by trap door falling at Jersey City. J. Brown, conductor; J. Emmons, engineman.

October 8th—A. H. Barber, killed by falling from train at Harrison. T. F. Burton, conductor; M. K. Packer, engineman.

October 9th—Andrew Frey, injured by being struck by switch lever at Waverly. W. H. Sanders, conductor; B. Smith, engineman.

October 23d—Owen Rahl, killed while walking on track at Harrison. S. L. Selby, conductor; C. W. Scott, engineman.

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October 23d—John Gouttke, injured at Harrison while walking on the track. S. L. Selby, conductor; C. W. Scott, engineman.

October 24th—Harry Gatton, injured by falling from car at Shanley's Cut, Jersey City. J. W. Colwell, conductor; C. Bender, engineman.

October 29th—Michael Meyby, killed while patrolling tracks at Elizabeth. W. W. Terry, conductor; George Quigley, engineman.

November 2d—Patrick Brennan, injured by falling over rail at Harsimus Cove, Jersey City. P. Brennan, conductor; G. Gillen, engineman.

November 3d—George Pender, killed while patrolling tracks at Metuchen. J. E. Clothian, conductor; George Seward, engineman.

November 4th—W. Connell, injured by air hose bursting at Lawrence. H. Deltz, conductor; W. F. Vanarsdale, engineman.

November 12th—Joseph Russell, injured by being caught between cars at Jersey City. J. Mooney, conductor; James Boyle, engineman.

November 14th—George Moore, injured by falling from train at East Brunswick. Robert Elder, conductor; J. S. Sheerin, engineman.

November 15th—J. H. McGill, head injured by striking canal bridge at Trenton. E. Hartshorn, conductor; S. R. Marjarum, engineman.

November 16th—E. T. Brown, finger injured by catching hand in car buffer at Waldo Avenue Yard, Jersey City. F. Landmesser, conductor; H. Crockram, engineman.

November 20th—W. J. Landrigan, foot injured by running nail in it on car at Jersey City. A. McTaggert, conductor; M. Lee, engineman.

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November 25th—T. J. Moran, injured by falling over rail at Perth Amboy. T. J. Moran, conductor; I. A. Decker, engineman.

November 26th—F. A. McDowell, killed in collision at Trenton. James Brown, conductor; W. Watson, engineman.

November 27th—A. E. Davies, injured by being caught between engine and round house wall at Meadows. ——— ———, conductor; J. O'Connor, engineman.

November 27th—C. H. Carpenter, injured by falling from train at Jersey City. B. F. Ellison, conductor; F. H. Selover, engineman.

November 28th—W. D. Fitzer, injured while getting off of car at Jersey City. W. D. Fitzer, conductor; R. J. McCall, engineman.

November 30th—J. P. Keley, injured while stepping from car at Newark. J. P. Keley, conductor; T. Fennemore, engineman.

December 5th—A. D. Douglass, injured by being struck by car at Marion. A. L. Smith, conductor; J. F. Decator, engineman.

December 9th—Charles W. Rauch, injured by stand-pipe lever at Millham. A. L. Hogentogle, conductor; H. B. Neise, engineman.

December 11th—John Gormley, injured by being struck by a car while throwing a switch at Princeton Junction. J. Gormley, conductor; G. Heald, engineman.

December 12th—Thomas Shine, sprained his foot while stepping from car at Newark. R. Hager, conductor; A. Bennett, engineman.

December 18th—J. L. Ettenger, injured by falling from engine at Waldo avenue, Jersey City. ——— ———, conductor; J. L. Ettenger, engineman.

December 21st—J. F. Carroll, injured by glass from broken window at Harsimus Cove, Jersey City. M. Carroll, conductor; J. Toms, engineman.

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December 25th—John Pressler, injured on the forehead by stand-pipe lever while taking water at Millham Junction. Chas. Peterman, conductor; S. L. Stanley, engineman.

December 25th—E. Mills, injured by being struck in the mouth by stand-pipe lever at Millham. S. Travis, conductor; J. Henderson, engineman.

December 30th—H. A. Frawley, injured by falling from car at Harsimus Cove, Jersey City. A. M. Snyder, conductor; C. Van Nostrand, engineman.

February 4th, 1901.

Report of accidents to persons for the year ending December 31st, 1900.

Amboy Division.

Persons killed by trains while crossing tracks.

January 11—Vincent Baumgartner, Second street, Camden. C. Pfifer, conductor; William Gross, engineman.

August 3d—Charles Straley, Helmetta. W. H. Carr, conductor; William Bowe, engineman.

Persons injured by trains while crossing tracks.

January 1st—Thomas Kennedy, scalp wound, Second street, Camden. John H. Hartman, conductor; B. R. Thompson, engineman.

June 12th—B. Thompson, head injured, Long Crossing, east of Lumberton. W. A. Gwynne, conductor; L. H. Wilkinson, engineman.

June 19th—Samuel C. Cook, injured in head and hip, Riverton. L. W. Eler, conductor; J. R. Worts, engineman.

June 21—Corbitt Thompson, slightly injured, Union Landing, Riverton. Enos Simpkins, conductor; Richard Gauntt, engineman.

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August 11th—Lewis Harris, injured in head, Riverton. Joseph Dowell, conductor; B. F. Lucas, engineman.

December 31st—James V. Booth, cut and bruised, Beverly. D. R. Blizzard, conductor; I. F. Worts, engineman.

Persons killed by trains while walking or standing on tracks.

March 30th—Unknown man standing on track, near Fish House. Edward Stout, conductor; G. H. Hudnut, engineman.

May 23d—John Johnson, colored laborer, walking on track, west of Kinkora. Byron Grigg, conductor; J. G. West, engineman.

June 9th—Unknown man, walking on track, Pensauken creek bridge. A. F. Perret, conductor; B. F. Jobes, engineman.

June 14th—James McAllister, walking on track, east of Hamilton avenue, Trenton. S. R. Way, conductor; George Schuyler, engineman.

August 15th—Thomas Abbott, aged 3, playing on tracks, Birmingham. T. J. Owens, conductor; A. J. Downs, engineman.

September 24th—Christian Muller, walking on track, Twelfth street, Camden. E. W. Ancker, conductor; H. E. Harris, engineman.

October 10th—Unknown man, walking on track, Delanco. Train unknown.

Persons killed by trains while walking or standing on tracks.

December 29th—Frank Ryan, walking on track, near Maple Shade. Train unknown.

Persons injured by trains while walking or standing on tracks.

June 16th—Frank Smith, fractured skull, east of Stanwick. J. W. Newell, conductor; George Wilkinson, engineman.

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July 3d—Thomas Chansey, leg crushed, East Burlington. E. A. Gross, conductor; John Colton, engineman.

August 11th—Thomas Shannon, hand hurt, South Amboy. William Bailey, Jr., conductor; E. Stratton, engineman.

Persons killed or injured getting on or off moving trains.

February 16th—Henry Brown, little finger left hand injured in car door, Moorestown. R. H. Robins, conductor; A. J. Downs, engineman.

June 12th—Mrs. H. Reinert, contusion of mouth and nose, and of left knee and thigh, Camden. D. R. Blizard, conductor; I. F. Worts, engineman.

October 6th—Abbie Brown, slightly injured jumping from train, Newtown. D. R. Blizard, conductor; S. L. Jones, engineman.

November 14th—Mock Quoin, bruised and cut jumping from train, Riverton. S. R. Way, conductor; B. F. Thompson, engineman.

November 26th—David Supervitch, left arm hurt, Camden. T. J. Owens, conductor; Joseph Conrad, engineman.

Persons killed or injured otherwise than as above stated.

February 1st—Henry Bloom, carpenter, intoxicated, fell in turntable pit, arm and head hurt. Trespasser, Camden.

February 15th—Eddie Newton, 7 years old, foot crushed, playing on cars, Tenth street, Camden. William S. Ross, conductor; F. D. Stults, engineman.

April 6th—Harvey Giles, colored, knee dislocated, stealing ride, Old Bridge. John Folk, conductor; John Jackson, engineman.

May 17th—Frank J. Matthews, express messenger, slight scalp wound, collision, Mt. Holly. Joshua Matlack, conductor; A. D. Reynolds, engineman.

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May 17th—William H. Dunfee, contusion of cheek, collision, Mt. Holly. Joshua Matlack, conductor; A. D. Reynolds, engineman.

May 17th—Mrs. Wilhelmina Harris, bruised on breast, collision, Mt. Holly. Joshua Matlack, conductor; A. D. Reynolds, engineman.

May 17th—William Hull, slight injury, collision, Mt. Holly. Joshua Matlack, conductor; A. D. Reynolds, engineman.

May 18th—George Gardner, scalp wound and bruised back, stealing ride, Jamesburg. F. E. Ruby, conductor; C. Weigel, engineman.

July 5th—Manual A. T. Gilbee, injured by fall, East Burlington. T. J. Owens, conductor; B. F. Lucas, engineman.

July 7th—Earl Young, killed probably stealing a ride; Brown's Hill. Train unknown.

July 12th—Mrs. Cora P. McElroy, injured by shock of collision, Delanco. E. S. Sapp, conductor; T. C. Jobes, engineman.

July 12th—Miss Sarah McElroy, bruised by same (in making connection), Delanco. E. S. Sapp, conductor; T. C. Jobes, engineman.

July 15th—E. L. Johnson, fingers hurt by car door, Camden. Remaining in train after arrival, he was awakened by car cleaner, whom he chased, and was hurt in doing so.

August 6th—H. W. Miller, left foot hurt by a barrow, truck wheel passing over side of it. Camden Station.

August 26th—A. J. Kennedy, injured while passing through gates which was closed on him, damaging his clothes. Camden.

August 26th—John F. McCarthy, chin cut and bruised, and clothing injured, while passing through gates, Camden.

August 30th—H. W. Chambers, hand hurt by car door, west of Palmyra. J. P. Ancker, conductor; B. F. Jobes, engineman.

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September 3d—H. J. Woltman, scraped his leg by stepping through a hole in platform, South Amboy.

September 15th—Charles Fitzgerald, arm crushed off, stealing ride, Jamesburg. Frank Cake, conductor; Joseph Herbert, engineman.

September 30th—Unknown man, killed, found near tracks, Hightstown. Train unknown.

October 10th—Mrs. Louise Baldwin, injured by fall in car, Windsor. J. K. MacMillan, conductor; S. L. Jones, engineman.

October 28th—Elizabeth D. Fleckenstein, foot injured by stepping from platform to track, Birmingham.

November 23d—Joseph Martin, hurt in head by brake shoe, east of Lamberton. T. H. Jones, conductor; W. G. Riley, engineman.

December 19th—Mrs. Josiah Wallace, hip and side slightly injured, West Palmyra. E. S. Sapp, conductor; B. F. Jobes, engineman.

Employes killed or injured, coupling or handling cars.

January—Elijah Slocum, yard brakeman, foot hurt, South Amboy. J. W. Manhattan, conductor; C. E. Compton, engineman.

January 28th—Elwood J. Carr, fireman, back hurt, East Burlington. David Wilson, conductor; S. Hafner, engineman.

February 6th—James Gravatt, Jr., topman, foot caught under wheel of car he was pushing and badly bruised, South Amboy.

February 13th—William J. Woodward, yard conductor, arm bruised, South Amboy. William J. Woodward, conductor; E. Smock, engineman.

February 23d—Joseph Steen, brakeman, contusion lower abdomen, Bordentown. A. L. Berkley, conductor; P. Mount, engineman.

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February 28th—Daniel S. Suders, yard brakeman, hand crushed, South Amboy. Elmer Mathis, conductor; E. Johnson, engineman.

March 5th—Frank Guinn, yard brakeman, side hurt, Pavonia. W. B. Ross, conductor; James Ireton, engineman.

April 25th—Felix Smoth, Jr., yard brakeman, left foot and leg injured, Camden. William Patterson, conductor; J. Parsons, engineman.

May 19th—Joseph Vandegrift, conductor, bruised, Bordentown. Joseph Vandegrift, conductor; Peter Mount, engineman.

July 10th—Charles McCue, brakeman, leg hurt, Camden. W. Pitman, conductor; S. Lewis, engineman.

August 3d—John R. Bryson, brakeman, squeezed, Camden. C. R. Stewart, conductor; R. Gauntt, engineman.

August 17th—David V. Dill, yard brakeman, legs crushed, South Amboy. L. S. Dill, conductor; S. H. Campbell, engineman.

December 1st—Philip W. Jones, brakeman, killed, West Palmyra. Enos Simkins, conductor; W. E. Way, engineman.

December 28th—W. H. Budd, Jr., brakeman, thigh bruised, Camden. A. E. Kirk, conductor; Ed. Starkey, engineman.

Employes killed or injured otherwise than as above stated.

January 3d—John Palonski, collar bone broken by fall through hatchway, South Amboy.

January 10th—John Durskee, first and second fingers mashed, while unloading ties, South Amboy.

January 11th—Thomas McColgan, brakeman, killed, fell from train, Monmouth Junction. T. H. Jones, conductor; J. H. Smith, engineman.

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January 12th—Frank Deniskie, hand torn between apron and chute, coal pier, South Amboy.

January 21st—John Schmidtz, laborer, squeezed between round house and engine, slight abrasions, Camden.

January 21st—Harry F. Sampler, brakeman, contusions of head, overhead bridge. James A. Rowan, conductor; Aaron Lutz, engineman.

January 26th—George W. Marple, Jr., yard clerk, killed, marking cars, Pavonia. Walter Pitman, conductor; Samuel Wilson, engineman.

February 2d—Harry Clark, tug captain, steamboat Columbia, Delaware river, sprained his legs by falling over the deck guard.

February 6th—Michael Smith, laborer, foot mashed by piece of timber falling on it, South Amboy.

February 24th—John Mish, wheelman, head cut and right arm broken by handle of which he was using at storage grounds.

March 4th—Peter Frosnock, topman, walking on track, foot injured by locomotive; died from lockjaw, March 14th, South Amboy. L. Abersold, conductor; Frank Disbrow, engineman.

April 16th—John K. Jackson, engineman, shoulder hurt, Old Bridge. John Folk, conductor; J. K. Jackson, engineman.

April 17th—Terrence Reilley, Jr., topman, scalp wound and arm dislocated by handle of chute slipping, South Amboy.

April 20th—William H. Budd, yard brakeman, shoulder sprained by falling from train in motion in Camden yard. A. C. Kirk, conductor; E. A. Starkey, engineman.

April 21st—Joseph H. Middleton, engine preparer, sight of eye destroyed by a piece of coal flying from piece he was breaking, Camden.

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April 28th—John Wysbicki, topman, killed by collision of coal cars, South Amboy. W. J. Woodward, conductor; Aaron Savidge, engineman.

April 28th—William P. Ware, topman, thigh and side bruised, by same collision, South Amboy. W. J. Woodward, conductor; Aaron Savidge, engineman.

April 28th—Frank Kollisch, topman, knee injured by same collision, South Amboy. W. J. Woodward, conductor; Aaron Savidge, engineman.

May 3d—Martin Noble, topman, scalp wound and side bruised by the handle of chute, South Amboy.

May 4th—Charles Lovett, mill hand, three ribs fractured by fall from pile of lumber, Camden shops.

May 17th—Joshua Matlack, conductor, lacerated wounds of chin, collision, Mt. Holly. Joshua Matlack, conductor; A. D. Reynolds, engineman.

May 21st—E. P. Simmons, fireman, back injured by fall from engine, Jamesburg. Frank Cake, conductor; Joseph Herbert, engineman.

May 21st—Charles Gregor, laborer, contusion and lacerated wound of third finger left hand by plank falling on it, Jamesburg.

June 7th—E. H. Brower, carpenter, hurt his foot with an adze while working on piling, Jamesburg.

June 8th—Richard Katon, laborer, flesh torn off middle finger of left hand, caught dumping bucket of ore, South Amboy.

June 12th—Walot Skeura, laborer, foot injured by a piece of timber which he was unloading from vessel, South Amboy.

June 20th—Frank Schmidt, laborer, foot mashed while loading scrap wheels in cars, Camden shops.

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July 21st—Thomas Needham, floatman, hand injured, Camden.

July 25th—Alfred C. Kirk, yard conductor, bruised and cut, collision, Camden yard. A. C. Kirk and E. A. Jamison, conductors; J. B. Schuyler and Joseph Patterson, enginemen.

July 25th—William H. Beckett, yard brakeman, injured, collision, Camden yard. A. C. Kirk, conductor; J. B. Schuyler, engineman.

August 11th—Jerry O'Rourker, laborer, bruised in collision, Camden yard. J. R. West, conductor; Samuel Wilson, engineman.

August 20th—John Miller, laborer, foot crushed by casting falling on it, Camden yard.

August 31st—Joseph Compton, brakeman, arm and leg hurt, Mt. Holly. Chris. West, conductor; Edward Cain, engineman.

September 10th—A. K. Shreve, fireman, laceration of scalp, collision, Camden. A. C. Kirk, conductor; Joseph Schuyler, engineman.

September 14th—William Ford, carpenter, hands hurt, refilling a hydraulic jack, Bordentown, N. J.

September 15th—David Beatty, conductor, hand crushed handling freight, Bloomfield. D. Beatty, conductor; James Fenimore, engineman.

October 31st—Patrick Desmond ,laborer, foot injured by lumber which he was handling, Camden.

November 8th—Theodore Hansell, flagman, knee hurt, South Amboy. J. C. Test, conductor; E. Johnson, engineman.

November 10th—Herman H. Enker, carpenter, hand hurt, South Amboy shops.

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November 16th—Adam Clominsky, topman, arm broken by sudden movement of chute handle, South Amboy.

November 19th—Peter Pfener, car repairman, foot hurt by a piece of timber falling on it, Camden shops.

November 26th—L. R. Corson, yard brakeman, face and hands scalded uncoupling hose between engine and cars, Camden.

December 31st—Frederick Donner, car builder, ankle sprained, Camden shops.

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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 1900:

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 $15,000 stock held by individuals. Interest on $15,000 of bonded debt assumed and paid by the Pennsylvania Railroad Company at maturity, and taxes.

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

State of New Jersey, Camden city and county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is President of the Vincentown Branch of the Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this thirty-first day of January, A. D. 1901.

HUGH B. ELY,
Master in Chancery, State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$811 76
Income from freight	2,038 44
Income from other sources	515 99
Total	$3,366 19

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $3,588 77

Dividends paid during the year 1900, and how paid—Two dividends of 3 per cent. 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, 1900:

Capital stock paid in	$600,000 00
Cost of road and equipments, at foreclosure sale, $10,000.00; since added, $129,313.34	$139,313 34

The road extends from Atsion to Bay Side, a distance of forty-six and eighty-two hundredths (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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Vineland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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 1900, 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, 1900:

Capital stock paid in	$1,800,000 00
Bonded debt	1,404,000 00
Cost of road and equipments	$3,191,269 19

The road extends from New Hampton Junction to Delaware River, a distance of 18.65 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York city and county, *ss.*—William H. Truesdale, being duly sworn, on his oath says, that he is Vice President of the Warren Railroad, 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 seventh day of February, A. D. 1901.

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

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Dividends paid during the year 1900, and how paid—$126,000, directly to stockholders, by lessee.

P. O. Address of this Company—No. 26 Exchange Place, New York City.

Report of personal injuries on the Warren Railroad Division of the D., L. & W. R. R. Co. from January 1st, 1900, to December 31st, 1900.

January 17th.—Dalberg, Lewis, laborer, and Andrew Kilpatrick, laborer, killed; Peter Burns, laborer, left arm broken; Andrew Basco, back injured; Oscar Johnson, laborer, hip and back hurt; Joseph Michael, laborer, leg amputated near hip; Patrick Honan, foreman, slightly injured; section gang struck by engine, which was backing through tunnel.

January 31st.—Miles McDonald, brakeman, killed; caught between bumpers of cars while switching and fatally hurt.

February 3d.—John G. Lee, drillmaster, both ankles sprained; jumped from freight car which ran off track.

April 30th.—Fred. Hughes, engineer, body bruised; caught between cab and door post of shed.

May 7th.—Mathew J. Kelly, brakeman, arm broken and ankle out of joint; fell from top of box car while switching.

July 1st.—John Clinton, non-employe, leg broken; fell leaving moving freight train.

July 3d.—Fred. Mosier, non-employe, fatally injured; found on track, supposed to have been struck by train.

July 25th.—P. S. Browne, passenger, scalp wound; ventilator fell from roof of car and struck his head.

July 27th.—George Metzger, brakeman, chest and back contused and slight internal injuries; train parted and came together again and he was thrown on rocks.

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September 11th.—Mrs. Elizabeth Stelter, passenger, synovitis of left knee; stumbled over obstruction while entering car door.

October 1st.—F. Wilcox, engineer, face and wrist burned by gas and steam; trains was stuck in tunnel and steam escaped.

October 4th.—J. J. Hackett, sectionman, eye ball cut; wooden plug blew out of engine while he was standing near track and struck him in eye.

November 3d.—Martin J. Gairens, brakeman, foot bruised; was on end sill when car being coupled and caught foot between bumpers.

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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, 1900:

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 1900, 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 1900.

Income from passengers—None.
Income from freight—None.
Income from other sources—Nothing.

P. O. Address of this 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 1900 are correct and true, to the best of his knowledge and belief.

WILLIAM RUNKLE.

Sworn and subscribed before me this twenty-third day of February, A. D. 1901.

ALFRED J. GERARD,
Notary Public (135), 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, 1900:

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 one and fifty-five hundredths (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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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.

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Dividends paid during the year 1900, 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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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, 1900:

Capital stock paid in	$5,055,350 00
Bonded debt	4,988,900 00

Floating debt—None.

Cost of road and equipments	$10,568,793 44

Dividends paid during the year 1900, and how paid—Two of 2½ per cent. each, in cash, on the common capital stock; two of 3 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 Pennsgrove, 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	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
Camden to Atlantic City, N. J.	58.73

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Absecon Inlet to Seaview Excursion House, in Atlantic City, N. J.,	3.16
Junction Atlantic City Branch at Seaview Excursion House, Atlantic City to Longport, N. J.	5.67
West Jersey and Seashore Railroad at Drawbridge, Atlantic City, to junction with South Atlantic City Branch, near Providence avenue, south of Chelsea	1.23
Haddonfield to Medford, N. J.	11.98
Total	329.64

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$2,134,576 55
Income from freight	951,026 60
Income from other sources	310,299 94
Total	$3,395,903 09
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,477,442 85

REMARKS.

The above statement of "receipts and expenses for 1900," included the operations of the "Delaware River Railroad Company" from January 1st, 1900, to April 30th, 1900, inclusive, when the property of the "Delaware River Railroad Company" was acquired by the West Jersey and Seashore Railroad Company.

P. O. Address of this Company—General Office, Pennsylvania Railroad Company, Philadelphia, Pa.

State of New Jersey, Camden city and county, *ss.*—W. J. Sewell, being duly sworn, on his oath says, that he is 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 1900 are correct and true, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this thirty-first day of January, A. D. 1901.

HUGH B. ELY,
Master in Chancery, State of New Jersey.

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ACCIDENTS.

January 11th.—V. Baumgarten, instantly killed, by being struck by passenger train, while attempting to cross tracks in front of same after going under crossing gates, which were lowered, Second street, Camden, N. J.

February 17th.—Joseph Masso, instantly killed, by being struck by light engine, while trespassing in Atlantic City yard, Atlantic City, N. J.

March 16th.—George H. White, injured, by being struck by passenger train, while attempting to cross tracks after having walked under crossing gates, which were lowered, Woodbury, N. J.

April 13th.—Frank Valetta, an employe, instantly killed, by being struck by passenger train, while walking on the tracks, near Ancora, N. J.

June 9th.—August Rhode, instantly killed, by being struck by passenger train, Division street crossing, Camden, N. J.

June 22d.—Charles Sutman and Harry Saylor, both minors, instantly killed, by being struck by passenger train, while walking on tracks, near West Berlin, N. J.

July 9th.—Howard Fisher, colored, minor, leg crushed, while attempting to board a moving freight train, Mechanic street, Camden, N. J.

July 25th.—John H. Hampton, killed by being struck by passenger train, Gloucester, N. J.

August 13th.—William Passman, instantly killed, by being struck by passenger train, while attempting to cross tracks, Atlantic City, N. J.

September 5th.—J. C. Brill, injured, by being struck by passenger train, while attempting to drive across tracks, Bennett, N. J.

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September 6th.—William Watkins, instantly killed, by being struck by passenger train, while attempting to cross tracks, Hopkin street crossing, Woodbury, N. J.

October 11th.—Antonio Rosasamino, an employe, instantly killed by gravel bank caving in on him, while loading gravel into work train, Belleplain, N. J.

October 29th.—Clayton Simmerman, instantly killed, by being struck by passenger train, while walking on track, Clayton, N. J.

November 4th.—Howard Anderson, colored, found lying between tracks, dead, at Woodbury, N. J., probably due to his attempting to board a moving freight train.

November 20th.—William H. Cloyd, seriously injured, by being struck by passenger train, while walking on tracks, Vineland, N. J.

December 15th.—David Chapman, found lying alongside tracks, dead, south of Waterford, N. J.

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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, 1900:

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.*—Samuel R. Callaway, 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.

S. R. CALLAWAY.

Sworn and subscribed before me this fourth day of February, A. D. 1901.

LEIGH BEST,
Notary Public, New York County.

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RECEIPTS AND EXPENSES FOR 1900.

Income from passengers,
Income from freight,
Income from other sources,
} See affidavit below.

P. O. Address of this Company—Grand Central Station, New York.

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 31, 1900, is correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 4th day of February, 1901.

J. P. McMAHON,
N. P. (39), N. Y. Co.

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WEST SHORE RAILROAD COMPANY.

SYNOPSIS OF ACCIDENTS OCCURRING WITHIN THE STATE OF NEW JERSEY DURING Y

Date.	Name.	Place.	Train.	Conductor.	Engineman.	
Feb. 6	J. Riardan	Weehawken.....	Eng. 112	F. Quackenbush,	L. Roach.....	I
Apr. 24	R. Birmingham.....	Weehawken.....	Ft. eng. 1837	F. Hardenburg...	T. Hamock.....	I
May 25	Unknown man	Weehawken.....	Eng. 112	P. Deveney,....	D. Morrissey....	I
June 29	G. Stallwood	Weehawken.....	Eng. 2225	J. Dodge	C. Grimes	I
June 26	C. Vollmer	Harrington Park,	101	E. F. Massey...	J. Puffenberger...	I
July 27	Jos. Phelan	Bogota.....	69	Esu. Ostrum...	G. Madden	I
Aug. 7	John Malloy	Weehawken.....	79	C. Timms	M. O'Hare	I

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THE WEST SHORE AND ONTARIO TERMINAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The West Shore and Ontario Terminal Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$4,723,100 00
Bonded debt	10,000,000 00

The road extends from junction with W. S. R. R. to pier line, a distance of 37 miles.

P. O. address of the above company—Grand Central Station, New York.

State of New York, New York county, *ss.*—Samuel R. Callaway, being duly sworn, on his oath says, that he is President of the West Shore and Ontario Terminal Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief. S. R. CALLAWAY,.

Sworn and subscribed before me this fourth day of February, A. D. 1901. LEIGH BEST,
Notary Public, New York County.

John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, deposes and says that the accounts and operations of the West Shore and Ontario Terminal Company are merged in those of the West Shore Railroad.

J. CARSTENSEN,
Comptroller.

Sworn and subscribed before me this 4th day of February, 1901. J. P. MCMAHON,
Notary Public (39), N. Y. Co.

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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, 1900:

Capital stock paid in	$125,400 00
Floating debt	93 30
Cost of road and equipments	$125,493 30

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 seven miles, of which there has been constructed ninety-four (0.94) one-hundredths 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 city and county, *ss.*—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the West Side Connecting Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this eighth day of February, A. D. 1901.

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

RECEIPTS AND EXPENSES FOR 1900.

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

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Dividends paid during the year 1900, 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 River Railroad Company presents the following report for the year ending December 31st, 1900:

Capital stock paid in	$25,000 00
Bonded debt	25,000 00
Floating debt	34,685 16
Cost of road and equipments	$74,162 69

Dividends paid during the year 1900, and how paid—None.

The road extends from Morristown to Whippany, a distance of 3.777 miles; Malapardin Branch, 1.068 miles; extension Malapardin Branch, 1 (about) mile.

RECEIPTS AND EXPENSES FOR 1900.

Income from passengers	$1,424 95
Income from freight	31,511 50
Income from other sources	336 38
Total	$23,272 83
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$23,123 99

State of New Jersey, Morris county, *ss.*—Richard W. McEwan, being duly sworn, on his oath says, that he is Secretary and Superintendent of the Whippany River Railroad, and that the foregoing statement and the annexed statement of accidents on the

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said road during the year 1900 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me this twenty-eighth day of March, A. D. 1901.

ISAAC W. CARPENTER,
Commissioner of Deeds.

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, 1900.

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 1900.	REMARKS.	LEASED TO OR OPERATED BY
Atlantic City Railroad	83.52	$2,200,000 00	$2,288,375 00	.....	$5,371,250 87	$802,614 64	$372,622 99	$33,079 71	$1,208,317 34	$1,114,034 40	None	.....	
Baltimore and New York Railway	5.30	350,000 00	350,000 00	.....	485,137 15	.....	172,396 95	.....	172,396 95	133,267 85	None	.....	
Barnegat Railroad	7.73	50,000 00	.....	.....	50,000 00	.....	.....	.....	.....	.....	None	.....	Manahawkin & Long Beach Trans. Co.
Belvidere-Delaware Railroad	81.00	1,253,000 00	2,749,000 00	.....	4,135,609 36	258,105 04	935,317 40	28,077 10	1,221,499 54	840,048 73	One of 5 per cent. payable in cash	.....	Pennsylvania Railroad Company.
Bergen County Railroad	9.821	200,000 00	200,000 00	.....	613,216 78	.....	.....	.....	.....	.....	None	Operations and expenses included in report of lessee company	Erie Railroad Company.
Bergen and Dundee Railroad	2.105	6,000 00	.....	.....	7,655 38	.....	.....	.....	.....	.....	None	Operations and expenses included in report of lessee company	Erie Railroad Company.
Buena Vista Railroad	1.03	21,400 00	.....	$28 11	21,428 11	.....	.....	.....	.....	.....	None	Receipts and expenses included in report of N. J. Southern Ry. Co	Central Railroad Company of N. J.
Camden and Burlington County Railroad	29.61	381,925 00	350,000 00	17,260 75	749,185 75	177,857 23	59,182 05	40,449 14	277,488 42	235,136 21	Two of 3 per cent. each, payable in cash.	Receipts and expenses of the Burlington & Mt. Holly Traction Co. included	Pennsylvania Railroad Company.
Camden County Railroad	7.27	100,000 00	40,700 00	.....	210,894 79	.....	.....	.....	.....	.....	None	Receipts and expenses included in report of the Atlantic City R. R. Co	Atlantic City Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad	6.25	150,000 00	150,000 00	.....	300,000 00	17,173 86	26 00	893 60	18,093 46	18,104 30	None	.....	Cape May Transportation Co.
Carteret Extension Railroad	1.82	23,600 00	.....	2,613 28	26,213 28	.....	.....	.....	.....	.....	None	Receipts and expenses included in report of lessee company	Central Railroad Company of N. J.
Carteret and Sewaren Railroad	1.25	24,800 00	.....	32 90	24,832 90	.....	.....	.....	.....	.....	None	Receipts and expenses included in report of lessee company	Central Railroad Company of N. J.
Central Railroad Company of New Jersey	155.69	27,213,800 00	47,072,100 00	.....	24,320,204 07	2,534,364 22	6,025,021 78	400,919 16	8,960,305 16	5,991,725 36	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 are included in report of lessee company. Scrip stock, $2,034.13	Morris & Essex Railroad Company.
Columbus, Kinkora and Springfield Railroad	14.16	66,050 00	129,800 00	25,000 00	220,850 00	7,418 20	11,633 38	4,571 10	23,622 68	22,792 95	.....	.....	Pennsylvania Railroad Company.
Cumberland and Maurice River Railroad	21.20	252,900 00	5,000 00	8,380 94	266,280 94	.....	.....	.....	.....	.....	None	Receipts and expenses included in report of N. J. Southern Railway Co. Common stock, $250,000.00; preferred stock, $2,900.00	Central Railroad Company of N. J.
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 N. J.
Delaware and Bound Brook Railroad	30.81	1,800,000 00	1,800,000 00	.....	3,545,510 58	380,773 86	755,041 90	53,858 74	1,189,674 50	642,323 54	Four quarterly, of 2 per cent. each	.....	Philadelphia & Reading Railway Co.
Delaware Railroad Company of New Jersey	2.00	4,025 00	.....	.....	.....	.....	.....	.....	.....	.....	None	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	69,571 03	156,251 01	690 13	226,512 17	58,440 53	Two of 2 per cent. each in cash	.....	Pennsylvania Railroad Company.
Docks Connecting Railway	3.448	9,000 00	.....	.....	9,187 50	.....	.....	.....	.....	.....	.....	.....	Erie Railroad Company.
Dover and Rockaway Railroad	5.12	140,000 00	35,000 00	.....	175,000 00	.....	.....	.....	.....	.....	Six per cent. in cash	.....	Central Railroad Company of N. J.
Easton and Amboy Railroad	60.15	6,000,000 00	6,000,000 00	.....	10,920,071 12	491,052 96	3,501,827 75	334,979 66	4,327,860 37	4,002,814 71	None	Included in the operations of this company are the receipts and expenditures of the Lehigh Valley Terminal Ry., Hittstown 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 the Delaware and Bound Brook R. R. Co	Philadelphia & Reading Railway Co.
Elizabeth Extension Railroad	.89	30,000 00	.....	.....	27,365 70	.....	.....	.....	.....	.....	None	Receipts and expenses included in report of lessee company	Central Railroad Company of N. J.
Erie Railroad	136.11	171,271,300 00	131,349,400 00	5,407,631 88	281,847,805 04	871,311 67	1,268,405 32	117,820 69	2,257,537 68	1,480,128 33	None	Report includes earnings and expenses of Long Dock Co., Paterson and Hudson River R. R., Paterson and Pompton 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	.....	432 50	380 00	812 50	673 04	None	.....	
Freehold and Atlantic Highlands Railroad	22.75	650,000 00	.....	.....	.....	.....	.....	.....	.....	.....	None	Receipts and expenses included in report of N. J. Southern Ry. Co	Central Railroad Company of N. J.
Freehold and Jamesburg Agricultural Railroad	27.54	295,600 00	498,600 00	.....	807,726 31	108,513 24	52,488 96	9,304 49	170,306 69	147,951 20	None	.....	Pennsylvania Railroad Company.
Greenville and Hudson Railway	2.62	400,000 00	350,000 00	295,807 68	1,045,807 68	.....	.....	.....	.....	.....	.....	Receipts and expenses included in report of Easton and Amboy R. R. Co	Lehigh Valley Terminal Railway Co.
Hackensack and Lodi Railroad	1.41	25,000 00	.....	.....	25,000 00	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of lessee company	N. Y., Susq. & Western R. R. Co.
Hibernia Mine Railroad	5.50	200,000 00	.....	.....	188,941 17	.....	.....	.....	.....	.....	.....	.....	Central Railroad Company of N. J.
Hibernia Underground Railroad	1.30	100,000 00	.....	18,611 92	118,611 92	.....	.....	.....	.....	18,611 92	None	.....	
Hoboken Railroad, Warehouse and Steamship Connecting Co.	2.00	238,000 00	.....	84,040 65	172,650 67	.....	46,812 95	.....	46,812 95	44,791 76	None	.....	
Hopatcong Railroad	.89	10,000 00	.....	.....	17,485 25	.....	.....	.....	.....	.....	None	Report of operations included in report of Morris and Essex R. R. Co	Dela., Lacka. & Western R. R. Co.
Hudson and Communipaw Railroad	1.00	2,000 00	.....	.....	.....	.....	.....	.....	.....	.....	None	Road not yet constructed	
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	.....	41,209 74	53,209 74	.....	.....	.....	.....	.....	None	Construction work not yet completed	
Jersey City and Bergen Railroad	8.25	1,000,000 00	258,000 00	.....	1,308,000 00	1,642,708 58	.....	8,632 78	1,651,341 36	745,711 34	None	.....	Consolidated Traction Company.
Lafayette Railroad	.55	61,800 00	.....	65 15	61,865 15	.....	.....	.....	.....	.....	None	Receipts and expenses included in report	

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Erie Railroad	136.11	171,271,300 00	131,349,400 00	5,407,631 88	281,847,805 04	871,311 67	1,238,405 32	117,820 69	2,257,537 68	1,480,128 33	None	Receipts and expenses included in report of Paterson and Hamapo 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		432 50	380 00	812 50	673 04	None	
Freehold and Atlantic Highlands Railroad	22.75	650,000 00									None	Receipts and expenses included in report of N. J. Southern Ry. Co.
Freehold and Jamesburg Agricultural Railroad	27.54	295,600 00	498,600 00		807,726 31	108,513 74	52,488 96	9,304 49	170,306 69	147,951 20	None	Central Railroad Company of N. J.
Greenville and Hudson Railway	2.62	400,000 00	350,000 00	295,807 68	1,045,807 68							Pennsylvania Railroad Company.
Hackensack and Lodi Railroad	1.41	25,000 00			25,000 00							Lehigh Valley Terminal Railway Co.
Hibernia Mine Railroad	5.50	200,000 00			188,941 17							N. Y., Susq. & Western R. R. Co.
Hibernia Underground Railroad	1.30	100,000 00		18,611 92	118,611 92					18,611 92		Central Railroad Company of N. J.
Hoboken Railroad, Warehouse and Steamship Connecting Co.	2.00	238,000 00		84,040 65	172,650 67		46,812 95		46,812 95	44,791 76	None	
Hopatcong Railroad	.89	10,000 00			17,485 25						None	
Hudson and Communipaw Railroad	1.00	2,000 00									None	Report of operations included in report of Morris and Essex R. R. Co.
Jersey City and Bayonne Railroad	5.00	13,500 00		1,195 52	14,695 52							Dela., Lacka. & Western R. R. Co.
Jersey City Belt Line Railway	5.83	12,000 00		41,209 74	53,209 74						None	Road not yet constructed.
Jersey City and Bergen Railroad	8.25	1,000,000 00	258,000 00		1,308,000 00	1,642,708 58		8,632 78	1,651,341 36	745,711 34		Road not constructed.
Lafayette Railroad	.55	61,800 00		65 15	61,865 15						None	Construction work not yet completed.
Lehigh and Hudson River Railway	63.20	1,100,000 00	1,385,354 00		2,595,778 00	9,851 50	311,336 88	5,770 97	326,959 35	172,866 26	None	
Lehigh and New England Railroad	56.42	1,500,000 00	431,000 00	109,098 29	2,040,098 29	3,412 45	38,610 21	2,902 51	44,925 17	38,944 63	None	Consolidated Traction Company.
Lehigh Valley Terminal Railway	22.82	10,000,000 00	10,900,000 00		12,758,082 22						None	Receipts and expenses included in report of Central R. R. Co. of N. J.
Lodi Branch Railroad	1.75	60,000 00			60,000 00						None	Central Railroad Company of N. J.
Long Dock Company	2.561	800,000 00	7,500,000 00		1,177,272 87							
Macopin Railroad	1.50	60,000 00	44,000 00		104,000 00							
Manahawkin and Long Beach Transportation Company	8.71	8,900 00				3,084 99	2,115 79	1,809 58	7,010 36	7,428 13	None	
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.
Middle Brook Railroad	1.85	4,000 00		13,761 60	17,761 60						None	Central Railroad Company of N. J.
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.
Middle Valley Railroad	1.38	9,900 00		39 09	9,939 09						None	Earnings and expenses included in report of Easton and Amboy R. R. Co.
Millstone and New Brunswick Railroad	6.64	95,750 00		117,122 12	113,404 42	4,310 55	3,966 75	823 59	9,100 89	16,099 17	None	Receipts and expenses included in report of Central R. R. Co. of N. J.
Morris County Railroad	13.96	300,000 00	300,000 00	62,485 53	662,485 53	375 29	47,516 47	50 12	47,941 88	47,461 63	None	Central Railroad Company of N. J.
Morris and Essex Railroad	119.70	15,000,000 00	25,239,000 00		39,205,218 12	2,403,787 06	3,055,522 62	438,803 89	5,898,113 57	4,673,122 50	None	Pennsylvania Railroad Company.
Morris and Essex Extension Railroad	1.92	221,000 00		50,674 58	271,674 58						None	Receipts and expenses of Hibernia Branch R. R. included.
Mount Holly, Lumberton and Medford Railroad	5.95	95,650 00	75,000 00		170,650 00	1,055 03	2 514 90	287 88	3,857 81	8,844 63	$1,050,000.00 by lessee.	
Mount Hope Mineral Railroad	4.05	160,000 00			150,367 15		18,529 09		18,529 09	9,938 11	$8,840.00 by lessee.	Dela., Lacka. & Western R. R. Co.
National Docks Railway	9.31	3,854,000 00			3,961,474 81		258,942 80	3,927 80	262,870 60	105,204 76	Two of 3 per cent. each on $45,050 of stock in cash.	Operations included in report of the Morris and Essex R. R. Co.
Navesink Railroad	4.66	701,900 00			701,870 91						None	Pennsylvania Railroad Company.
Newark Bay Railway	4.91	10,000 00		3,178 83	13,178 83						None	
Newark and Bloomfield Railroad	4.24	103,850 00		180,131 09	283,981 09						None	
Newark and Hudson Railroad	5.620	250,000 00	250,000 00		355,056 18						$154,160 in cash.	
New Jersey Junction Railroad	4.85	100,000 00	1,700,000 00		1,717,914 02						None	Receipts and expenses included in report of N. J. Southern Ry. Co.
New Jersey and New York Railroad	34.504	2,228,600 00	983,160 00	33,923 30	3,245,683 30	207,029 09	109,041 53	15,303 95	331,374 57	234,805 15	None	Construction work not yet completed.
New Jersey Shore Line Railroad	15.50	31,000 00		2,438 00	33,438 00						$6,231.00 by lessee company	Operations included in report of Morris and Essex R. R. Co.
New Jersey Southern Railway	77.68	2,590,600 00	1,790,600 00		752,000 00	531,162 65	322,301 43	50,504 50	903,968 58	936,056 38	None	Operations and expenses included in report of lessee company.
New York Bay Railroad	9.20	500,000 00	467,073 99	796,059 81	1,763,133 80						None	Earnings and expenses are merged in the general accounts of lessee company.
New York and Fort Lee Railroad	.24	1,000,000 00			269,601 72						None	
New York and Greenwood Lake Railroad	51.66	100,000 00	1,500,000 00		1,600,000 00						None	Road not constructed.
New York and Long Branch Railroad	38.04	2,000,000 00	1,692,000 00								None	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R., also the steamboat route between New York and Atlantic Highlands
New York and New Orange Railroad	2.96	50,000 00	25,000 00	13,144 55	88,144 55	375 32	155 46	32 20	562 98	3,453 28	One of 4 per cent. in cash	During the year 1900 the Pennsylvania R. R. paid $38,682.96 for use of road.
New York, Susquehanna and Western Railroad	235.44	26,000,000 00	12,818,000 00	534,349 22	42,226,875 31	369,992 21	1,202,450 97	51,076 62	1,623,519 80	1,000,589 25	None	Remaining portion of constructed road is included in report of West Shore R. R. and West Shore and Ontario Terminal Co
Northern Railroad Company of New Jersey	26.05	1,000,000 00	654,000 00		1,654,000 00						None	Operations and expenses included in report of lessee company.
Ocean City Railroad	10.30	125,000 00	125,000 00		269,010 47						None	Earnings and expenses form part of the income and expenses of lessee companies
Ogden Mine Railroad	9.86	450,000 00			450,000 00						None	
Palisades Railroad	4.442	253,585 00			232,793 60						None	Report includes the earnings and expenses of the Macopin R. R., Passaic and New York R. R., Lodi Branch R. R., and Hackensack and Lodi R. R.
Passaic and Delaware Railroad	14.11	111,050 00		36,528 63	147,578 63						$5,552.50 by lessee	Operations and expenses included in report of lessee company.
Passaic and Delaware Extension Railroad	7.41	100,000 00			100,000 00						$4,000.00 by Delaware, Lack. & W. R. R.	Receipts and expenses included in report of the Atlantic City R. R. Co.
												Operations included in report of Morris and Essex R. R. Co.
												Operations included in report of Morris and Essex R. R. Co.

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New York Bay Railroad	9.20	500,000 00	467,073 99	796,059 81	1,763,133 80						One of 4 per cent. in cash	gat R. R., Vineland R. R., and West End R. R., also the steamboat route between New York and Atlantic Highlands During the year 1900 the Pennsylvania R. R. Co. paid $38,682.96 for use of road.	Pennsylvania Railroad Company.
New York and Fort Lee Railroad	.24	1,000,000 00			269,601 72						None	Remaining portion of constructed road is included in report of West Shore R. R. and West Shore and Ontario Terminal Co	N. J. Junction R. R. Co.
New York and Greenwood Lake Railroad	51.66	100,000 00	1,500,000 00		1,600,000 00						None	Operations and expenses included in report of lessee company	Erie Railroad Company.
New York and Long Branch Railroad	38.04	2,000,000 00	1,692,000 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 and New Orange Railroad	2.96	50,000 00	25,000 00	13,144 55	88,144 55	375 32	155 46	32 20	562 98	3,453 28	None		
New York, Susquehanna and Western Railroad	235.44	26,000,000 00	12,818,000 00	534,349 22	42,226,875 31	369,992 21	1,202,450 97	51,076 62	1,623,519 80	1,000,589 25	None	Report includes the earnings and expenses of the Macopin R. R., Passaic and New York R. R., Lodi Branch R. R., and Hackensack and Lodi R. R.	
Northern Railroad Company of New Jersey	26.05	1,000,000 00	654,000 00		1,654,000 00						None	Operations and expenses included in report of lessee company	Erie Railroad Company.
Ocean City Railroad	10.30	125,000 00	125,000 00		269,010 47						None	Receipts and expenses included in report of the Atlantic City R. R. Co	Atlantic City Railroad Company.
Ogden Mine Railroad	9.86	450,000 00			450,000 00								Central Railroad Company of N. J.
Palisades Railroad	4.442	253,585 00			232,793 60								
Passaic and Delaware Railroad	14.11	111,050 00		36,528 63	147,578 63						$5,552.50 by lessee	Operations included in report of Morris and Essex R. R. Co	Dela., Lacka. & Western R. R. Co.
Passaic and Delaware Extension Railroad	7.41	100,000 00			100,000 00						$4,000.00 by Delaware, Lack. & W. R. R.	Operations included in report of Morris and Essex R. R. Co	Dela., Lacka. & Western R. R. Co.
Passaic River Extension Railroad	1.00	7,700 00			7,700 00							Road not constructed	
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	N. Y., Susq. & Western R. R. Co.
Paterson and Hudson River Railroad	13.95	630,000 00			630,000 00						Eight per cent. paid in cash, $50,400.00		Erie Railroad Company.
Paterson, Newark and New York Railroad	11.326	250,000 00	500,000 00		545,433 29						None	Operations and 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. paid in cash, $23,840.00		Erie Railroad Company.
Pemberton and Hightstown Railroad	24.42	342,150 00	160,000 00		502,150 00						None		Union Transportation Company.
Perth Amboy and Raritan Railway	5.68	12,000 00		28,489 85	40,489 85						None	Earnings and expenses included in report of Easton and Amboy R. R. Co	Easton & Amboy Railroad Co.
Perth Amboy and Woodbridge Railroad	6.40	228,400 00	100,000 00		346,439 43	81,347 57	92,865 57	8,910 27	183,123 41	122,520 48	Ten per cent. in cash, $22,840.00		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad	12.09	200,000 00		124,145 27	200,000 00	4,396 20	2,070 44	1,612 41	8,079 05	20,764 99	None		Pennsylvania Railroad Company.
Philadelphia and Brigantine Railroad	13.90	300,000 00	40,000 00	9,600 92	302,280 71	2,622 79	3,775 06	969 48	7,367 33	14,841 29	None		
Philadelphia and Long Branch Railroad	47.89	765,000 00	750,000 00	291,991 46	1,540,633 63	63,239 16	31,950 55	5,645 09	100,834 80	141,731 77	None		
Port Reading Railroad	19.72	2,000,000 00	1,503,000 00		3,723,937 69		367,383 71	1,028 00	368,411 71	349,038 63	None		Pennsylvania Railroad Company.
Pittstown Branch Railway	4.02	40,000 00		19,535 92	59,535 92						None		Philadelphia & Reading Railway Co.
Raritan North Shore Railroad	4.28	66,400 00		3,689 63	70,089 63						None	Earnings and expenses included in report of Easton and Amboy R. R. Co	Easton & Amboy Railroad Co.
Raritan River Railroad	18.26	375,000 00	375,000 00	20,181 25	755,376 04	11,285 92	62,887 99	3,897 87	78,071 78	50,591 80	None	Receipts and expenses included in report of lessee company	Central Railroad Company of N. J.
Raritan Terminal and Transportation Company	2.00	40,000 00		17,339 21	63,212 62		24,997 52		24,997 52	17,912 33	None		
Rockaway River and Montville Railroad	†	30,000 00		87,814 85	117,814 85					7,535 90	None	No receipts. Road still in process of construction	
Rockaway Valley Railway	26.00	125,000 00	125,000 00								None	This railroad is in litigation	
Rocky Hill Railroad and Transportation Company	2.38	45,600 00			45,654 14	1,849 49	22,063 09	579 66	24,492 24	11,504 89	Six per cent. by lessee company		Pennsylvania Railroad Company.
Seacoast Railroad	66.35	1,200,000 00	1,100,000 00		2,300,000 00						None	Receipts and expenses included in report of lessee company	Atlantic City Railroad Company.
Sound Shore Railroad	6.17	149,200 00		1,381 11	150,581 11						None	Receipts and expenses included in report of Central R. R. Co. of N. J	Central Railroad Company of N. J.
Sussex Railroad	29.52	1,638,600 00	236,500 00		1,902,941 31	42,939 62	122,460 68	22,562 24	187,962 54	99,779 70	3 per cent., $49,158.00, payable June 15, 1900, in cash 2 per cent., $32,772.00, payable Oct. 1, 1900, in cash 2 per cent., $32,772.00, payable Feb. 1, 1901, 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 N. J.
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 N. J.
Trenton, Lawrenceville and Princeton Railroad	9.75	113,400 00	50,000 00	115,000 00	278,400 00		379 54		379 54	305 50	None	Road not completed	
Tuckerton Railroad	29.00	550,991 54	99,882 50	7,662 72	662,017 05	21,125 03	25,847 39	3,456 04	50,428 46	50,440 39	None		
Union Transportation Company	24.38					24,269 14	15,994 60	2,885 23	43,148 97	41,450 70			
United New Jersey Railroad and Canal Company	449.00	21,240,400 00	20,000,000 00		47,734 561 18	8,248,467 21	12,971,693 56	2,342,219 82	23,562,380 59	16,360,228 41	10 per cent., $2,124,040.00		Pennsylvania Railroad Company.
Vincentown Branch Railroad	2.84	25,000 00	15,000 00		40,000 00	811 76	2,038 44	515 99	3,366 19	3,588 77	Two of 3 per cent. on $15,000.00 stock, in cash		Pennsylvania Railroad Company.
Vineland Railroad	46.82	600,000 00			139,313 34						None	Receipts and expenses included in report of N. J. Southern Ry. Co	Central Railroad Company of N. J.
Warren Railroad	18.65	1,800,000 00	1,404,000 00		3,191,269 19						$126,000.00 by lessee	Operations included in report of Morris and Essex R. R. Co	Dela., Lacka. & 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 N. J.
West Jersey and Seashore Railroad	329.64	5,055,350 00	4,988,900 00		10,568,793 44	2,134,576 55	951,026 60	310,299 94	3,395,903 09	2,477,442 85	Two of 2½ per cent. each in cash on the common capital stock Two of 3 per cent. each in cash, on the special guaranteed stock	Receipts and expenses includes operations of the Delaware River R. R. from Jan. 1 to April 30, 1900	Pennsylvania Railroad Company.
West Shore Railroad	425.00	10,000,000 00	50,000,000 00		60,000,000 00								
West Shore and Ontario Terminal Company	37.00	4,723,100 00	10,000,000 00									See affidavit concerning operations	N. Y. Central & H. R. R. R. Co.
West Side Connecting Railroad	.94	125,400 00		93 30	125,493 30							See affidavit concerning operations	N. Y. Central & H. R. R. R. Co.
Whippany River Railroad	3.777	25,000 00	25,000 00	34,685 16	74,162 69	1,424 95	31,511 50	336 38	33,272 83	23,123 99	None	Receipts and expenses included in report of Central R. R. Co. of N. J	Central Railroad Company of N. J.

†Nearly three miles.
*Less than one-quarter mile.