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1911

State of New Jersey.

Railroad and Canal Reports.

1911

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ANNUAL STATEMENTS

OF THE

RAILROAD AND CANAL COMPANIES

OF THE

STATE OF NEW JERSEY

TOGETHER WITH

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

For the Year 1911

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

1912.

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, April 9th, 1912.

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 1911, 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 individaul statements.

Very respectfully,

E. I. EDWARDS,
Comptroller of the Treasury.

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State Director's Report.

TRENTON, N. J., February 19th, 1912.

Hon. Woodrow Wilson, Governor of the State of New Jersey, Trenton, N. J.:

DEAR SIR—I have the honor to submit herewith my annual report as State Director of United New Jersey Railroad and Canal Company, for the year ending December 31st, 1911.

The statements exhibit:

First—Total mileage, 524.68 miles.

Second—Loss, $4,236,618.11.

Third—Amounts charged and credited to "Construction" and "Real Estate" accounts from January 1st, 1872, to December 31st, 1911, inclusive, showing a debit balance on January 1st, 1912, $30,575,343.71.

The State of New Jersey is the owner of 3,242 shares of stock, par value of $324,200, on which a dividend of ten per cent. (10%) has been paid and received by the State, as appears by the annual report of the State Treasurer for 1911.

To the best of my knowledge and belief, the terms of the lease under which the Pennsylvania Railroad Company operates the property of the United New Jersey Railroad and Canal Company have been strictly complied with, and the physical condition of the property has been satisfactorily maintained.

Very respectfully,

ABRAM DE RONDE,
State Director.

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Statements.

The Following Statement shows the Mileage of the Lines Comprising the New Jersey Division of the Pennsylvania Railroad Company, the Earnings and Expenses of Which Are Included With Operations of the United New Jersey Railroad and Canal Company for the Year 1911, as Shown on Accompanying Sheets.

United New Jersey Railroad and Canal Company (Railroads and Ferries):	*Miles.*
New Jersey and Pennsylvania State Line in Delaware river at Trenton, N. J., to Jersey City, N. J.,	56.72
Hudson River Ferries,	1.00
Camden, N. J., to South Amboy, N. J.,	61.22
Connection with Freehold and Jamesburg Agricultural Railroad at Jamesburg Junction, N. J.,	.28
Connection with Kinkora and New Lisbon Railroad at Kinkora, N. J.,	.31
Connection with Delaware River Railroad and Bridge Company's Branch No. 1 at Fish House, N. J.,	.25
Connection with Camden and Burlington County Railroad at Pavonia, N. J.,	.19
Connection with West Jersey and Seashore Railroad, Atlantic City Division, at Camden, N. J.,	.17
Harsimus Branch—Near Marion, N. J., to Harsimus Cove, N. J.,	1.36
Centre Street Branch—Harrison, N. J., to Canal street, Newark, N. J.,	1.34
Bonhampton Branch—Metuchen, N. J., to Bonhampton, N. J.,	1.80
Kingston Branch—Monmouth Junction, N. J., to Kingston, N. J.,	4.28
Jamesburg Branch—Monmouth Junction, N. J., to Jamesburg Junction, N. J.,	5.45
Princeton Branch—Princeton Junction, N. J., to Princeton, N. J.,	3.06
Millham Branch—Millham Junction, N. J., to Coalport, in Trenton, N. J.,	2.00
Bordentown Branch—Trenton, N. J., to Bordentown, N. J.,	6.07
Florence Branch—Florence, N. J., to Wood's Iron Works,	2.04
South Trenton Branch—Coalport, Trenton, to near Hamilton avenue, Trenton, N. J.,	.87
	148.41

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	Miles.
Pennsylvania Tunnel and Terminal Railroad,	11.81
Perth Amboy and Woodbridge Railroad,	6.43
Millstone and New Brunswick Railroad,	6.56
Rocky Hill Railroad and Transportation Company,	2.84
Belvidere Delaware Railroad,	81.08
Philadelphia and Trenton Railroad,	26.07
Pennsylvania Railroad—Delaware Avenue Branch,	3.54
Commerce Street Branch,	.76
Canal Street Branch,	.31
Thirty-fourth Street Branch,	.63
Connecting Railway,	35.65
Delaware River Railroad and Bridge,	9.52
Freehold and Jamesburg Agricultural Railroad,	27.31
Kinkora and New Lisbon Railroad,	10.46
Camden and Burlington County Railroad,	29.85
Mount Holly, Lumberton and Medford Railroad,	5.94
Vincentown Branch of the Burlington County Railroad,	2.77
Philadelphia and Long Branch Railroad,	48.74
Total railroads and ferries,	458.68
Delaware and Raritan Canal (U. N. J. R. R. & C. Co.),	66.00
Grand Total New Jersey Division,	524.68

In addition to above the New Jersey Division operates 75.27 miles of line under trackage rights.

Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of Other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ended December 31st, 1911.

GROSS REVENUE FROM OPERATION.

From Freight Revenue,	$18,534,587 90	
Passenger Revenue,	13,071,178 99	
Mail Revenue,	532,695 42	
Express Revenue,	1,770,674 89	
Other Transportation Revenue,	548,072 14	
Non-Transportation Revenue,	545,641 72	
Outside Operations (exceeding D. & R. Canal),	2,842,975 15	
Delaware and Raritan Canal	318,907 88	
Total,		$38,164,734 09

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OPERATING EXPENSES.

For Maintenance of Way and Structures, ...	$4,297,903 43	
Maintenance of Equipment, ...	4,478,892 55	
Traffic, ...	563,441 47	
Transportation, ...	16,321,556 61	
General, ...	814,745 76	
Outside Operations Expenses (excluding D. & R. Canal), ...	4,154,646 20	
Delaware and Raritan Canal, ...	446,174 65	
Total, ...		$31,077,360 67
Taxes, ...		2,970,557 32
Operating Expenses, Including Taxes, ...		$34,047,917 99
Net Revenue from Operation, ...		$4,116,816 10
Deduct Rental of Equipment, Terminal Facilities, etc., ...		1,391,630 98
		$2,725,185 12
To which add—		
Dividend on Belvidere Delaware Railroad Company Stock, ...	$100,840 00	
Philadelphia and Camden Ferry Company Stock, ...	26,295 00	
Camden and Burlington County Railroad Company Stock, ...	11,418 00	
Paterson and Ramapo Railroad Company Stock, ...	450 00	
Associates of the Jersey Company Stock, ...	30,000 00	
Freehold and Jamesburg Agricultural Railroad Company Stock,..	9,594 00	
Trenton and Delaware Bridge Company Stock, ...	7,912 00	
Perth Amboy and Woodbridge Railroad Company Stock, ...	6,000 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds, ...	3,400 00	
Rents, ...	392,202 34	
		588,111 34
Total income, ...		$3,313,296 46
From which deduct payment as follows:		
United New Jersey Railroad and Canal Company—		
Dividend on $21,240,400.00 stock at ten per cent., ...	$2,124,040 00	
Interest on loan of 1923, $1,824,000.00 at four per cent., ...	72,960 00	

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Interest on loan of 1929, $6,020,000.00 at four per cent.,	$240,800 00	
Interest on loan of 1944, $5,646,000.00 at four per cent.,	225,840 00	
Interest on loan of 1948, $841,000.00 at four per cent.,	33,640 00	
Interest on loan of 1951, $5,669,000.00 at three and one-half per cent.,	198,415 00	
Organization,	10,000 00	
Interest on Mortgages and Ground Rents,	23,040 71	
Interest on $2,000,000.00 P. R. R. Co. First Mortgage four per cent. Bonds, issued account of purchase of New York Pier Properties,	80,000 00	
		$3,008,735 71

Philadelphia and Trenton Railroad Company—

Dividends on $494,100.00 stock at ten per cent.,	$49,410 00	
Interest on Mortgages and Ground Rents,	395 67	
		49,805 67

Camden and Burlington County Railroad Company—

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

Vincentown Branch of the Burlington County Railroad—

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

Mt. Holly, Lumberton and Medford Railroad Company—

Dividend on $44,750.00 stock at six per cent.,	$2,685 00	
Organization,	200 00	
		2,885 00

Rocky Hill Railroad and Transportation Company—

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

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Connecting Railway Company—		
Dividend on $3,613,650.00 stock at four per cent.,	$144,546 00	
Interest on $2,059,000.00 bonds at three and one-half per cent. (six months),..	36,032 50	
Interest on $2,059,000.00 bonds at four per cent. (six months),	41,180 00	
Interest on $1,000,000.00 bonds at four and one-half per cent.,	45,000 00	
Interest on Mortgages and Ground Rents,	2,492 50	
		$269,251 00
New York Bay Railroad Company—		
Compensation for Trackage Rights, ...	$257,400 00	
Interest on Mortgages and Ground Rents,	10,000 00	
		267,400 00
Delaware River Railroad and Bridge Company—		
Net earnings,	$148,696 50	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings,	107,721 54	
Belvidere Delaware Railroad Company—		
Net earnings,	185,184 62	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings,	43,836 02	
		485,438 68
Construction Expenditures on United New Jersey Railroad and Canal Company and lines operated in connection therewith,		3,326,289 50
Floating Equipment—Tug Boats and Car Floats,	58,415 88	
Shop Tools and Machinery,	42,155 63	
		100,571 51
		$7,549,914 57
Loss,		$4,236,618 11

C. M. BUNTING,
Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa.
February 6th, 1912.

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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, 1911, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1910, ..	$31,929,973 81	
Amount expended in 1911, ...	2,618,338 37	
Amount transferred from real estate, erroneously charged in 1909, ...	4,170 41	
		$34,552,482 59

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1910, ...	$8,538,234 42	
Proceeds from sales in 1911, ...	10,720 35	
		8,548,954 77
Debit balance, January 1st, 1912, ...		$26,003,527 82

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1910, ..	$3,653,813 57	
Amount expended in 1911, ...	Nothing.	
		$3,653,813 57

Cr.

By Proceeds from sale of real estate, materials, etc., to December 31st, 1910, ...	$1,123,663 98	
Proceeds from sale in 1911, ...	Nothing.	
Amount transferred to cost of construction, erroneously charged in 1909, ...	4,170 41	
		1,127,834 39
Debit balance, January 1st, 1912, ...		$2,525,979 18

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1910, ..	$3,940,306 12	
Amount expended in 1911, ...	178 06	
		$3,940,484 18

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Cr.

By United New Jersey Railroad and Canal Company's stock,	$2,258,708 55	
Proceeds from sale of building and materials to December 31st, 1910,	127,796 08	
Proceeds from sales in 1911,	Nothing.	
		$2,386,504 65
Debit balance, January 1st, 1912,		$1,553,979 55

HARSIMUS COVE RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1910,	$1,236,004 10	
Amount expended in 1911,	Nothing.	
		$1,236,004 10

Cr.

By United New Jersey Railroad and Canal Company's stock,	$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1910,	2,855 49	
Proceeds from sales in 1911,	Nothing.	
		744,146 94
Debit balance, January 1st, 1912,		$491,857 16

SUMMARY.

Dr.

To Cost of construction,	$34,552,482 59	
Real estate,	3,653,813 57	
Harsimus Cove construction,	3,940,484 18	
Harsimus Cove right of way and real estate,	1,236,004 10	
		$43,382,784 44

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property,	$9,807,440 73	
United New Jersey Railroad and Canal Company's stock,	3,000,000 00	
		12,807,440 73
Debit balance, January 1st, 1912,		$30,575,343 71

C. M. BUNTING,
Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa.
February 6th, 1912.

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The following Statements and facts are given in the Annual Reports of Railroad Companies of this State made to the Comptroller for the year ending December 31st, 1911. In each case these facts and statements are sworn to by the Railroad Officer making the Report.

NEW JERSEY STATE LIBRARY

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Report of Railroad Companies.

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, Atlantic City Railroad Company presents the following Report for the year ending December 31st, 1911:

Capital stock paid in,	$3,625,000 00
Bonded debt,	4,539,017 00
Cost of road and equipments,	$8,949,978 80

Dividends paid during the year 1911, and how paid—None.

The road extends from Camden, N. J., to Atlantic City, N. J.; Atco, N. J., to Mullica Hill, N. J.; Gloucester, N. J., to Mount Ephraim, N. J.; Winslow Junction, N. J., to Cape May, N. J.; Tuckahoe, N. J., to Sea Isle City, N. J.; Ocean City Junction, N. J., to Ocean City, N. J., a distance of 166.71 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$1,209,912 07
Income from freight,	756,774 40
Income from other sources,	146,062 18
Total,	$2,112,748 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,204,283 19

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

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State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

GEORGE ZIEGLER,
Comptroller.

Sworn and subscribed before me, this fourth day of March, A. D. 1912.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission Expires April 18th, 1915.

ACCIDENTS.

January 6th, 1911—Raeffele Amodio, employe, non-fatally injured, Atlantic City, N. J. Falling from car. W. M. Prosser, conductor; D. R. Williams, engineer.

January 24th, 1911—P. Matchaccia, employe, non-fatally injured, Dorothy, N. J. Struck by falling tie. ————, conductor; ————, engineer.

January 25th, 1911—Maurice Gets, non-employe, non-fatally injured. Atlantic City, N. J. Team struck. A. J. Johnson, conductor; D. V. Smith, engineer.

February 21st, 1911—Matthew Firman, employe, non-fatally injured, Williamstown Junction, N. J. Jumping off caboose. V. L. Morean, conductor; George S. Eldredge, engineer.

February 28th, 1911—Joseph Hickman, employe, non-fatally injured, Camden, N. J. Falling over switch rods. G. S. Lewis, conductor; Barney Treadway, engineer.

May 16th, 1911—George Oliver, non-employe, non-fatally injured, Cape May, N. J. Team struck. F. B. E. Tompkins, conductor; S. L. Burroughs, engineer.

May 18th, 1911—George W. Wooley, non-employe, non-fatally injured, Gloucester, N. J. Team struck. B. F. Gillespie, conductor; Theo. Leopold, engineer.

May 22d, 1911—Louisa Lucus, non-employe, non-fatally injured, Atlantic City, N. J. Struck by train. M. A. Knapp, conductor; J. Doyle, engineer.

May 30th, 1911—N. Sardinis, employe, non-fatally injured, Folsom, N. J. Walking on track. ————, conductor; ————, engineer.

June 1st, 1911—Patrick Carney, employe, non-fatally injured, Camden, N. J. Attending locomotive fire. Edward Stratton, conductor; A. J. Davis, engineer.

June 15th, 1911—Louis Norton, employe, non-fatally injured, Dennisville, N. J. Poling cars. F. W. Young, conductor; Henry Schenck, engineer.

June 25th, 1911—S. Italina, non-employe, non-fatally injured, Atlantic City, N. J. Jumping off train. W. M. Prosser, conductor; Thomas Collins, engineer.

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July 6th, 1911—M. S. Strang, employe, non-fatally injured, Camden, N. J. Handling rerailing frogs. J. B. Black, conductor; Andrew David, engineer.

July 6th, 1911—G. J. Stubbins, employe, non-fatally injured, Winslow Junction, N. J. Coupling air hose. J. S. Curry, conductor; C. B. Gudykunst, engineer.

July 8th, 1911—James A. Maloney, employe, non-fatally injured, Camden, N. J. Falling from car. C. W. Moore, conductor; Frank Sterner, engineer.

July 11th, 1911—Roy W. Farrish, employe, non-fatally injured, Hammonton, N. J. Falling from car. Thomas Phillips, conductor. Joseph Collins, engineer.

July 13th, 1911—H. H. Loggerman, employe, non-fatally injured, Camden, N. J. Struck by brake wheel. Edward Stratton, conductor; John Black, engineer.

July 17th, 1911—William L. Strun, employe, non-fatally injured, Egg Harbor, N. J. Attending locomotive fire. Ernest Haines, conductor; L. Mann, engineer.

July 19th, 1911—Michael Hoffman, non-employe, killed, Camden, N. J. G. A. Clarke, conductor; Wolsey Williams, engineer.

July 22d, 1911—Louis Frank, non-employe, non-fatally injured, Newtonville, N. J. Struck by glass. C. P. McLain, conductor; Frank Hein, engineer.

July 25th, 1911—Roy DeHaven, employe, non-fatally injured, Gloucester, N. J. Applying brake. William Lodge, conductor; Jos. Wright, engineer.

July 29th, 1911—Rose Baker, non-employe, non-fatally injured, Gloucester, N. J. Struck by engine. E. E. Clarke, conductor; J. Buchannan, engineer.

July 29th, 1911—Paul Heinick, Jr., employe, non-fatally injured, Camden, N. J Falling off car. Samuel Coxe, conductor; Frank Sterner, engineer.

July 29th, 1911—Harry Wark, non-employe, non-fatally injured, Laurel Springs, N. J. Falling from train. A. W. Pinkerton, conductor; E. M. Chaney, engineer.

August 10th, 1911—Joseph H. Young, employe, non-fatally injured, Ocean City, N. J. Struck by overhead obstruction. C. S. Hand, conductor; F. R. Hein, engineer.

August 20th, 1911—Porey Katze, non-employe, fatally injured. Newtonville, N. J. Struck by train. Thomas H. Ashton, conductor; M. L. Atkinson, engineer.

August 24th, 1911—J. E. Jocher, non-employe, killed, West Collingswood, N. J. Falling off train. A. J. Faber, conductor; Fred Laird, engineer.

September 1st, 1911—Morton Black, employe, non-fatally injured, Seaville, N. J. Reversing engine. G. Danzenbaker, conductor; Morton Black, engineer.

September 4th, 1911—John Johnson, non-employe, fatally injured, Camden, N. J. Struck by engine. J. P. Thomas, conductor; Henry Schenck, engineer.

November 3d, 1911—Sooy Alexander, employe, non-fatally injured, Tuckahoe, N. J. Struck by oil cup. F. B. E. Tomkins, conductor; Samuel Burroughs, engineer.

November 4th, 1911—Edward Wigany, non-employe, non-fatally injured, Glassboro, N. J. Door closed on hand. C. S. Foust, conductor; George Eldredge, engineer.

November 7th, 1911—Louis Turner, employe, non-fatally injured, Egg Harbor, N. J. Falling from car. Samuel Price, conductor; James Whitaker, engineer.

November 21st, 1911—Christ Tronkle, non-employe, non-fatally injured, Gloucester, N. J. Team struck. Ernest Haines, conductor; Barney Treadway, engineer.

November 27th, 1911—Florian Mason, employe, non-fatally injured, Winslow Junction, N. J. Attending switches. Floyd Young, conductor; C. E. Smith, engineer.

November 30th, 1911—William H. Cann, employe, non-fatally injured, Camden, N. J. Falling from tender. ————, conductor; W. H. Cann, engineer.

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December 23d, 1911—William J. Young, Walter A. Junge, non-employes, killed, Lawnside, N. J. Automobile struck. W. H. Young, conductor; W. H. Balthaser, engineer.

December 23d, 1911—James Buzby, employe, non-fatally injured, Camden, N. J. Jumping off car. H. E. Ruth, conductor; Irving McIntyre, engineer.

December 30th, 1911—Ira Harris, employe, non-fatally injured, Gloucester Junction, N. J. Jumping off engine. ———, conductor; William G. Hein, engineer.

ATLANTIC CITY AND OCEAN CITY RAILROAD COMPANY.

Capital stock paid in,	$180,000 00
Bonded debt,	180,000 00
Floating debt—None.	
Cost of road and equipments,	$330,904 86

The road extends from Somers Point to Boardwalk, Ocean City, N. J., a distance of 2.61 miles.

It is leased to the Atlantic City & Shore Railroad Company at an annual rental of $19,500.

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

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

HARRY E. KOHN.

Sworn and subscribed before me, this 20th day of January, A. D. 1912.

JOSEPH F. COTTER,

[L. S.] *Notary Public.*

Commission expires May 14, 1915.

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RECEIPTS AND EXPENSES FOR 1911.

Income from rental,	$19,500 00
Income from freight—None.	
Income from other sources,	248 22
Total,	$19,748 22

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies —Road operated by Atlantic City and Shore Railroad Company.

Dividends paid during the year 1911, and how paid—$9,000 in cash.

P. O. address of this company—605 Land Title Building, Philadelphia, Pa.

ACCIDENTS.

Road operated by Atlantic City and Shore Railroad Company.

ATLANTIC CITY AND SHORE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	995,000 00
Floating debt—None.	
Cost of road and equipments,	$1,930,362 01

Dividends paid during the year 1911, and how paid—

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

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$592,589 66
Income from freight—None.	
Income from other sources,	14,682 25
Total,	$607,271 91
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$280,005 93

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REMARKS.

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

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

State of Pennsylvania, Philadelphia county, *ss.*—W. A. Stern, being duly sworn, on his oath says, that he is President of the Atlantic City & Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911, are correct and true, to the best of his knowledge and belief.

W. A. STERN.

Sworn and subscribed before me, this 5th day of March, A. D. 1912.

JOSEPH F. COTTER,
Notary Public.

[L. S.]

Commission expires May 14, 1915.

ACCIDENTS DURING YEAR 1911.

February 12th—Orlien, cut over eye, bruised. Boy ran into fender of car. Conductor, W. L. Collins; motorman, Jno. Wieland. Still employed.

March 2d—Edith Mathews, arm bruised. Fell from moving car. Conductor, Elvin Joslin; motorman, C. Applegate. Still employed.

March 21st—Mrs. Jno. Turvey, ankle bruised. Slipped getting off car. Conductor, R. Blumenthal; motorman, H. Rossell. Not employed.

March 31st—Jno. Wood, employe, ruptured. Auto cut in front of car between squares. Conductor, Paul Jones; motorman, John Wood. Still employed.

May 1st—Mrs. W. Eaton, shock and bruises. Jumped off moving car. Conductor, C. Henderson; motormon, J. Hentzler. Motorman still employed.

May 8th—Squire Rush, trousers torn and knee-cap bruised. Attempted to board moving car. Conductor, R. Blumenthal; motorman, H. Rossell. Not employed.

May 23d—Sarah Carpenter, cut head. Stepped off moving car. Conductor, C. Osler; motorman, Geo. Ahearn. Still employed.

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May 26th—Mrs. Reilly and Mrs. Steelman, personal injuries. Controller blew out and women jumped from moving car. Conductor, G. F. Barrett; motorman, F. Previte. Motorman still employed.

June 8th—Frank Moore, arm cut. Running across street, fell into fender. Conductor, F. W. Connelly; motorman, H. Dannenhauer. Not employed.

June 22d—Frank Previte, employe, burns on face and arm. Ribbon fuse blew out. Conductor, C. Dowdall; motorman, F. Previte. Motorman still employed.

June 24th—Charles Osborne, cut over eye. Boy ran into side of car. Conductor, E. Karnstadt; motorman, W. Morris. Motorman still employed.

June 24th—A. Weiss, slight bruises. Jumped off car backwards. Conductor, P. Bloomfield; motorman, C. Thurlow. Not employed.

July 3d—Isaac Hughes, claimed eye injured. Claimed incandescent bulb exploded. Conductor, Robert Routh; motorman, H. Coleman. Not employed.

July 5th—Amelia Riggins, slight shock. Falling from standing car. Conductor, H. Adams; motorman, H. Anderson. Motorman still employed.

July 5th—Mrs. C. Silverstein, head cut. Alighted from moving car. Conductor, O. Altshuler; motorman, C. Vogeding. Not employed.

July 9th—M. Servose, slight cuts and bruises. Child fell out of car. Conductor, S. M. Winter; motorman, H. S. Wilson. Motorman still employed.

July 9th—Albert Bacchino, slight cuts on head. Man jumped off backwards from car running at full speed. Conductor, F. Rigdon; motorman, Jno. Watson. Still employed.

July 10th—Mrs. Lomax, shock, dress torn. Car started while passenger was alighting. Conductor, O. Aldshuler; motorman, C. Vogeding. Not employed.

July 12th—R. A. Sanders, cut and bruised, trousers damaged. Claimed car started while alighting. Conductor, H. Smith; motorman, C. McNaney. Not employed.

July 13th—Lizzie Sutton, back bruised. Got off moving car. Conductor, R. W. Pierson; motorman, J. Hentzler. Motorman still employed.

July 14th—Maier Benkoil, wrist injured. Man stepped off backwards before car stopped. Conductor, B. Dunsafe; motorman, Wm. Hingston. Still employed.

July 15th—Mrs. Wharton, bruise on head, strain of right knee. Crippled woman fell in car. Conductor, C. Dowdall; motorman, C. R. Hill. Motorman still employed.

July 16th—J. A. Donoldson, employe, ribs fractured. Started car before way was clear. Caught between cars. Conductor, J. A. Donaldson; motorman, H. Dannenhauer. Conductor still employed.

July 20th—Mrs. Mary O'Donnell, slight injury to back. Car was started while passenger was alighting. Conductor, C. Altemas; motorman, H. Coleman. Not employed.

July 19th—Mary E. Pedrick, nervous, bruised. Claim car started while alighting. Unreported case.

July 23d—Chalfonte bus, horse's leg broken, bus damaged. Contending for right of way. Conductor, D. Eckstein; motorman, Wm. Hohl. Not employed.

July 26th—Miss B. Newmark, knee bruised, dress torn. Alighted before car stopped. Conductor, J. C. Cropper; motorman, P. F. Knee. Motorman still employed.

July 30th—Ida Weeks, shock and bruises. Got off moving car. Conductor, O. Altshuler; motorman, C. H. Powell. Not employed.

July 30th—K. Golden, bruised about face and arms. Claim car started when she was getting off. Unreported case.

August 1st—Mary O'Brien, shock and bruises. Got off after car started. Conductor, M. Ginsberg; motorman, J. Babcock. Motorman still employed.

August 3d—Mrs. A. Lenoir, shock and bruises. Stepped off after car started. Conductor, L. J. Lott; motorman, C. Thurlow. Not employed.

August 3d—M. Gallagher, arm broken, face bruised. Man standing close

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to track hit by running-board. Conductor, F. Humphrey; motorman, J. A. Schenck. Conductor still employed.

August 4th—J. K. Brick, finger broken. Put arm out of window. Conductor, L. Walters; motorman, H. Rossell. Conductor still employed.

August 6th—Mrs. O. Stea, slight injuries. Woman got off after car started. Conductor, H. M. Ferris; motorman, M. Widlansky. Motorman still employed.

August 6th—Mrs. Venell, shock and bruises. Collision of cars. Conductor, J. Keeham; motorman, W. Hobe. Not employed.

August 7th—Mrs. Freeman, shock and bruises. Stepped from moving car. Conductor, C. Osler; motorman, G. Ahearn. Still employed.

August 10th—M. Widlansky, employe, arm broken. Lost control of hand brake. Conductor, G. A. Gerke; motorman, M. Widlansky. Motorman still employed.

July 26th—Miss B. Newmark, knee bruised, dress tofn. Alighted before

August 10th—Mrs. M. Barton, bruised and cut. Woman stepped off car after it started. Conductor, S. C. Waltman; motorman, J. B Glassey. Not employed.

August 15th—Jeanette Toland and wagon, spokes broken, horse cut and shock to woman. Wagon was driven carelessly across street. Conductor, C. Cullen; motorman, H. Donehower. Not employed.

August 19th—Mrs. Tracy, shock and bruises. Woman stepped off moving car. Conductor, C. Cullen; motorman, J. Schenck. Not employed.

August 19th—C. Mannery and wagon, cuts and bruises, wagon upset and broken. Team crossed track where it had no right to. Conductor, F. Rigdon; motorman, J. Watson. Still employed.

August 16th—Oliver F. Mitchell, employe, bruised foot. Reel of cable rolled over foot.

August 23d—Mrs. Barab, broken wrist. Woman stepped off moving car. Conductor, Wm. D. Gibson; motorman, J. J. Burke. Not employed.

August 26th—Mrs. Williams, arms bruised. Woman stepped from moving car. Conductor, C. Osler; motorman, G. Ahearn. Still employed.

August 28th—Bergner & Engel's wagon, C. Klutz, driver, property damage, personal injury in lumbar region. Driver disregarded traffic rules and crossed in middle of street. Conductor, Paul Jones; motorman, B. W. Clark. Conductor still employed.

August 22d—Mrs. A. Blair, sprain and bruises. Woman struck side of car as it stopped. Conductor, C. W. Wade; motorman, E. Johnson. Conductor still employed.

August 31st—C. B. Davis, chauffeur, claimed internal injuries. Chauffeur disregarded traffic rules and ran into side of car. Conductor, E. Joslin; motorman, A. Sheridan. Conductor still employed.

September 1st—Annie Durell, bruises. Fell while stepping from car. Conductor, W. B. Gibson; motorman, J. B. Glassey. Not employed.

September 1st—Margaret Dugan, bruises and cuts. Woman got off car while it was going at full speed. Conductor, C. Hill; motorman, W. Luderitz. Still employed.

September 2d—Meier Rose, cuts and bruises. Man stumbled in front of car while cleaning gutter. Conductor, E. Joslin; motorman, W. F. Haley. Still employed.

September 2d—Mrs. N. Dyer, shock and bruises. Got off car after it had started. Conductor, W. L. Collins; motorman, J. Babcock. Still employed.

September 4th—Mrs. Emma L. Brown, bruises on ankle, hip, side and shoulder. Walked in front of car. Conductor, R. Hume; motorman, T. French. Still employed.

September 8th—Mrs. A. B. Endicott, shock. Alighted from moving car. Conductor, F. Humphrey; motorman, S. Vanlier. Still employed.

September 11th—Norman Ott, fell and cut face and broke glasses. Man tried to board moving car. Conductor, R. Blumenthal; motorman, Frank Miller. Motorman still employed.

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September 27th—Applegate and bus; Mrs. Devine; Applegate, foot mashed, later amputated; bus damaged; Mrs. Devine, sprain and shock. Driver disregarded traffic rules. Conductor, F. Humphrey; motorman, G. W. Grover. Still employed.

October 3d—Mrs. A. Silberman, bruises and shock. Woman jumped from car in middle of block. Conductor, R. Spencer; motorman, P. F. Knee. Still employed.

October 9th—Mrs. Brodhead, bone broken in two places. Alighted from moving car. Conductor, F. C. Pentz; motorman, F. McAllister. Not employed.

November 3d—Harry Dilks, bruises. Motorcycle brake refused to work and man rode into side of car. Conductor, L. Walters; motorman, E. Fraas. Still employed.

November 8th—Mrs. Mench, fingers bruised. While passing through baggage compartment she put fingers through lattice work. Conductor, S. Izenskie; motorman, E. Fraas. Still employed.

November 16th—Mrs. H. Brubaker, shock and bruises. Stepped from moving car. Conductor, F. E. Pentz; motorman, J. Babcock. Still employed.

November 20th—L. C. Boyce, bruised ankle and knee. Plank from freight car extended over our track, was struck by car, and plank hit man on shin. Conductor, R. Blumenthal; motorman, R. L. Cramer. Motorman still employed.

November 22d—Vincent Furey, bruises. Ran into car fender. Conductor, F. A. Park; motorman, Wm. Hobe. Still employed.

December 1st—A. Stern, knee skinned and trousers torn. Tried to board moving car. Conductor, F. Hoelzle; motorman, H. Rossell. Conductor still employed.

December 28—George Kimbal, man found dead on tracks. Cause of accident unknown. Conductor, C. R. Hill; motorman, C. Warrington. Still employed.

THE BALTIMORE AND NEW YORK RAILWAY COMPANY.

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt,	191,795 42
Cost of road and equipments,	891,795 42

Dividends paid during the year 1911, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1911.

Income from freight,	$395,099 57
Total,	$395,099 57

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	359,014 12
Net corporate income,	$36,085 45

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

State of New York, New York county, *ss.*—C. C. F. Bent, being duly sworn, on his oath says, that he is Vice-President of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911, are correct and true, to the best of his knowledge and belief.

C. C. F. BENT.

Sworn and subscribed before me, this twenty-ninth day of January, A. D. 1912.

[L. S.]

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

ACCIDENTS.

January 21st, 1911—A. Eltringham, freight brakeman, Philadelphia and Reading R. R., whilst standing on tank step of P. and R. engine No. 612, was caught between engine and cars and fatally injured. Engine No. 612. Conductor, J. L. Brown; engineer, —— Eljreth.

April 1st, 1911—E. Jacklyn, B. and N. Y. freight brakeman, standing on top of rear car was struck by overhead bridge of Lehigh Valley Railroad and cut about head and face. Engine No. 1631. Conductor, James B. Gerow; engineman, C. Wynans, Jr.

May 8th, 1911—Martin Fackelmann, riding bicycle, attempted to cross Brunswick avenue crossing at Bayway, N. J., and was struck by engine No. 1638 and cut and bruised about head and body. Conductor, H. J. Hancock; engineman, J. Hanlon.

June 1st, 1911—R. Taxter, whilst attempting to adjust brake rigging underneath P. and R. car 31234 at Bayway, was struck in the face by part of the brake rigging, injuring his nose. Conductor, R. H. Taxter; engineman, C. Perry.

July 1st, 1911—Geo. Neilson, a Philadelphia and Reading brakeman, after throwing switch at Cranford Junction jumped on tank of engine, and, falling across track, was killed.

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THE BARNEGAT RAILROAD COMPANY.

Capital stock paid in,	$50,000 00
Bonded debt—None.	
Floating debt,	24,347 71
Cost of road and equipments,	$49,727 35

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

It is operated by the Tuckerton Railroad Company for and on account of the Barnegat Railroad Company, and the latter company bears all the expenses in connection therewith. This arrangement is subject to termination on three months' notice.

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$1,590 30
Income from freight,	1,679 49
Income from other sources,	991 19
Total,	$4,260 98
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$11,712 41

Dividends paid during the year 1911, and how paid—None.

* Includes $1,312.56 taxes and other obligatory charges.

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

ACCIDENTS.

None.

BAY SHORE CONNECTING RAILROAD COMPANY.

Capital stock paid in,	$34,777 06
Floating debt,	3,793 31
Cost of road and equipments,	$35,034 47

Dividends paid during the year 1911, and how paid—None.

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

REMARKS.

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

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

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Bay Shore Connecting Railroad Company, and that the foregoing statement and the annexed statements of accidents on the said road during the year 1911, are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me, this second day of March, A. D. 1912.

C. L. MALCOLM,

[L. S.] *Notary Public, Kings Co., No. 202,*
Register's Office, Kings Co., No. 4495,
Register's Office, N. Y. Co., No. 3208,
Certificate filed in N. Y. Co., No. 73.

ACCIDENTS.

See statement attached to report of Lehigh Valley Railroad Company of New Jersey.

THE BELVIDERE DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,637,000 00
Floating debt—None.	
Cost of road and equipments,	$4,181,100 47

The road extends from Trenton, N. J., to Manunka Chunk, N. J., 67.42 miles; connection with Delaware, Lackawanna and Western Railroad in Manunka Chunk, N. J., 0.09 miles; Coalport in Trenton, to East Trenton, N. J., 1.73 miles; Lambertville to Flemington, N. J., 11.55 miles; Martin's Creek, N. J., to junction with Delaware, Lackawanna and Western Railroad, 0.29 miles; a total distance of 81.08 miles.

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

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

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$439,978 28
Income from freight,	1,369,933 81
Income from other sources,	111,222 62
Total,	$1,921,134 71
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$1,906,807 47

List of casualties occurring on the Belvidere Delaware Railroad for the year ending December 31st, 1911.

Dividends paid during the year 1911, and how paid—One of ten per cent., paid in cash.

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

ACCIDENTS.

Train Accidents, Employes—Coupling or Uncoupling.

January 10th, 1911—Wilbur A. Miller, brakeman, left hip bruised. Engineman, E. Salter; conductor, W. W. Eckert.

February 1st, 1911—Thos. Harrobin, brakeman, lacerated wound right index finger. Engineman, John P. Salter; conductor, D. B. Heneby.

March 2d, 1911—John E. Luckmire, brakeman, index finger right hand mashed, ribs right side bruised. Engineman, W. Hagerman; conductor, J. H. Rodenbaugh.

July 3d, 1911—John J. McQuade, brakeman, back of hand and index finger bruised. Engineman, D. Barry; conductor, F. R. Young.

* Includes $313,728.26, interest on bonded debt, taxes and other obligatory charges.

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August 25th, 1911—Alfred Youtz, flagman, small bone right forearm broken and right hand badly lacerated. Engineman, Wm. Drissell. Conductor, John Hayden.

November 24th, 1911—Geo. H. Gordon, brakeman, muscles of back and abdomen contused. Engineman, H. Myers; conductor, M. Salter.

Collisions.

April 7th, 1911—John Conway, engineman, left arm sprained. Enginemen, J. Conway, J. Cane; conductors, T. Miller, J. Heitzman.

April 7th, 1911—J. Cane, engineman, sprained right ankle. Enginemen, J. Conway, J. Cane; conductors, T. Miller, J. Heitzman.

Derailments.

April 29th, 1911—Charles M. Person, conductor, killed; Harry D. Wilbur, baggage master, killed; Wilbur U. VanNoy, engineman, killed; J. B. Bicknell, tourist agent, killed; Samuel M. Sprowl, Jr., brakeman, slightly burned; Geo. Parsons, fireman, seriously burned. Engineman, Wilbur U. VanNoy; conductor, Charles M. Person.

Falling from Trains, Locomotives or Cars.

January 15th, 1911—Peter R. Hoff, brakeman, left ankle contused. Engineman, A. Vanatta; conductor, C. A. Metzgar.

February 8th, 1911—Edward L. Foulke, brakeman, bruised and sprained muscles of back and neck. Engineman, T. J. Burke; conductor, W. W. Eckert.

February 9th, 1911—Frederick C. Nixon, brakeman, right ankle sprained. Engineman, J. Tennecliff; conductor, S. P. Clymer.

April 19th, 1911—C. B. Solliday, brakeman, left side of face cut and bruised. Engineman, A. Niece; conductor, J. A. Heitzman.

September 15th, 1911—John P. Joyce, foreman, right foot amputated. Engineman, C. Simmons; conductor, S. A. Hendrickson.

November 20th, 1911—Geo. E. Alexander, fireman, sprained left ankle. Engineman, none; conductor, none.

Struck by Trains, Locomotives or Cars.

August 5th, 1911—John J. Schaaf, conductor, left arm amputated. Engineman, G. M. Fennimore; conductor, David Elms.

December 16th, 1911—Holmes L. Dilts, switchman, contused and lacerated wound over left eye, left arm broken and pelvis bone fractured. Engineman, S. Duckworth; conductor, none.

Overhead Obstructions.

August 2d, 1911—Eugene F. Sprowl, brakeman, contusion on top of head. Engineman, Frank Raub; conductor, Wm. H. Young.

September 16th, 1911—John Reese, laborer, deep gash cut on head and face scratched. Engineman, N. Strouse; conductor, Jere Rooney.

Other Causes.

January 13th, 1911—Nathan Strouse, engineman, back of head bruised. Engineman, N. Strouse; conductor, W. F. Amey.

March 24th, 1911—J. Cane, engineman, face cut and bruised. Engineman, J. Cane; conductor, H. C. Kugler.

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April 16th, 1911—Wilbur Miller, brakeman, left forearm badly bruised. Engineman, T. Stanton; conductor, W. W. Eckert.

April 21st, 1911—Reuben E. Heller, brakeman, small finger of right hand mashed. Engineman, A. Niece; conductor, J. A. Heitzman.

September 13th, 1911—Benj. W. LaRue, brakeman, right and left feet contused. Engineman, A. Niece; conductor, W. M. Thatcher.

December 23d, 1911—Stacy S. Pursell, brakeman, upper left eyelid lacerated. Engineman, W. W. Manners; conductor, W. W. Eckert.

December 29th, 1911—Frank L. Clifford, brakeman, contused wound on right foot. Engineman, A. Vanatta; conductor, S. P. Clymer.

Other Persons Struck by Trains, Locomotives or Cars at Other Points Along Track.

April 27th, 1911—Benj. Emmons, killed. Engineman, F. N. Caffey; conductor, John Gabert.

June 22d, 1911—Edward W. Walton, killed. Engineman, F. N. Caffey; conductor, John Gabert.

July 2d, 1911—Harry Hoff, two ribs left side broken, bruised on right side and shoulder. Engineman, F. Raub; conductor, W. H. Young.

October 10th, 1911—Frank Mogonnio, hip bruised. Engineman, F. P. Parsons; conductor, J. E. Allen.

November 10th, 1911—E. A. Sperry, lacerated wound on left forearm and right side of face bruised. Engineman, E. F. Stevenson; conductor, Thos. Doyle.

Jumping On or Off Trains, Locomotives or Cars.

January 28th, 1911—Edward Lubieski, both legs mashed below the knees. Engineman, T. J. Kelty; conductor, J. H. Kerns.

Falling from Trains, Locomotives or Cars.

April 16th, 1911—John Golstone, right leg cut off below the knee. Engineman, T. J. Burke; conductor, W. H. Young.

July 1st, 1911—John Gross, killed. Engineman, J. F. Rogers; conductor, H. M. Fritzinger.

August 16th, 1911—Mrs. Sadie Crater, muscles of back and hip contused. Engineman, B. Sproat; conductor, G. H. Reading.

Derailments.

April 29th, 1911—Mary A. Allen, killed; Margaret Jones, killed; Sarah E. Jones, killed; Sophia Knolt, killed; Louise Lindsman, killed; Elinore Rutherford, killed; Susan Sessions, killed; Bessie Walker, killed; Katherine F. Allen, bruised; E. W. Armitage, slightly bruised; Rosetta G. Bolger, both arms injured; Angela Boboy, back injured; Grace H. Borden, back injured; Mary F. Buckley, bruised; Myra E. Black, bruised; Katherine Beggs, right arm and back hurt; Nellie Baynes, bruised; Katherine E. Baynes, severely injured; Genevieve Backus, leg bruised; Irene P. Burg, slightly injured; Elizabeth A. Bryan, arms bruised; Vincent G. Brown, slightly injured; G. A. Burton, slightly injured; Flora A. Baker, ankle strained; Nora H. Calahan, body injured; Mary Cahill, bruised; Mattie B. Cash, left leg injured; Julia R. Croak, slightly injured; Etta F. Coupe, slightly injured; M. Florence Clark, hand cut; Irene M. Crosby, back injured, legs bruised; A. K. Carter, bruised; W. F. Chisholm, bruised and cut; Dr. Rose Coxson, injured about head; Alice M. Callahan, slightly injured; Rose Carney, bruised; Elizabeth Carr, slightly injured; Mary E. Condon, severely

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injured; Anna Campbell, severely injured; Agnes E. Diffenbacher, bruised; Florence E. Esmay, knee injured; Ethel M. Eldred, throat and head injured; Bessie Ferguson, body bruised; W. H. Fields, bruised; Gertrude Farley, slightly injured; Florence M. Griffith, hand injured; Edith M. Gates, bruised; Helen Gaffney, bruised; Bessie M. Gould, knee and back injured; Florence Galinsky, back injured; Mary E. Hyland, bruised; J. Francis Hall, severely injured; Bertha E. Hall, severely injured; Wm. K. Harvey, slightly injured; Dr. Margaret E. Hennessey, back and side hurt; F. H. Hazard, bruised; Mrs. F. H. Hazard, bruised; Maisie Isaac, slightly injured; Julia W. Jones, chest injured; Jane B. Jones, slightly injured; Julia M. Jones, slightly injured; Augusta J. Light, severely injured; Nora Lane, head injured; Cecelia Lindsman, severely injured; Francis A. Lawson, bruised and burned; Viola Latchere, bruised and burned; Etta M. Lafferty, left leg injured; Jane E. Macher, left arm injured; Margaret McSorley, right foot injured; Helen R. McCann, hands cut; Mary G. Murphy, ankle injured; Anna C. Metzgar, bruised; Margaret C. Meany, slightly injured; Katherine O'Brien, cut and bruised; Anna G. O'Brien, bruised; Ruth Penfield, bruised; Katherine Pierce, bruised; Dorothy M. Post, bruised; Flora M. Roberts, slightly bruised; Angie Roberts, bruised; Anna Roberts, bruised; Mary Roberts, right limb bruised; Edith A. Rowley, back and arms scalded; Ida M. Romer, left hip injured; Julia W. Rowley, arms scalded; Carrie Rotherford, severely injured; Louise C. Swertfager, chest and arms injured; Clara H. Spencer, breast injured; Katherine E. Saxe, head injured; Florence E. Southworth, hand injured; Wm. B. Souders, bruised; Carrie Souders, ankle sprained; Ethel Smith, severely injured; Minna Schwabe, severely injured; Frederika Schwabe, severely injured; Katherine A. Taylor, back bruised; J. R. Tyler, badly cut; Mrs. J. R. Tyler, bruised; Katherine Van Vorst, back, head and ear bruised; Ethel M. Withinstine, chest injured; Anna L. Wolf, bruised; Anna G. Wills, bruised; Mary E. Walters, bruised; Mary H. Walsh, bruised; M. Elizabeth Williams, bruised; Julia Winchenbach, severely injured; W. E. Cummings, slightly injured. Engineman, Wilbur U. Van Noy; conductor, Charles M. Person.

Other Causes.

September 1st, 1911—James Stradling, fingers bruised. Engineman, F. P. Parsons; conductor, J. E. Allen.

All of the above enginemen and conductors are still in the service with the exception of Engineman Wilbur U. Van Noy and Conductor Charles M. Person, who were killed in the accident at Martin's Creek, April 29th, 1911.

BERGEN COUNTY RAILROAD.

Capital stock paid in,	$200,000 00
Bonded debt,	200,000 00
Floating debt,	213,216 78
Book cost of road and equipments,	$613,216 78

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

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It is leased to the Erie Railroad Company at an annual rental of $23,000.00 and taxes.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

A. L. TRAVIS,

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

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

BERGEN AND DUNDEE RAILROAD.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	6,971 30
Book cost of road and equipments,	40,000 00

The road extends from Garfield, N. J., to Passaic, N. J., a distance of 2.45 miles.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

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

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

BRIGANTINE TRANSPORTATION COMPANY.

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

Cost of road and equipments—No information at hand. See former reports.
Dividends paid during the year 1911, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1911.

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

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REMARKS.

On October 9th or 10th, 1903, the company ceased all operations; on November 17th, 1903, R. D. A. Parrott, Esq., was appointed receiver; on April 15th, 1904, the property was sold under foreclosure and bought by John O. Heald, now deceased, and on June 24th a deed was received, since which date the property has been held awaiting a purchaser, and has not been operated in any part at any time from October 9th, 1903, to the date of this report. Letters testamentary of the will of said John O. Heald were issued in Essex county, New Jersey, to the undersigned Elizabeth M. Heald, on October , 1911.

P. O. address of the above company's agent—Henry B. Closson, 52 William street, New York City.

State of New York, New York county, *ss.*—Elizabeth M. Heald, being duly sworn, on her oath says, that she is the executrix of the will of John O. Heald, deceased, the purchaser of the Brigantine Transportation Company, and that the foregoing statement and the annexed statements of accidents on the said road during the year 1911 are correct and true, to the best of her knowledge and belief.

ELIZABETH M. HEALD.

Sworn and subscribed before me, this third day of February, A. D. 1912.

[L. S.]

F. H. MacRobert,
Notary Public,
New York County, No. 260,
New York Register, No. 3299.

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THE BUENA VISTA RAILROAD COMPANY.

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

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

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

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CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock paid in,	$381,925 00
Bonded debt,	350,000 00
Floating debt,	102,229 71
Cost of road and equipments,	$826,274 71

The road extends from Pavonia, N. J., to Pemberton, N. J., 22.34 miles; connection with Philadelphia and Long Branch Railroad at Birmingham, to east of Birmingham Station, .39 miles; East Burlington, N. J., to Mount Holly, N. J., 7.12 miles; a total distance of 29.85 miles.

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

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

LEWIS NEILSON,
Notary Public,

[L. S.]

Commission Expires February 26th, 1913.

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RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$205,157 28
Income from freight,	115,315 48
Income from other sources,	55,643 05
Total,	376,115 81
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$442,533 99

Dividends paid during the year 1911, and how paid—Two of three per cent. each paid in cash.

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

ACCIDENTS.

Persons Killed or Injured Getting On or Off Moving Trains.

February 17th—Raymond Bishop, killed, getting on train at Mt. Holly. E. R. Thomas, engineer; A. L. Berkley, conductor.

October 29th—Unknown man, killed, jumping on train at Maple Shade. Train unknown.

Persons Killed or Injured by Other Causes.

January 12th—Unknown lady, knee injured getting off train at Mt. Holly. W. Downs, engineer; F. Johnson, conductor.

August 30th—Edward Bailey, nose injured by suit case falling on same near Hainesport. W. Lewis, engineer; C. Hinchman, conductor.

October 4th—Mrs. J. Stein, injured about head and knee by fall, alighting from train at Mt. Holly. H. Swain, engineer; G. W. Slimm, conductor.

December 26th—John J. Buchwell, knee and hand injured by fall at station, Hainesport.

Employes Killed or Injured Coupling Cars.

November 17th—A. Joslin, freight brakeman, injured about body at Hartford. R. Stewart, engineer; T. S. Asay, conductor.

Employes Killed or Injured by Other Causes.

January 6th—H. A. Earlen, engine preparer, ruptured handling tools, Pemberton.

May 19th—E. W. Carty, fireman, arm broken by fall from engine at Birmingham.

July 3d—Geo. P. Aaronson, freight brakeman, right leg severed by falling under engine at Moorestown. A. C. Lott, engineer; V. F. Emmons, conductor.

July 3d—George Schuyler, baggage master, ruptured cutting air hose at Mt. Holly. R. Stewart, engineer; A. L. Johnson, conductor.

July 7th—J. C. Sloss, baggage handler, toe cut off handling trunk at Moorestown.

* Includes $53,821.46 rental for use of road and taxes.

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July 7th—Joshua Hulse, fireman, shoulder bruised by side swipe at Medford Junction. W. G. Morgan, engineer; T. A. Robertson, conductor.

September 6th—C. O. Dornberger, freight brakeman, killed, falling under wheels of car at Whitings. U. S. Wells, engineer; A. L. Berkley, conductor.

September 8th—William J. Eppenstine, track laborer, right hand injured handling rail at Hainesport.

September 13th—F. J. Whalen, baggage master, ankle sprained getting off train at Birmingham. H. Crispin engineer; T. J. Owens, conductor.

September 26th—W. J. Kee, flagman, ankle sprained getting off train at Hainesport. C. Reynolds, engineer; W. J. Kee, conductor.

October 5th—David Imlay, carpenter, ankle bruised handling lumber at Lenola.

October 19th—J. R. Bodine, engineman, hand injured by car door near Hartford. R. Stewart, engineer; W. N. Tapper, conductor.

November 2d—Joseph A. Stidfole, track laborer, knee injured handling tools at Masonville.

November 20th—James McQuaid, track laborer, hand injured handling rail at Medford Junction.

December 8th—Lewis Hansel, freight conductor, left leg injured handling freight at Merchantville.

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

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Floating debt,	389,387 89
Cost of road and equipments,	$324,296 63

The road extends from Cape May City, N. J., to Cape May Point, N. J., and Sewell's Point, N. J., a distance of 6.20 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$15,391 00
Income from freight, switching,	5,979 65
Income from other sources,	1,624 14
Total,	$22,994 79
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$41,870 58

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

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State of Pennsylvania, Philadelphia county, *ss.*—George Ziegler, being duly sworn, on his oath says, that he is Comptroller of the Cape May, Delaware Bay and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER.

Sworn and subscribed before me this fourth day of aMrch, A. D. 1912.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission Expires April 18th, 1915.

ACCIDENTS.

June 10th, 1911—A. G. Taylor, employe, non-fatally injured, Cape May, N. J. Falling off car. F. McNeil, conductor; Shanger Hand, engineer.

THE CARTERET EXTENSION RAILROAD COMPANY.

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

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

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

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

W. G. BESLER.

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Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

THE CARTERET AND SEWAREN RAILROAD COMPANY.

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

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

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

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

W. G. BESLER.

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Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$27,436,800 00
Bonded debt outstanding,	44,874,000 00

Dividends paid during the year 1911, and how paid—Six (6) of two (2) per cent. each; in all twelve (12) per cent. on par value of stock, paid in cash.

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

	Miles.
Elizabethport to Brills,	5.51
Elizabethport loop,	3.02
Communipaw to Newark (formerly Newark and New York Railroad),	6.22
Elizabethport and Perth Amboy and spur (formerly Perth Amboy and Elizabethport Railroad),	12.57
Centreville to Constable Hook (formerly Constable's Hook Railroad),	1.95
Brills to Passaic River (formerly Manufacturers' Railroad),	1.68
Somerville to Flemington (formerly South Branch Railroad),	15.78
High Bridge to Wharton (formerly High Bridge and Longwood Valley Railroad),	25.17

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German Valley to Chester (formerly High Bridge Railroad), ...	4.51
Hopatcong Junction to Nolan's Point (formerly Lake Hopatcong Railroad), ...	5.56
Spur—Avenue A, Bayonne to Safety Insulated Wire and Cable Company's Works, ...	0.45
Spur—Avenue A, Bayonne, to Avenue C, ...	0.60
Spur—Phillipsburg to Ingersoll-Sargeant Drill Works, ...	0.75
Spur—To Feigenspan's Brewery, Newark, ...	0.37
Spur—To Bay Shore Connecting Railroad, Newark, ...	0.15
A total length of, ...	156.59

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers, ...	$4,908,028 58
Income from freight, ...	9,861,842 19
Income from Other Sources, ...	2,128,564 51
Total, ...	$16,898,435 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, ...	$10,336,305 54

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

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

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of

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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 1911 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this ninth day of February, A. D. 1912.

[L. S.]

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

ACCIDENTS.

Coupling or Uncoupling—Employes.

March 7th, 1911—Wilson Hann, brakeman, injured at Hampton. Engineer, J. Splane; conductor, L. Bowlby.

March 24th—Fred Lincoln, brakeman, injured at Somerville. Engineer, E. O'Connor; conductor, S. J. Briskey.

June 26th—Chas. Bogart, brakeman, killed at East Twenty-second street, Bayonne. Engineer, W. Grant; conductor, J. J. Harrington.

June 29th—John H. Royer, brakeman, injured at Carteret. Engineer, T. McCarthy; conductor, C. A. Teets.

July 14th—R. F. Brendell, conductor, injured at Elizabethport. Engineer, G. Wenke; conductor, R. F. Brendell.

July 20th—Chas. Crowell, brakeman, injured at Elizabethport. Engineer, B. McDonald; conductor, J. Tiernan.

August 18th—Adam P. Rheimer, brakeman, injured at Bound Brook. Engineer, B. Bodine; conductor, H. Kauffman.

August 18th—Harry Taylor, brakeman, injured at Jersey City. Engineer, R. Lindsay; conductor, G. W. Norris.

September 11th—Walter Cole, car inspector, killed at Elizabethport. Engineer, S. R. Young; conductor, J. G. Henderson.

October 1st—Chas. H. Murray, brakeman, injured at Somerville. Engineer, P. Quick; conductor, J. Degnan.

November 1st—Joseph E. Masterson, brakeman, injured at Plainfield. Engineer, J. S. Eveland; conductor, T. R. Beck.

November 16th—J. S. Reidy, brakeman, injured at Carteret. Engineer, T. McCarthy; conductor, C. A. Doran.

December 18th—August Zeugner, brakeman, injured at Jersey City. Engineer, R. Cornish; conductor, John O'Rourke.

Collisions—Employes.

January 20th, 1911—Wm. G. Hippinstill, driller; Thos. Behan, engineer, injured at Jersey City (passenger yard). Engineer, Thos. Behan; conductor, C. Pearson.

January 21st—Alfred Eltringham, brakeman, killed at Cranford Junction. Engineer, E. Greth; conductor, J. L. Brown.

January 21st—M. J. O'Hara, engineer, injured at Elizabethport. Engineers, T. Ryan, M. J. O'Hara; conductors, H. L. Houtz, J. Mackey.

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January 24th—Percy Kuntz, engineman, killed at Jersey City (freight yard). Engineer, P. Kuntz; conductor, E. Roach.

February 6th—F. McPeak, engineman; Geo. Reilly, fireman, injured at Newark. Engineers, J. Kinney, F. McPeak; conductors, J. Fitzsimmons, E. J. Lufft.

March 25th—Louis Kelly, driller, injured at Jersey City (passenger yard). Engineer, T. Behan; conductor, Wm. Babcock.

May 26th—George W. Sampson, brakeman, injured at Grant avenue, Plainfield. Engineers, A. E. Wilson, N. O'Neil; conductors, C. F. McAtee, Thos. Beck.

June 30th—Frank Fozard, engineman, injured at Jersey City. Engineers, F. Fozard, W. Lewis; conductors, A. G. Farley, J. J. Cox.

July 12th—Harry J. Van Liew, railway mail clerk, injured at Jersey City. Engineer, W. Suter; conductor, J. Coriell.

November 5th—Reiman A. Butler (colored), cook on cafe car, injured at Jersey City. Engineer, P. Snyder; conductor, O. McDermott.

December 2d—Harry Limigo, laborer, injured at Fiddlers. Engineer, ————; conductor, ————.

Collisions—Non-Employes.

May 16th, 1911—Henry T. Hogan, passenger; Wm. Dexter, passenger; Martin B. Lloyd, passenger; Henry S. Pratt, passenger; John E. Sullivan, passenger; Adolph F. Ahnen, passenger; Joahim Lau, passenger; injured at Jersey City. Engineers, J. R. Hill, P. Gilmore; conductors, H. E. Dowdell, F. T. Lewis.

November 7th—F. N. Thomas, non-employe; Heckman Meyers, non-employe; Wm. F. Snyder, non-employe; injured at Jersey City. Engineer, E. Witman; conductor, C. Pearson.

December 30th—W. E. Preston, passenger, injured at Jersey City. Engineer, John Mulford; conductor, J. Herbert.

Derailments—Employes.

June 3d, 1911—Wm. Leonard, brakeman, injured at Jersey City. Engineer, W. Loshen; conductor, F. Schultz.

August 6th—Aquila C. Smith, fireman, injured at Jersey City freight yard. Engineer, F. Funk; conductor, J. J. Hilliard.

October 10th—Howard Creed, fireman, injured at Brills. Engineers, S. P. Brown, C. Pittinger; conductors, J. Schmon, W. Nolan.

December 22d—J. O'Connor, fireman, injured at Jersey City. Engineer, Chas. Spear; conductor, J. Burns.

Falling from Trains, Locomotives or Cars—Employes.

January 2d, 1911—R. P. Flaherty, brakeman, killed at Jersey City. Engineer, W. Johnson; conductor, J. J. Coriell.

January 3d—George Bimler, brakeman, injured at Elizabethport. Engineer, J. W. Richards; conductor, E. Sherry.

January 3d—Harry Beam, brakeman, injured at Dover. Engineer, W. Hopler; conductor, R. T. Slockbower.

January 17th—George Harmon, brakeman, injured at Jersey City freight yard. Engineer, F Smith; conductor, J. O'Rourke.

January 17th—Nelson Keiper, fireman, injured at Bloomsbury. Engineer, M. J. Kane; conductor, J. Swartz.

February 2d—Geo. H. Jones, fireman, injured at Bloomsbury. Engineer, M. Hollman; conductor, H. Shuck.

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February 4th—George Daniels, brakeman, injured at Phillipsburg. Engineer, Fred Fisher; conductor, Edw. Hartzell.

February 16th—Charles E. Fitzer, fireman, injured at Somerville. Engineer, C. Houston; conductor, Thos. Galvin.

March 3d—Lloyd Bryfogle, brakeman, injured at Phillipsburg. Engineer, E. Prutzman; conductor, J. Hulsizer.

March 7th—James Carr, brakeman, injured at Jersey City. Engineer, W. Johnson; conductor, Edw. Roach.

March 12th—E. H. Morgan, brakeman, injured at Elizabethport. Engineer, W. Pengally; conductor, J. J. Lang.

March 15th—Michael Corbin, brakeman, injured at Claremont. Engineer, A. Galloway; conductor, W. Meyers.

March 24th—F. T. Slack, engineer, injured at Jersey City. Engineer, F. T. Slack; conductor, R. Zurn.

April 27th—Adam Schneider, fireman, injured at Newark. Engineer, W. Carey; conductor, T. F. Watson.

May 5th—Earl C. Coxe, brakeman, injured at Phillipsburg. Engineer, W. Kelly; conductor, R. P. Lomping.

June 14th—John W. Kiple, engineer (P. & R.), injured at Jersey City. Engineer, John W. Kiple; conductor, G. W. Weidel.

July 10th—Samuel A. Crook, conductor, injured at High Bridge. Engineer, Chas. Forrester; conductor, S. A. Crook.

July 29th—George Hart, brakeman, injured at Elizabethport. Engineer, S. Walters; conductor, R. Coogan.

August 2d—Fred Heinback, brakeman, injured at Elizabethport. Engineer, W. Weiler; conductor, J. Mackey.

August 4th—Geo. Porter, driller, injured at Jersey City passenger yard. Engineer, P. Snyder; conductor, P. Higgins.

August 6th—Jerome A. Kennedy, brakeman, injured at Jersey City. Engineer, Geo. Ward; conductor, Geo. Cooley.

September 4th—Raymond H. Weaver, brakeman, injured at Green Brook. Engineer, H. Ackerman; conductor, W. Mullen.

September 15th—A. J. Reitz, brakeman, injured at Newark. Engineer, W. Carey; conductor, T. F. Watson.

September 18th—Wm. Hippinstill, brakeman, injured at Jersey City. Engineer, J. Koehler; conductor, L. Homler.

September 28th—Robert Shaw, brakeman, injured at Cranford Junction. Engineer, A. Walthaim; conductor, P. M. Harrington.

October 6th—Wheeler Hopler, engineman, injured at Elizabethport. Engineer, ————; conductor, ————.

October 27th—James Deignan, brakeman, injured at Elizabeth. Engineer, T. E. Bowe; conductor, M. J. Haggerty.

November 5th—James Pace, brakeman, injured at Elizabethport. Engineer, C. Foster; conductor, F. L. Dencklaw.

November 10th—Willard H. Bodine, brakeman, injured at Bloomsbury. Engineer, F. Bickle; conductor, W. H. Johnson.

November 12th—Werner Bruns, brakeman, injured at Hampton. Engineer, John Potts; conductor, R. Fenwick.

December 19th—F. L. LaDuke, brakeman, injured at Jersey City. Engineer, J. McCann; conductor, J. R. Kelleher.

December 23d—Owen McDermott, head passenger driller, injured at Jersey City. Engineer, F. Schuler; conductor, O. McDermott.

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

June 12th, 1911—J. L. Bayer, trespasser, killed at German Valley. Engineer, C. S. Hunt; conductor, L. Shauger.

October 7th—Dean Strachan, passenger, injured at Raritan. Engineer, M. Dubbs; conductor, C. R. Getzinger.

November 20th—John Pickerello, non-employe, injured at Maurer. Engineer, ————; conductor, ————.

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Attempting to Alight From or Aboard Trains, Locomotives or Cars—Employes.

January 19th, 1911—J. M. Wooten, Pullman porter, injured at Plainfield. Engineer, W. McLaughlin; conductor, D. S. Horton, Jr.

January 25th—Frank B. Kendall, brakeman, injured at Jersey City passenger yard. Engineer, ————; conductor, ————.

February 1st—P. G. Young, conductor, injured at Brills. Engineer, F. McPeak; conductor, P. G. Young.

February 26th—Harry W. Rottach, fireman, injured at Jersey City. Engineer, W. A. Alapugh; conductor, ————.

February 28th—John J. Burns, brakeman, injured at Jersey City. Engineer, F. Peckham; conductor, F. Schultz.

March 23d—Clifton Abbott, brakeman, injured at Jersey City. Engineer, G. Stout; conductor, W. Gaskill.

April 29th—John McKay, conductor, injured at Elizabethport. Engineer, A. Waltheim; conductor, J. McKay.

June 18th—Thos. J. Vanderhoff, brakeman, injured at Dunellen. Engineer, J. Logan; conductor, ————.

June 25th—Thomas Ryan, brakeman, injured at Elizabethport. Engineer, B. McDonald; conductor, D. J. McCormack.

July 5th—Henry Tomey, engineman, injured at Communipaw. Engineer, ————; conductor, ————.

July 11th—P. W. Cowell, conductor, injured at Somerville. Engineer, D. Hummer; conductor, P. W. Cowell.

July 14th—Augustus Weaver, assistant yardmaster, killed at Elizabethport. Engineer, A. Abreo; conductor, N. L. Bonnell.

July 17th—Wm. Wrage, brakeman, injured at Somerville. Engineer, Thos. Bradshaw; conductor, Marshall Henry.

July 21st—E. G. Ballinger, fireman, injured at Lake Hopatcong. Engineer, C. S. Hunt; conductor, L. Shauger.

July 24th—Edward Foust, conductor, injured at Cranford. Engineer, L. Cressman; conductor, E. Foust.

August 1st—Timothy H. Hayes, brakeman, injured at Elizabethport. Engineer, L. E. Cressman; conductor, J. C. Owens.

August 4th—Frank Slack, conductor, injured at Newark. Engineer, J. Jones; conductor, Frank Slack.

August 12th—John Mansfield, hostler, injured at Communipaw. Engineer, ————; conductor, ————.

September 3d—Walter O'Donnell, brakeman, injured at Jersey City. Engineer, W. C. Curtis; conductor, M. W. Lee.

September 29th—J. P. Smith, fireman, injured at High Bridge. Engineer, A. Waltheim; conductor, J. S. Murphy.

October 10th—P. A. Bloom, brakeman, injured at Phillipsburg. Engineer, W. Kelly; conductor, H. Rissmiller.

October 11th—John J. Murphy, brakeman, injured at Jersey City. Engineer, R. Loshen; conductor, O. E. Braden.

October 20th—Onorio Salvatore, gateman, injured at Elizabethport. Engineer, W. F. Dowdell; conductor, W. D. Batson.

October 26th—Abraham Keller, brakeman, injured at Jersey City. Engineer, ————; conductor, ————.

December 2d—Robert Pearson, passenger driller, injured at Jersey City. Engineer, G. Lewis; conductor, J. Kirk.

December 12th—J. T. Maguire, brakeman, injured at Oak Island Junction. Engineer, P. H. Willever; conductor, G. Litchfield.

December 21st—Samuel C. Post, brakeman, injured at Jersey City. Engineer, F. X. Henry; conductor, G. Henry.

December 22d—Thos. J. Slater, fireman, injured at Dunellen. Engineer, Frank Miller; conductor, D. P. Kirk.

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

January 17th, 1911—Elsworth Sears, trespasser, injured at Plainfield. Engineer, J. F. Frech; conductor, W. Creveling.

January 19th—Mrs. Amy Robinson (colored), passenger, injured at Plainfield. Engineer, M. C. Loughery; conductor, P. C. Jeffers.

January 29th—H. B. Ball, passenger, injured at Plainfield. Engineer, E. Jeffries; conductor, M. Clair.

February 1st—Ralph I. Tolles, passenger, injured at Plainfield. Engineer, Smith Watson; conductor, Marshal Henry.

February 13th—Fannie Lavin, passenger, injured at Bound Brook. Engineer, Geo. Preisendanz; conductor, W. H. Suber.

March 3d—John McDonough, non-employe, injured at Jersey City. Engineer, N. Sheridan; conductor, W. J. Sheehan.

March 6th—Thos. Murphy, passenger, injured at Perth Amboy. Engineer, J. Coyne; conductor, W. A. Hayes.

March 14th—Frances J. Liotta, passenger, injured at Elizabethport. Engineer, P. C. Quick; conductor, Wm. Wittnebert.

March 18th—Edward Sweeney (colored), passenger, injured at East Forty-ninth street, Bayonne. Engineer, I. Funk; conductor, W. Shaw.

March 25th—Daniel McKillop, passenger, injured at Jersey City. Engineer, Frank Wynkoop; conductor, Wm. Shaw.

March 30th—P. Finnerty, trespasser, killed at Constable Hook, Bayonne. Engineer, W. H. Stiner; conductor, T. Reilly.

March 31st—Mrs. Dennis Ryan, passenger, injured at Jersey City. Engineer, W. Gorman; conductor, W. E. Case.

April 2d—Bulash Dobrotzki, passenger, injured at Elizabeth. Engineer, E. Butler; conductor, Elvin Lake.

April 2d—Miss C. J. Graebe, passenger, injured at Jersey City. Engineer, F. Schultz; conductor, Fred Johnson.

April 12th—Henry Jack, non-employe, injured at Jersey City. Engineer, E. Johnson; conductor, T. Hilliard.

April 25th—George Lund, trespasser, injured at Plainfield. Engineer, ———; conductor, ———.

April 28th—John Packhouse, passenger, injured at Ferry street, Newark. Engineer, J. R. Hill; conductor, H. E. Dowdell.

May 18th—Edward Snyder trespasser, injured at Hampton. Engineer, C. Montgomery; conductor, H. Fenwick.

May 18th—J. Laskowitz, passenger, injured at Elizabethport. Engineer, F. Naylor; conductor, M. H. Dunn.

May 18th—Anthony Dalrymple, trespasser, injured at Phillipsburg. Engineer, Chas. Montgomery; conductor, Howard Fenwick.

May 28th—John Mikrot, passenger, injured at E. Twenty-second street, Bayonne. Engineer, Geo. Wertman; conductor, Elvin Lake.

May 31st—Unknown man, passenger, injured at Westfield. Engineer, Jos. Lutz; conductor, J. R. Day.

June 5th—Miss Hortense M. Smith, passenger, injured at Elizabeth. Engineer, Geo. Preisendanz; conductor, William Meehan.

June 11th—Ludwig Bower, passenger, injured at Elberon. Engineer, J. Devine; conductor, C. Warman.

June 20th—C. E. Andariese, passenger, injured at Perth Amboy. Engineer, H. Lovell; conductor, J. B. Cannon.

June 21st—Horace Prawl, passenger, injured at Somerville. Engineer, W. Casper; conductor, C. Getzinger.

June 30th—Michael Walsh, passenger, injured at Jersey City. Engineer, H. R. Ayers; conductor, J. L. Hunt.

July 4th—Chris. Grossman, passenger, injured at Elizabethport. Engineer, W. Koehler; conductor, C. S. Stokes.

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July 4th—Henry M. Burkey, passenger, injured at White House. Engineer, W. Koehler; conductor, C. S. Stokes.

July 16th—Mrs. Rosa Eichenbaum, passenger, injured at Plainfield. Engineer, Chas. Ditzel; conductor, H. Lewis.

July 18th—Albert E. Haste, passenger, injured at Mayway. Engineer, P. Gilmore; conductor, Thos. Flanagan.

July 23d—Mrs. H. Brockhagan, passenger, injured at Newark. Engineer, Wm. Koehler; conductor, W. Nolan.

July 23d—Gus Merahens, passenger, injured at Westfield. Engineer, E. Jefferies; conductor, W. H. Suber.

July 23d—Mrs. Rosa Engel, passenger, injured at West Eighth street, Bayonne. Engineer, Jas. Errickson; conductor, T. Flanagan.

July 26th—Steve Smith, passenger, injured at Vulcanite. Engineer, Jos. Lutz; conductor, J. R. Day.

August 3d—Mrs. Anna Weber, passenger, injured at Ferry street, Newark. Engineer, W. Koehler; conductor, F. L. Dencklan.

August 5th—William Clark, passenger, injured at Elizabethport. Engineer, S. L. Jones; conductor, J. W. Eggers.

August 6th—William Murphy, passenger, injured at Jersey City. Engineer, J. Reagan; conductor, A. P. Soper.

August 30th—Rudolph Boehinger, passenger, injured at Plainfield. Engineer, Geo. Cameron; conductor, J. H. Van Middlesworth.

September 2d—Casemer Tag, passenger, injured at Belmar. Engineer, J. Mooney; conductor, J. P. English.

September 24th—Mr. Jas. Berry, passenger, injured at Plainfield. Engineer, Everitt Gordon; conductor, J. H. Van Middlesworth.

October 5th—Mr. J. Tolan, passenger, injured at Ferry street, Newark. Engineer, W. W. Snyder; conductor, T. J. Duane.

October 7th—Mary Demarest, passenger, injured at Elizabethport. Engineer, Jas. Erickson; conductor, Thomas Dawson.

October 8th—Geo. Struble, passenger, injured at E. Ferry street, Newark. Engineer, Oscar Forner; conductor, F. W. Reed.

October 26th—Abraham Keller, passenger, injured at Jersey City. Engineer, ————; conductor, ————.

November 2d—Mr. I. Seckles, passenger, injured at Carteret. Engineer, Edw. Butler; conductor, ————.

November 5th—John Beck, passenger, injured at E. Forty-ninth street, Bayonne. Engineer, E. Johnston; conductor, E. Queen.

November 20th—John Zaladunis, trespasser, killed at Elizabethport. Engineer, G. Wencke; conductor, A. Bender.

November 20th—Gabriel Gabrielson, passenger, injured at W. Eighth street, Bayonne. Engineer, Wm. Ferguson; conductor, E. M. Davis.

December 21st—Unknown woman, passenger, injured at Cranford. Engineer, W. J. Smith; conductor, George Terrill.

December 22d—Joseph Hyland, passenger, injured at Elizabeth. Engineer, Adam Heim; conductor, Wm. Shaw.

December 30th—Daniel J. Lynch, trespasser, injured at Chrome. Engineer, G. Byrnes; conductor, W. I. Breese.

Struck by Overhead Obstructions—Employes.

February 7th, 1911—James Doherty, brakeman, injured at Jersey City. Engineer, W. Ludeig; conductor, J. J. Cox.

May 17th—Peter Mahoney, brakeman, injured at Jackson avenue, Jersey City. Engineer, J. Crowley; conductor, F. S. DeLong.

May 26th—Wm. W. Forbes, brakeman, injured at Perth Amboy. Engineer, F. Bogart; conductor, P. Woltman.

July 17th—Fred Keibler, brakeman, injured at Somerville. Engineer, W. R. Hunt; conductor, J. J. Howley.

October 16th—Peter G. Young, conductor, injured at Brills. Engineer, F. H. McPeak; conductor, Peter G. Young.

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

January 15th, 1911—John Spitdkas, trespasser, killed; Mrs. S. Rubis, trespasser, injured, at Elizabethport (Trumbull street crossing). Engineer, John Wharmby; conductor, Fred Johnson.

January 25th—W. C. Spargo, non-employe, killed at Dover. Engineer, Chas. Forrester; conductor, Samuel Crook.

February 11th—Andrew Christsen, non-employe, injured at Woodbridge avenue crossing, Carteret. Engineer, Stewart L. Jones; conductor, John W. Eggers.

April 1st—D. Meehan, non-employe, injured at Elizabethport. Engineer, D. Ferguson; conductor, J. R. Garrison.

April 7th—Soren Larsen, non-employe, injured at Maurer. Engineer, Geo. H. Squires; conductor, Fred Lewis.

April 18th—F. Baeder, pedestrian, injured at Port Reading crossing. Engineer, I. H. Van Cleif; conductor, J. R. Klinck.

May 29th—Mike Merinski, non-employe, killed; Nichlo De Palma, non-employe, injured at Bayway. Engineer, Geo. Clickner; conductor, J. W. Van Houten.

June 20th—Wm. Bradley, Jr., non-employe, killed at Phillipsburg. Engineer, C. B. Henry; conductor, M. Weller.

July 22d—Frank C. Nuttman, non-employe; Thos. Coleman, non-employe, injured at Newark. Engineer, ————; conductor, ————.

July 30th—W. C. Shoemaker, non-employe; Mrs. W. C. Shoemaker, non-employe; Miss Jessie Shoemaker, non-employe, injured at German Valley. Engineer, F. Wynkoop; conductor, M. L. Rorick.

August 4th—Anthony J. White, non-employe, injured at Fulton crossing, Elizabethport. Engineer, C. Callaghan; conductor, J. Barton.

August 15th—Michael Schultz, non-employe, injured at Somerville. Engineer, Chas. Foster; conductor, D. C. Randolph.

August 29th—Hugh McGlone, non-employe, killed at Bound Brook. Engineer, A. Harring; conductor, Geo. Terrill.

September 20th—J. H. Hankinson, non-employe, injured at Raritan. Engineer, C. B. Henry; conductor, Milton Weller.

November 16th—Frank G. Manley, non-employe; Samuel Manley, non-employe, injured at Beekman's crossing, Flagtown. Engineer, Frank Beck; conductor, S. J. Johnston.

December 6th—James Carmichael, non-employe, killed at Jersey City (Randolph avenue crossing). Engineer, Wm. Garrity; conductor, W. H. Snyder.

December 21st—Lars. R. Jensen, non-employe, injured at Cranford. Engineer, J. P. Butler; conductor, Geo. Jenkins.

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

January 10th, 1911—Warren F. Ache, fireman, injured at Communipaw yard. Engineer, ————; conductor, ————.

February 2d—John Toat, laborer, killed at Roselle. Engineer, J. Lutz; conductor, J. R. Day.

February 6th—Hyde Marenthon, laborer, killed at Newark. Engineer, Wm. Curry; conductor, T. F. Waton.

February 8th—Michael Ambrosio, laborer, killed at West Eighth street, Bayonne. Engineer, M. Miller; conductor, W. Chambers.

February 9th—Clarence Butler, carpenter, injured at Communipaw. Engineer, Frank Wynkoop; conductor, J. W. Shinafield.

February 12th—Michael J. Hennessy, brakeman, injured at Jersey City. Engineer, G. Ross; conductor, J. Kelleher.

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February 27th—Anton Geises, laborer, injured at Elizabethport. Engineer, Jos. Milliard; conductor, Roy Smith.

March 15th—Geo. V. Carkhuff, cashier, injured at Communipaw. Engineer, T. Fox; conductor, Elvin Lake.

March 25th—Samuel Gubock, laborer, killed at Jersey City. Engineer, George Ward; conductor, Geo. Gooley.

April 1st—Michael Healey, brakeman, killed at Jersey City. Engineer, G. Ross; conductor, J. C. Medenbock.

April 16th, Edward S. Saunders, baggage master, killed at Elizabeth. Engineers, W. Ferguson, Wm. Hartman; conductors, E. M. Davis, G. H. Van Note.

May 3d—Perry Stanton, switchman, injured at Phillipsburg yard. Engineer, N. Vandergrift; conductor, ————.

May 27th—Jos. Feketo, laborer, injured at Jersey City. Engineer, T. O. Johnson; conductor, J. Kelso.

June 3d—James Halladay, car inspector, killed at Jersey City. Engineer, F. Funk; conductor, A. Tice.

June 16th—Eli Foot, laborer, killed at Van Nostrand place, Jersey City. Engineer, Stewart L. Jones; conductor, John W. Eggers.

June 28th—John Reed, laborer, injured at Communipaw. Engineer, ————; conductor, ————.

July 1st—Geo. Schernberger, laborer, injured at Plainfield. Engineer, J. S. Eveland; conductor, T. R. Beck.

August 5th—Michael McCarthy, brakeman, killed at Jersey City. Engineer, F. Bickel; conductor, W. H. Johnson.

August 25th—Jas. Pitacioto, laborer, injured at Jersey City. Engineer, C. Burrows; conductor, J. Way.

September 7th—Wm. Leonard, brakeman, injured at Jersey City. Engineer, J. Allen; conductor, J. O'Rourke.

October 10th—Edward Shandew, water carrier, injured at Elizabethport. Engineer, ————; conductor, ————.

November 10th—Henry C. Smith, track walker, killed at White House. Engineer, H. Prime; conductor, E. Manning.

November 17th—Alex. Clory, sectionman, injured at Elizabethport. Engineer, E. Huff; conductor, T. Flanagan.

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

January 11th, 1911—Martin Johnson, non-employe, injured at Communipaw. Engineer, Theo. Fox; conductor, Daniel B. Allen.

January 13th—Jos. Sebranck, trespasser; Patrick Gorman, trespasser, killed at Westfield. Engineer, J. Moyer; conductor, J. L. Fryburg.

January 15th—Patrick Dougherty, trespasser, injured at Carteret. Engineer, Thos. A. Hopkins; conductor, Jas. J. Spellman.

January 19th—G. R. Rogers, passenger, injured at Plainfield. Engineer, J. Thomas; conductor, C. Dowdell.

February 12th—Fred Squier, passenger, injured at East Ferry street, Newark. Engineer, W. Jacobus; conductor, W. Gilp.

February 20th—Geo. Yotcheck, trespasser, killed at Bayway. Engineer, Geo. H. Squier; conductor, Fred Lewis.

March 8th—Robert Evans, trespasser, injured at Elizabethport. Engineer, C. Morganroth; conductor, J. Jenkins.

March 15th—Felix Korman, trespasser, injured at East Ferry street, Newark. Engineer, P. P. Gilmore; conductor, L. W. Romies.

March 30th, Mrs. Mary Erne, trespasser, killed at Bound Brook. Engineer, John Gesbooker; conductor, H. A. Boyd.

March 31st—John Morrison, trespasser, killed at Lorraine. Engineer, Frank Wynkoop; conductor, Fred A. Shinafield.

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April 4th—Michael Fitzsimmons, trespasser, killed at Newark. Engineer, M. Ahearn; conductor, Cyrene Warman.

April 9th—Unknown man, trespasser, injured at Elizabethport. Engineer, Chas. Callagan; conductor, ————.

April 11th—Lars Peter Yensen, trespasser, killed at East Ferry street, Newark. Engineer, Jas. Mays; conductor, F. R. Fairbanks.

April 16th—Mrs. Anne Eliza Stone, passenger; Mrs. Anna Cosgrove, passenger, killed at Elizabeth. Engineers, W. Ferguson, Wm. Hartman; conductors, E. M. Davis, G. H. Van Note.

April 26th—Unknown man, trespasser, killed at Greenville. Engineer, M. Moynihan; conductor, M. Durling.

May 2d—Stanley F. Lemkie, trespasser, killed at Elizabethport. Engineer, P. F. Doyle; conductor, M. Knapp.

May 14th—Elmer Shapire, non-employe, killed at Somerville. Engineer, F. Wilcox; conductor, F. Vannatta.

May 19th—Mrs. A. Bilismiski, trespasser, injured at Bayonne. Engineer, W. Grant; conductor, T. Maroney.

June 10th—Jos. Imre, trespasser, killed at Port Reading crossing. Engineer, H. R. Ayers; conductor, J. L. Hunt.

June 20th—Edward Peterson (colored), trespasser, killed at Plainfield. Engineer, Wm. Lavenberg; conductor, Edward McEwen.

June 23—John Nodalney, trespasser, injured at Bayonne (Constable Hook Br.). Engineer, ————; conductor, ————.

June 24th—Arthur Gibbons, trespasser, killed at Elizabethport. Engineer, G. Barton; conductor, L. Fritts.

July 1st—John Nanary, trespasser, injured at Elizabeth. Engineer, Thos. Ferguson; conductor, L. W. Romeis.

July 16th—Belovatch Schenvinski, passenger, injured at Newark. Engineer, P. Berry; conductor, L. Fritts.

July 29th—David Apgar, trespasser, killed at Vernoy. Engineer, E. Woodring; conductor, ————.

July 31st—Harry A. View, passenger, injured at Westfield. Engineer, Theo. Tice; conductor, W. F. Lynn.

August 3d—Patrick McDermott, trespasser, injured at Glen Gardner. Engineer, C. D. Bowe; conductor, J. W. Bragg.

August 6th—Charles Johnson, trespasser, killed at Perth Amboy. Engineer, E. J. Manion; conductor, B. Bush.

August 16th—Herman R. Blumick, trespasser, killed at Elizabethport (avenue yard). Engineer, G. Hague; conductor, J. G. Henderson.

August 22d—Bertha Stoson, trespasser, injured at Jersey City. Engineer, George Wertman; conductor, Thos. Hill.

August 28th—Joseph Kravicz, trespasser, injured at Chrome. Engineer, G. Byrne; conductor, W. I. Breese.

September 2d—Jas. Nuszer, trespasser, injured at West Side avenue, Jersey City. Engineer, H. Thompson; conductor, F. R. Bills.

September 3d—Martin Van Buren, trespasser, killed at Greenville. Engineer, T. Hopkins; conductor, F. A. Shepherd.

September 4th—Austin Bowman, passenger, injured at High Bridge. Engineer, F. Haiges; conductor, H. M. Ferry.

September 12th—Miss Regina Baliowsks, trespasser, killed at East Twenty-second street, Bayonne. Engineer, W. Creveling; conductor, Wm. H. Berkheimer.

September 17th—Unknown man, trespasser, killed at East Rahway. Engineer, P. Gilmore; conductor, L. Brightman.

September 18th—Aniello De Rosa, trespasser, killed at Elizabeth. Engineer, Frank Wynkoop; conductor, F. A. Shinafield.

September 20th—Mrs. M. Hauck, passenger, injured at Somerville. Engineer, A. Lefever; conductor, J. S. Howell.

September 22d—Tony Milan, trespasser, killed at East Ferry street, Newark. Engineer, E. E. Gordon; conductor, R. A. Bellis.

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October 2d—Terigio Minetti, trespasser, injured at Somerville. Engineer, C. B. Henry; conductor, E. J. Klotz.

October 6th—Benjamin Sparks, trespasser, killed at Newark. Engineer, P. H. Willever; conductor, W. C. Brown.

October 11th—Matthew Connors, non-employe, injured at Elizabethport. Engineer, M. O'Hearn; conductor, D. Sullivan.

October 12th—Theo. Porter, trespasser, injured at Somerville. Engineer, C. Houston; conductor, Jno. Deignan.

October 24th—Paul Assmann, trespasser, injured at Bayway. Engineer, Wm. Curry; conductor, W. H. Berkheimer.

October 25th—Leroy Young, trespasser, killed at Flagtown. Engineer, Wm. Walsh; conductor, Jos. F. Walsh.

November 2d—John Shark, trespasser, injured at Avenue A, Bayonne. Engineer, S. Watson; conductor, C. Dowdell.

November 3d—Annie L. Scott (colored), trespasser, killed at Cranford. Engineer, Geo. Cameron; conductor, John Van Middlesworth.

November 4th—Joseph Laski, trespasser, killed at Plainfield. Engineer, ————; conductor, ————.

November 6th—Mrs. Manechelo Prilo, trespasser, killed at Bound Brook. Engineer, M. S. Loughery; conductor, J. L. Durn.

November 13th—Benj. Schlaupitz, passenger, injured at Lorraine. Engineer, C. Van Why; conductor, M. H. Dunn.

November 17th—Paul Brofsky, trespasser, killed at East Twenty-second street, Bayonne. Engineer, John Manion; conductor, C. A. Wyatt.

November 19th—Unknown man, trespasser, killed at Jersey City. Engineer, Patrick Norton; conductor, Geo. W. Norris.

December 31st—Constant Fritz, trespasser, killed at Newark. Engineer, S. Young; conductor, J. Kelly.

On or About Trains, Locomotives or Cars—Employes.

January 11th, 1911—Wm. V. Murray, fireman, injured at Jersey City. Engineer, ————; conductor, ————.

January 24th—Theo. V. Hayes, brakeman, injured at E. Forty-ninth street, Bayonne Engineer, R. Hallman; conductor, C. Searfoss.

January 29th—Jos. F. Mulligan, brakeman, injured at Somerville. Engineer, T. Ryan; conductor, H. L. Houtz.

January 30th—Frank S. Burckey, fireman, injured at Jersey City. Engineer, John Driscoll; conductor, ————.

February 7th—Ralph Mengine, hose cutter, injured at Jersey City. Engineer, ————; conductor. ————.

February 14th—Joseph Brown, fireman, injured at Pt. Johnston. Engineer, C. Detzel; conductor, G. B. Edmonds.

February 16th—Gustave F. Pfeiffer, brakeman, injured at Newark. Engineer, W. Carey; conductor, T. F. Watson.

February 20th—Jerry J. Flaherty, conductor, injured at Bound Brook. Engineer, H. S. Painter; conductor, J. J. Flaherty.

March 15th—Lemuel Barber, brakeman, injured at Hopatcong Junction. Engineer, Geo. F. Braman; conductor, Thos. Hill.

March 21st—Wm. Ward Vanderhoff, fireman, injured at Fiddlers. Engineer, ————; conductor, ————.

March 28th—Wm. Murray, brakeman, injured at Somerville. Engineer, T. J. Ryan; conductor, T. Steever.

April 1st—A. P. Talbot, driller, injured at Jersey City. Engineer, P. Snyder; conductor, T. O'Connor.

April 10th—John J. Wismer, brakeman, injured at High Bridge. Engineer, H. Hahn; conductor, J. Mahoney.

April 25th—Michael Kennedy, air brake inspector, injured at Jersey City. Engineer, Chas. Burrows; conductor, E. J. Kirk.

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May 2d—Howard C. Dennison, fireman (P. & R.), injured at Communipaw. Engineer, ————; conductor, ————.

May 4th—Timothy Harkins, conductor, injured at Jersey City. Engineer, T. Marks; conductor, Timothy Harkins.

May 15th—Wilbur McDonald, brakeman, injured at Roselle. Engineer, P. J. Davis; conductor, P. J. Cahill.

May 16th—Theo. F. Watson, conductor, injured at Newark. Engineer, W. Carey; conductor, T. F. Watson.

May 24th—Harry Cottrell, fireman, injured at Elizabethport yard. Engineers, J. J. McCann, W. Wiler; conductors, M. Lyman, J. Mackey.

May 25th—Joseph Curtis, brakeman, injured at White House. Engineer, C. Fink; conductor, Jno. Terry.

June 3d—Robert Pierson, driller, injured at Jersey City. Engineer, Geo. Lewis; conductor, J. T. Kirk.

June 11th—Michael Talbot, driller, injured at Jersey City. Engineer, S. Eckman; conductor, R. La Tourette.

June 11th—Geo. Henry, conductor; Samuel Post, brakeman, injured at Jersey City. Engineer, F. Schultz; conductor, Geo. Henry.

June 12th—Edward A. Miller, fireman, injured at Jersey City freight yard. Engineer, Geo. Ward; conductor, Geo. Gooley.

June 24th—J. W. Yost, conductor, injured at Fanwood. Engineer, C. O. Clader; conductor, J. W. Yost.

June 29th—Frank Peckham, engineman, injured at Jersey City. Engineer, F. Peckham; conductor, C. W. Blocksage.

June 30th—Joseph Strehl, brakeman, injured at Elizabeth. Engineer, B. McDonald; conductor, D. McCormack.

July 3d—Frank Swope, brakeman, injured at Green Brook. Engineer, W. Conety; conductor, I. M. Evans.

July 5th—Paul Kratzel, car cleaner, injured at Dunellen. Engineer, H. S. Painter; conductor, J. J. Flaherty.

July 25th—Harry Gordon, fireman, injured at Roselle. Engineer, R. McCloud; conductor, F. S. Lewis.

August 1st—J. Richard Hill, engineer, injured at E. Forty-ninth street, Bayonne. Engineer, J. R. Hill; conductor, Harry Lewis.

August 6th—Bernard J. Gilkinson, brakeman, injured at Jersey City. Engineer, A. Pecklers; conductor, C. Berkheimer.

August 8th—Lawrence H. Cressman, engineman, injured at Jersey City. Engineer, L. H Cressman; conductor, J. Owens.

August 11th—A. R. Tomlinson, baggage master (P. & R.), injured at Bound Brook Engineer, R. Wilkinson; conductor, F. A. Tyler.

August 30th—Wm. Rose, brakeman, injured at Jersey City. Engineer, M. Shick; conductor, John Kelleher.

September 1st—Robert L. Snyder, fireman, killed at Communipaw. Engineer, ————; conductor, ————.

September 2d—Jas. O'Connell, conductor, injured at Jersey City. Engineer, W. Suter; conductor, J. O'Connell.

September 6th—Floyd R. De Reamer, officer, injured at Elizabeth avenue yard. Engineer, ————; conductor, ————.

September 7th—George Poole, brakeman, injured at Brills. Engineer, W. Murphy; conductor, J. P. Kaus.

September 9th—Stephen O'Connor, brakeman, injured at Brills. Engineer, P. Wooley; conductor, C. C. Bracken.

September 20th—H. S. Davidson, conductor, injured at Jersey City. Engineer, T. Hartzell; conductor, H. S. Davidson.

September 26th—E. W. Kishbach, brakeman, injured at Hampton. Engineer, W. L. Smith; conductor, S. Bloom.

September 29th—Hugh Brennan, brakeman, injured at Jersey City freight yard. Engineer, F. Fozard; conductor, A. J. Farley.

September 30th—Chas. Woeppel, brakeman, injured at Plainfield. Engineer, H. S. Painter; conductor, J. J. Flaherty.

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September 30th—Edward Manning, engineman (P. & R.), injured at Cranford Junction. Engineer, E. Manning; conductor, C. Urbach.

September 30th—Edward Walton, fireman, injured at Cranford Junction. Engineer, E. Manning; conductor, C. Urbach.

October 3d—Jas. Macaluso, laborer, injured at Elizabethport. Engineer, J. W. Mulford; conductor, ————.

October 5th—Jos. Strehl, brakeman, injured at Elizabeth. Engineer, B. McDonald; conductor, D. J. McCormack.

October 6th—F. Armstrong, brakeman, injured at Jersey City. Engineer, J. Tate; conductor, John Doherty.

October 7th—Frank Grady, conductor, injured at Elizabethport. Engineer, T. Dooley; conductor, Frank Grady.

October 8th—Harry E. Dowdell, conductor, injured at Cranford. Engineer, H. Tomey; conductor, H. E. Dowdell.

October 11th—Melville Metlar, brakeman, injured at Elizabeth. Engineer, C. Tomay; conductor, D. Sullivan.

October 18th—J. A. O'Connor, fireman, injured at Jersey City. Engineer, Chas. C. Spear; conductor, F. Schultz.

October 20th—Patrick J. Boyle, brakeman, killed at Elizabethport. Engineer, J. J. Hilliard; conductor, A. J. Gillespie.

October 27th—Herbert Miller, fireman, injured at Annandale. Engineer, T. Marks; conductor, A. Conley.

October 30th—Geo. Porter, driller, injured at Jersey City. Engineer, P. Snyder; conductor, J. O'Connor.

November 9th—Daniel McCormack, conductor, injured at Elizabeth. Engineer, B. McDonald; conductor, D. McCormack.

November 11th—Chas. Searfoss, conductor, injured at Jersey City. Engineer, H. R. Gardner; conductor, G. W. Dumphy.

November 12th—Raymond C. Pogue, fireman, injured at Jersey City. Engineer, Elwood Jeffries; conductor, ————.

December 5th—Clarence A. Doran, conductor, injured at Boynton Beach. Engineer, J. Hague; conductor, C. A. Doran.

December 6th—Wilson Hann, brakeman, injured at Hampton. Engineer, Jas. Splane; conductor, Lloyd Bowlby.

December 12th—R. T. Slockbower, conductor, injured at Wharton. Engineer, W. Hopler; conductor, R. T. Slockbower.

December 13th—Charles Bowriskie, brakeman, injured at Bayonne (Pt. Johnston coal docks). Engineer, ————; conductor, ————.

December 15th—A. R. Richards, brakeman, injured at Hampton. Engineer, C. S. Hunt; conductor, J. J. Howley.

December 20th—Elwood C. Carn, engineman (P. and R.), injured at Jersey City. Engineer, ————; conductor, ————.

December 22d—F. Heinbach, brakeman, injured at Brills. Engineer, P. H. Willever; conductor, G. Litchfield.

December 27th—Arthur Sackman, brakeman, injured at Jersey City. Engineer, J. Allen; conductor, F. Eisenhauer.

December 28th—Mitchell Lyman, conductor, injured at Elizabethport. Engineer, F. White; conductor, M. Lyman.

December 30th—James Touzeau, fireman, killed at Plainfield. Engineer, J. S. Eveland; conductor, T. R. Beck.

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

January 14th, 1911—Unknown woman, passenger, injured at Jersey City. Engineer, Wm. Curry; conductor, W. Berkheimer.

January 14th—Chas. Schroeder, passenger, injured at Newark. Engineer, W. J. Gorman; conductor, W. G. Cline.

January 20th—Mr. L. Singerman, passenger, injured at East Twenty-second street, Bayonne. Engineer, ————; conductor, ————.

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January 21st—C. A. Thompson, passenger, injured at Elizabeth. Engineer, W. Propert; conductor, W. A. Snyder.

January 25th—Mrs. Minnie Howard, passenger, injured at Jersey City passenger yard. Engineer, ————; conductor, ————.

February 2d—Michael Clark, non-employe, injured at Hackensack draw. Engineer, F. Wynkoop; conductor, W. Shaw.

March 3d—S. Katzman, passenger, injured at Newark. Engineer, H. Smith; conductor, E. Schwall.

March 4th—H. F. Lindsley, passenger, injured at Greenville. Engineer, G. Squires; conductor, S. J. Johnston.

March 5th—W. J. Keeley, passenger, injured at Elizabethport. Engineer, George Preisendanz; conductor, W. H. Suber.

March 10th—Geo. W. Reising, passenger, injured at Spring street, Elizabeth. Engineer, Chas. Clapp; conductor, Geo. Jenkins.

March 12th—Michael Wagner, passenger, injured at Elizabethport. Engineer, Theo. Fox; conductor, W. J. Sheehan.

April 6th—Casimir Von Philp, passenger; Dorothy Sweeney, passenger, injured at Roselle. Engineer, M. A. Dubbs; conductor, Chas. Getzinger.

April 7th—Edward Hill (colored) non-employe, injured at Newark. Engineer, W. Carey; conductor, T. F. Watson.

April 12th—B. F. Rubright, non-employe, injured at Perth Amboy. Engineer, J. O'Neil; conductor, H. E. Barton.

April 25th—Mrs. McColl, passenger, injured at Westfield. Engineer, W. Sheridan; conductor, D. B. Aller.

May 3d—R. W. Watson, passenger; H. C. Olsen, passenger, injured at Lorraine. Engineer, J. Butler; conductor, J. Merlett.

May 6th—John Debow, passenger, injured at Warners. Engineer, Adam Heim; conductor, Frank X. Goger.

May 7th—John Johnson, passenger, injured at Newark. Engineer, H. Wilson; conductor; Ed. Stevens.

May 14th—Jos. Driscoll, passenger, injured between Roselle and Lorraine. Engineer, C. White; conductor, L. Homler.

May 19th—Joseph Tomkoo, non-employe, injured at Newark. Engineer, W. Murphy; conductor, E. J. Lufft.

May 19th—J. Percy Chard, passenger, injured at Elizabethport. Engineer, Adam Heim; conductor, Frank X. Goger.

May 22d—Geo. Lester Brown, passenger, injured at Bound Brook. Engineer, E. Seward; conductor, M. Clair.

May 29th—Chas. Ditlew, passenger, injured at Jersey City. Engineer, E. Egbert; conductor, Thos. Dawson.

June 10th—Frank Franco, passenger, injured at Roselle. Engineer, W. H. Lavenburg; conductor, J. Fawthorp.

June 18th—Chas. Kosef, passenger, injured between Bayway and Elizabethport. Engineer, David Hanee; conductor, L. Brightman.

June 26th—Miss Jennie Wilson, passenger, injured at Roselle. Engineer, Ed. Huff, Sr.; conductor, W. W. Barnes.

July 13th—Edward Kastner, passenger, injured at Newark. Engineer, Stewart L. Jones; conductor, John W. Rogers.

July 14th—Miss Jennett Stephens, passenger, injured at West Eighth street, Bayonne. Engineer, F. Schultz; conductor, W. W. Barnes.

July 24th—Miss Nellie Mulford, passenger, injured at Jersey City. Engineer, Smith Watson; conductor, M. H. Henry.

August 1st—John H. Matters, passenger, injured at Newark. Engineer, M. Eltringham; conductor, A. B. Prawl.

August 7th—Mr. A. C. McFarland, passenger; Mr. O. W. Gear, passenger, injured at Roselle. Engineer, E. Gleason; conductor, E. C. Evans.

August 15th—Jeremiah Mahoney, passenger, injured at Somerville. Engineer, ————; conductor, ————.

September 16th—O. Pestropo, passenger, injured at Greenville. Engineer, T. Tomey; conductor, C. Warman.

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September 20th—Gladys Jenkins, passenger, injured at Elizabethport. Engineer, Chas. Pittenger; conductor, L. Brightman.

September 22d—J. Smith, trespasser, injured at Elizabethport Engineer, C. Paulman; conductor; J. J. Bonner.

October 9th—Miss Jennie M. Rink, passenger, injured at Plainfield. Engineer, B. F. Loughery; conductor, H. Baker.

October 13th—Jas. J. Callahan, passenger, injured at Elizabethport. Engineer, Geo. Jackson; conductor, W. Shaw.

October 13th—Mr. Wolford, passenger, injured at W. Eighth street, Bayonne. Engineer, Ed. Huff; conductor, W. W. Barnes.

October 17th—S. Soubel, passenger, injured at Plainfield. Engineer, A. Kirkendal; conductor, W. Meehan.

October 23d.—Mrs. G. H. Merkel, passenger, injured at Jersey City. Engineer, G. Stout; conductor, J. L. Shern.

October 25th—Marcell Marrow, passenger, injured at Jersey City. Engineer, Geo. Willer; conductor, L. Brightman.

November 9th—Mrs. Andrewsshon, passenger; Mrs. J. W. Farrell, passenger, injured at Dunellen. Engineer, Geo. Irwin; conductor, L. P. Titus.

December 1st—Mr. Daniel T. Mullen, passenger, injured at Newark. Engineer, Stewart L. Jones; conductor, J. W. Eggers.

December 2d—Frank A. Anderson, passenger, injured at Westfield. Engineer, John F. Frech; conductor, Wm. Creveling.

December 3d—Mike Veniche, passenger, injured at Perth Amboy. Engineer, J. Berry; conductor, F. W. Reed.

December 7th—Miss Frances M. Murphy, passenger, injured at Jersey City. Engineer, Chas. Pittenger; conductor, Elvin Lake.

December 10th—Unknown woman, passenger, injured at Westfield. Engineer, G. Preisendanz; conductor, H. S. Davidson.

December 10th—James Albert, passenger, injured at Newark Engineer, M. Ahearn; conductor, D. P. Kirk.

December 20th—L. Del Pische, non-employe; H. C. Roberts, non-employe; E. Reynolds, non-employe, injured at Roselle. Engineer, T. Bowe; conductor, R. F. Brendel.

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

November 16th, 1911—Ralph Sentasieri, car inspector, killed at Jersey City. Engineer, ————; conductor, ————.

November 25th—Patrick E. Conley, switchman, killed at Brills. Engineer, ————; conductor, ————.

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

February 26th, 1911—Unknown man, trespasser, killed at Elizabethport. Engineer, ————; conductor, ————.

April 3d—Frank Agelo, trespasser, killed at Netherwood. Engineer, ————; conductor, ————.

June 15th—James Hassin, trespasser, killed at E. Forty-ninth street, Bayonne. Engineer, ————; conductor, ————.

July 3d—Unknown man, trespasser, killed at Elizabethport. Engineer, ————; conductor, ————.

August 13th—Unknown man, trespasser, killed at Newark Bay Bridge, Elizabethport end. Engineer, ————; conductor, ————.

August 26th—Unknown man, trespasser, killed at Greenville. Engineer, ————; conductor, ————.

September 24th—Wm. Kane, trespasser, injured at Elizabeth. Engineer, ————; conductor, ————.

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November 1st—Unknown man, trespasser, killed at Elizabethport. Engineer, Wm. Rhoades; conductor, J. W. Eggers.
November 21st—Joseph Donmusky, trespasser, killed at Perth Amboy. Engineer, ———; conductor, ———.
November 26th—John Halpin, trespasser, injured at E. Forty-ninth street, Bayonne. Engineer, ———; conductor, ———.
December 20th—John O'Lasky, trespasser, injured at E. Twenty-second street, Bayonne. Engineer, ———; conductor, ———.

Injured by Horses Frightened by Trains—Non-Employes.

July 19th, 1911—Mrs. Wm. Harley (non-employe), and child, injured at Bloomsbury. Engineer, ———; conductor. ———.

Other Causes—Employes.

September 20th, 1911—John McLaughlin, conductor, injured at Jersey City. Engineer, ———; conductor, ———.

THE CHESTER RAILROAD COMPANY.

Capital stock paid in,	$98,500 00
Scrip stock,	2,034 13
Floating debt,	127,453 78
Cost of road and equipments,	$227,987 91

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

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

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

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

State of New York, New York county, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is 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.

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Sworn and subscribed before me, this sixteenth day of February, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1911, and how paid—No dividends.

P. O. address of this company—90 West street, New York, N. Y.

ACCIDENTS.

None.

CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

Capital stock paid in, ... $252,900 00

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

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

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

W. G. BESLER.

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Sworn and subcribed before me, this twenty-second day of January, A. D. 1912.

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $16,200 00

The road extends from a point on the Vineland Railroad, near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of 1.23 miles.

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

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

W. G. BESLER.

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Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

DELAWARE AND BOUND BROOK RAILROAD COMPANY.

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

The road extends from middle of Delaware river, N. J., to Bound Brook, N. J.; Trenton Junction, N. J., to Trenton, N. J., a distance of 30.73 miles.

It is leased to the Philadelphia and Reading Railway Company, at an annual rental of $287,718.91.

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

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Ziegler, being duly sworn, on his oath says, that he is Comptroller of the

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

GEO. ZIEGLER.

Sworn and subscribed before me, this fourth day of March, A. D. 1912.

[L. S.]

C. K. KLINK,
Notary Public,
My Commission Expires April 18th, 1915.

RECEIPTS AND EXPENSES FOR 1911.

Total income from passengers, freight and other sources, ...	$287,718 91
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$291,312 75

Dividends paid during the year 1911, and how paid—Four quarterly dividends two per cent. each, February, May, August and November.

P. O. address of this company—No. 11 West State street, Trenton, N. J., and Treasurer's office, 240 South Third street, Philadelphia, Pa.

ACCIDENTS.

January 2d, 1911—George E. Brawn, employe, non-fatally injured, Belle Mead, N. J. Exploding torpedo. J. R. Kelso, conductor; F. O. Johnson, engineer.

January 11th—H. L. Hontz, employe, non-fatally injured, Bound Brook Junction. Jumping on caboose. H. L. Hontz, conductor; A. Erickson, engineer.

January 14th—C. H. Schremp, employe, non-fatally injured, Trenton Junction, N. J. Tank parting from engine. John Nickolie, conductor; F. T. Slack, engineer.

January 18th—Leo Pickle, employe, non-fatally injured, Belle Mead, N. J. Slipped in tender. J. Nickolie, conductor; F. T. Slack, engineer.

January 20th—Alexander Risk, non-employe, non-fatally injured, Belle Mead, N. J. Struck by piece of brake shoe. John Messer, conductor; Harry Stem, engineer.

January 24th—A. P. Poore, employe, non-fatally injured, Trenton Junction, N. J. Turning angle cock on car. A. P. Poore, conductor; George Gilbert, engineer.

January 25th—Frank Ciraco, employe, non-fatally injured, Ewing, N. J. Working on track. ———, conductor; ———, engineer.

January 27th—D. F. Leahy, employe, non-fatally injured, Pennington, N. J. Struck by broken glass. W. F. Lynn, conductor; James Butler, engineer.

January 28th—Andrew Pierson, employe, non-fatally injured, Trenton, N. J. Attending switches. ———, conductor; ———, engineer.

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January 31st—H. W. stout, employe, non-fatally injured, Skillman, N. J. Attending locomotive fire. N. M. Pidcock, conductor; H. W. Stout, engineer.

January 31st—W. H. Feaster, employe, non-fatally injured, Trenton, N. J. Struck by engine. John Barber, conductor; W. H. Chamney, engineer.

February 4th—Lewis H. White, employe, non-fatally injured, Trenton, N. J. Jumping from engine. Reuben Grow, conductor; John Callahan, engineer.

February 6th—Horace A. Johnson, employe, non-fatally injured, Trenton, N. J. Applying brake. Reuben Grow, conductor; John Callahan, engineer.

February 8th—J. C. Boyer, employe, non-fatally injured, Skillman, N. J. Shaking locomotive grates. E. J. McCarthy, conductor; H. Heller, engineer.

February 10th—John A. Kimball, employe, non-fatally injured, Trenton Junction, N. J. Reversing engine. Frank Sacwright, conductor; J. A. Kimball, engineer.

February 11th—Carl Schneider, employe, non-fatally injured, Trenton, N. J. Attending switches. Frank Jones, conductor; W. Connor, engineer.

February 13th—Vincenzo Bosci, employe, non-fatally injured, Hamilton, N. J. Struck by piece of brake shoe. Peter Malley, conductor; Louis Percy, engineer.

February 18th—E. T. Longstreth, T. C. Longstreth, non-employes, non-fatally injured, Trenton Junction, N. J. Struck by broken glass. George Jenkins, conductor; Charles Clapp, engineer.

February 20th—James E. Hannon, employe, non-fatally injured, Pennington, N. J. Falling off tender. John F. Otto, conductor; A. H. Thomas, engineer.

February 27th—W. C. Jones, employe, non-fatally injured, Skillman, N. J. Slipped in tender. John J. Raney, conductor; Geo. H. Klotzbach, engineer.

March 8th—E. DiCleric, employe, non-fatally injured, Trenton Junction, N. J. Erecting safety gates. ————, conductor; ————, engineer.

March 11th—E. C. Peasley, employe, non-fatally injured, Trenton, N. J. Attending switches. M. C. Lukens, conductor; C. Eagle, engineer.

March 18th—Louis Strain, employe, non-fatally injured, Port Reading Junction, N. J. Breaking coal. C. Peterson, conductor; G. C. Graham, engineer.

March 25th—Thomas Stryker, employe, non-fatally injured, Port Reading Junction, N. J. Loading coal. J. M. Evans, conductor; C. C. Bortz, engineer.

April 4th—William Havens, employe, non-fatally injured, Pennington, N. J. Attending locomotive fire. P. Flemington, conductor; I. C. Nall, engineer.

April 5th—Rocco DiMarco, employe, non-fatally injured, Trenton Junction, N. J. Unloading cross ties. W. J. Callahan, conductor; Geo. F. Miller, engineer.

April 27—Domenico Mincini, employe, non-fatally injured, Trenton Junction, N. J. Working on track. ————, conductor; ————, engineer.

April 28th—L. Dalicino, employe, non-fatally injured, Trenton Junction, N. J. Working on track. ————, conductor; ————, engineer.

May 1st—P. Violando, employe, non-fatally injured, Pennington, N. J. Handling cross ties. ————, conductor; ————, engineer.

May 6th—James Carney, employe, non-fatally injured, Trenton Junction, N. J. Struck by automobile. ————, conductor; ————, engineer.

May 6th—W. F. Brown, employe, non-fatally injured, Belle Mead, N. J. Cinder in eye. J. R. Gerhab, conductor; H. T. Reader, engineer.

May 13th—John Urback, non-employe, killed, Belle Mead, N. J. Struck by overhead bridge. J. McGowan, conductor; R. Gochner, engineer.

May 16th—H. C. Dennison, employe, killed, Trenton Junction, N. J. Parting of tender from engine. M. F. Martin, conductor; W. E. Archer, engineer.

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May 20th—F. Magagno, employe, non-fatally injured, Ewing, N. J. Struck by coal. P. C. Jeffries, conductor; M. C. Loughery, engineer.

May 20th—Fred Williams, non-employe, non-fatally injured, Trenton, N. J. Fell off station platform. Nicona, conductor; James Delaney, engineer.

May 24th—G. Foresto, employe, non-fatally injured, Trenton Junction, N. J. Struck by coal. J. T. Dolbier, conductor; Bernard Munn, engineer.

May 24th—Mrs. Minnie Garrettson, non-employe, non-fatally injured, Belle Mead, N. J. Struck by unknown object. J. G. Reck, conductor; J. Creedon, engineer.

May 25th—F. A. Depue, employe, non-fatally injured, Trenton, N. J. Releasing brake. M. Lukens, conductor; Charles Eagle, engineer.

May 31st—P. C. Githens, employe, non-fatally injured, Trenton, N. J. Setting switch. C. C. Jones, conductor; William Conners, engineer.

May 31st—J. H. Skolski, employe, non-fatally injured, Hamilton, N. J. Struck by coal. John G. Reck, conductor; J. Creedon, engineer.

May 31st—G. H. Brant, employe, non-fatally injured, Skillman, N. J. Attending locomotive fire. J. Bigley, conductor; J. M. Christ, engineer.

June 8th—G. Spimelli, employe, non-fatally injured, Hillcrest, N. J. Working on track. ———, conductor; ———, engineer

June 13th—C. A. Trout, employe, non-fatally injured, Trenton, Junction, N. J. Working at locomotive fire. J. L. Brown, conductor; J. A. Kimball, engineer.

June 14th—J. T. Peel, employe, non-fatally injured, Bound Brook Junction, N. J. Jumping on caboose. J. H. Peel, conductor; J. R. Miller, engineer.

June 15th—John Waters, employe, non-fatally injured, Port Reading Junction, N. J. Painting bridge. ———, conductor; ———, engineer.

June 20th—James Dennison, employe, non-fatally injured, Trenton, N. J. Working at locomotive fire. E. L. McGowan, conductor; John Pursell, engineer.

June 25th—P. E. McKeaney, employe, non-fatally injured, Port Reading Junction, N. J. Reversing engine. F. C. Keen, conductor; P. E. McKeaney, engineer.

June 25th—A. Bacon, employe, non-fatally injured, Trenton Junction, N. J. Jumping off car. A. Bacon, conductor; W. Love, engineer.

June 27th—C. McClister, non-employe, non-fatally injured, Trenton Junction, N. J. Struck by intertrack fence. C. Berkheimer, conductor; John Costello, engineer.

July 3d—William Cullen, employe, non-fatally injured, Port Reading Junction, N. J. Struck by engine. G. W. Weidel, conductor; George Irvin, engineer.

July 4th—Joseph P. O'Brien, employe, non-fatally injured, Trenton, N. J. Cut by glass. J. Fawthrop, conductor; E. Hight, engineer.

July 14th—William B. Dayman, employe, non-fatally injured, Trenton Junction, N. J. Jumping from engine. John T. Carrigg, conductor; William B. Dayman, engineer.

July 15th—Andrew Wallace, employe, non-fatally injured, Skillman, N. J. Attending locomotive fire. John Kelso, conductor; F. O. Johnson, engineer.

July 16th—Charles Daum, non-employe, killed, Port Reading Junction, N. J. Team struck. H. G. Conrad, conductor; James McKeaney, engineer.

July 17th—Peter Wasinski, employe, killed, Belle Mead, N. J. Struck by train. J. L. Fryburg, conductor; G. B. Weller, engineer.

July 28th—Frank Grepp, employe, non-fatally injured, Trenton, N. J. Team struck. Reuben Grow, conductor; John Callahan, engineer.

August 11th—Harry E. Thoms, employe, non-fatally injured, Glen Moore, N. J. Contact with fire box. E. Ruppe, conductor; J. M. Christ, engineer.

August 11th—Elmira Ratti, non-employe, non-fatally injured, Hillcrest, N. J. Window fell on hand. L. P. Barr, conductor; R. W. Rodenbaugh, engineer.

August 14th—Joseph Taggart, employe, non-fatally injured, Skillman, N. J. Working at water column. ———, conductor; ———, engineer.

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August 21st—E. B. Feese, employe, non-fatally injured, Pennington, N. J. Jumping off car. J. F. Otto, conductor; G. Muller, engineer.

August 24th—R. L. Brown, employe, non-fatally injured, Weston, N. J. Jumping off car. R. L. Brown, conductor; Harry Koch, engineer.

September 8th—Abraham Breese, employe, non-fatally injured, Hopewell, N. J. Working on bridge. ————, conductor; ————, engineer.

September 12th—Jacob H. Kay, employe, non-fatally injured, Harlingen, N. J. Cinder in eye. J. H. Kay, conductor; J. Englerth, engineer.

September 14th—Edward Walton, employe, non-fatally injured, Ewing, N. J. Attending locomotive fire. Christ Urbach, conductor; Edward Manning, engineer.

September 15th—Harry W. Irvin, employe, non-fatally injured, Trenton Junction, N. J. Jumping off caboose. Nathaniel Clark, conductor; Herman Heller, engineer.

September 22d—I. C. Proud, employe, non-fatally injured, Pennington, N. J. Jumping off tender. Thomas Wallace, conductor; Patrick Casey, engineer.

October 9th—Simnaldi Bruno, employe, non-fatally injured, Trenton, N. J. Unloading material. ————, conductor; ————, engineer.

October 12th—J. H. Woodroffe, employe, non-fatally injured, Glen Moore, N. J. Jumping off engine. N. M. Pidcock, conductor; J. H. Woodroffe, engineer.

October 18th—John Velock, employe, non-fatally injured, Port Reading Junction, N. J. Loading coal. ————, conductor; ————, engineer.

October 20th—Walter Conety, employe, non-fatally injured, Port Reading Junction, N. J. Struck by coal barrow. E. J. Barwick, conductor; Walter Conety, engineer.

October 21st—C. H. Block, employe, non-fatally injured, Trenton Junction, N. J. Fell on track. ————, conductor; ————, engineer.

October 28th—Theodore V. Hayes, employe, non-fatally injured, Port Reading Junction, N. J. Falling off tender. John Hoffer, conductor; Elwood Carns, engineer.

November 2d—Ford Hanauer, employe, non-fatally injured, Trenton, N. J. Contact with steam pipe. Harry Metzgar, conductor; Ford Hanauer, engineer.

November 3d—Jefferson Callahan, employe, non-fatally injured, Trenton Junction, N. J. Working crossing gates. ————, conductor; ————, engineer.

November 13th—Amos B. Callaway, employe, fatally injured, Skillman, N. J. Coupling cars. J. F. Otto, conductor; F. R. Sellers, engineer.

November 28th—Cesare Spataccino, employe, non-fatally injured, Pennington, N. J. Working on track. ————, conductor; ————, engineer.

December 3d—Thomas B. Super, employe, non-fatally injured, Port Reading Junction, N. J. Attending locomotive fire. Hugh Rupper, conductor; Howard Bechtel, engineer.

December 4th—Thomas O. Moorehead, employe, non-fatally injured, Port Reading Junction, N. J. Caught foot in frog. G. H. Cartwright, conductor; Nathan Macolly, engineer.

December 8th—Carlton F. Pussey, employe, non-fatally injured, Hopewell, N. J. Falling from caboose. J. F. Otto, conductor; F. R. Sellers, engineer.

December 8th—Edward T. Haugh, employe, non-fatally injured, Trenton, N. J. Stepped on nail. ————, conductor; ————, engineer.

December 17th—John J. McCall, employe, non-fatally injured, Trenton Junction, N. J. Adjusting brake rigging. J. Raney, conductor; G. Klotzbach, engineer.

December 18th—William J. Miller, employe, non-fatally injured, Ewing, N. J. Jumping on engine. Matthew Martin, conductor; William J. Miller, engineer.

December 20th—Guiseppe Barnabei, employe, non-fatally injured, Glen Moore, N. J. Falling from car. Arthur Moll, conductor; Martin Burkhart, engineer.

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DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

Received by Receiver from State Treasurer in 1908, ... $104,000 00
Bonded debt—None.
Floating debt—In litigation.

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

Dividends paid during the year 1911, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1911.

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

REMARKS.

4/11/08 Received from State Treasurer, ...		$104,000 00
Interest on deposits, ...		11,471 14
		$115,471 14
Paid premiums on bond, ...	$250 00	
Paid postage, advertising, printing, &c.,.....	45 80	
Paid stenographers on testimony and report,....	650 20	
Paid claims and on account of Receiver's compensation as per order of court, ...	11,086 78	
		12,032 78
Balance in hands of Receiver, ...		$103,438 36

Dated February 5th, 1912.

P. O. address of the above company—Wm. S. Casselman, Receiver Delaware River and Atlantic Railroad Co., 3d and Market streets, Camden, N. J.

State of New Jersey, Camden county, *ss.*—William S. Casselman, being duly sworn, on his oath says, that he is Receiver

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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 1911, are correct and true, to the best of his knowledge and belief.

WM. S. CASSELMAN.

Sworn and subscribed before me, this fifth day of February, A. D. 1912.

CHARLES R. STEVENSON,
Master in Chancery of New Jersey.

DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

Capital stock paid in,	$1,300,000 00
Bonded debt,	1,293,000 00
Floating debt—None.	
Cost of road and equipments,	$2,600,000 00

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 9.52 miles (New Jersey, 7.46 miles; Pennsylvania, 2.06 miles).

It is operated by the Pennsylvania Railroad Company at an annual rental of the net earnings.

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

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

SAMUEL REA.

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Sworn and subscribed before me, this sixth day of March, A. D. 1912.

ERNEST H. BROWN,
[L. S.] *Notary Public,*
Commission Expires February 21st, 1915.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$162,633 51
Income from freight,	151,677 28
Income from other sources,	3,209 01
Total,	$317,519 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, including interest on bonded debt, taxes and other obligatory charges,	$226,184 45

Dividends paid during the year 1911, and how paid—Paid in cash, June 24th, 1911, $39,000; paid in cash, December 21st, 1911, $39,000.

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

ACCIDENTS.

None.

DOCKS CONNECTING RAILROAD COMPANY.

Capital stock paid in,	$9,000 00
Bonded debt—None.	
Floating debt—None.	
Book cost of road and equipments,	$9,187 50

The road extends from a point in Hudson county, N. J., to a point in the township of Union, a distance of about 3.448 miles. It is leased to the Erie Railroad Company at an annual rental equal to the operating expenses and taxes.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

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

[L. S.]

THE DOVER AND ROCKAWAY RAILROAD COMPANY.

Capital stock paid in,	$150,000 00
Bonded debt,	35,000 00

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

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

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

[L. S.]

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RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—Six (6) per cent., paid in cash.

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

ACCIDENTS.

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

EAST JERSEY RAILROAD AND TERMINAL COMPANY.

Capital stock paid in,	$82,000 00
Bonded debt—None.	
Floating debt,	64,953 38
Cost of road and equipments ($17,133.45 depreciation deducted),	$97,103 00

Dividends paid during the year 1911, and how paid—None.

The road extends in Bayonne a distance of .52 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from freight,	$123,318 13
Income from other sources,	4,311 91
Total,	$127,630 04
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$117,829 09

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

State of New York, New York county, *ss.*—R. D. Benson, being duly sworn, on his oath says, that he is President of the

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East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best his knowledge and belief.

R. D. BENSON.

Sworn and subscribed before me, this fifth day of February, A. D. 1912.

E. H. SHELLEY,
Notary Public Kings County,
Certificate filed in New York County.
My Commission Expires March 30th, 1912.

[L. S.]

Approved:
W. I. LEWIS,
General Counsel.

ACCIDENTS.

September, 1911—Michael Kenney, ankle injured.

EAST TRENTON RAILROAD COMPANY.

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

The road extends from a point on the Trenton Branch of Delaware and Bound Brook Railroad in Trenton, N. J., to a point in Lawrence township, Mercer county, N. J., a distance of 2.97 miles.

It is leased to the Philadelphia and Reading Railway Company.

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

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Ziegler, being duly sworn, on his oath says, that he is Comptroller of the

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

GEO ZIEGLER,
Comptroller.

Sworn and subscribed before me, this fourth day of March, A. D. 1912.

C. K. KLINK,
[L. S.] *Notary Public,*
My Commission Expires April 18th, 1915.

RECEIPTS AND EXPENSES FOR 1911.

Operations and rental included in the report of Delaware and Bound Brook Railroad Company.

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

ACCIDENTS.

March 1st, 1911—F. W. Litty, employe, non-fatally injured, Trenton, N. J. Jumping on car. L. Daniels, conductor; H. Wagner, engineer.
August 29th—William Hughes, employe, non-fatally injured, Trenton, N. J. Handling loading plate. ————, conductor; ————, engineer.
August 30th—James Tyman, employe, non-fatally injured, Trenton, N. J. Working in tender. F. J. Callahan, conductor; H. A. Weier, engineer.

THE ELIZABETH EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $30,000 00

The road extends from Great Island Junction to Terminus, a distance of 1.62 miles.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of

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The Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

ELIZABETH, NEW BRUNSWICK AND TRENTON RAILROAD COMPANY.

Capital stock paid in, ... $90,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—None.

Dividends paid during the year 1911, and how paid—None.

RECEIPTS AND EXPENSES FOR 1911.

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

P. O. address of the above company—Broad and Bank streets, Newark, N. J.

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State of New Jersey, Essex county, *ss.*—J. J. Burleigh, being duly sworn, on his oath says, that he is Vice-President of the Elizabeth, New Brunswick and Trenton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

J. J. BURLEIGH.

Sworn and subscribed before me, this first day of April, A. D. 1912.

ALLAN R. BUCKMAN,
[L. S.] *Notary Public, New Jersey,*
Commission Expires March 28th, 1916.

ELIZABETH AND TRENTON RAILROAD COMPANY.

Capital stock paid in,	$991,650 00
Bonded debt—None.	
Floating debt,	15,088 73
Cost of road and equipments,	$960,973 60

Dividends paid during the year 1911, and how paid—None.

The road extends from Milltown Junction to near Trenton, a distance of 23.107 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$49,380 99
Income from freight,	48 85
Income from other sources,	3,967 23
Total,	$53,397 07
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$44,187 68

P. O. address of the above company—Corporation Trust Co., 15 Exchange place, Jersey City, N. J.

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State of Pennsylvania, Philadelphia county, *ss.*—H. H. Aikens, being duly sworn, on his oath says, that he is President of the Elizabeth and Trenton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

H. H. AIKENS.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

D. BRITTON CHAMBERS,
Notary Public,
Commission Expires January 21, 1915.

[L. S.]

ACCIDENTS.

There were no passengers killed or injured.
There were no employes killed or injured.
There were no trespassers killed or injured.
There were no others killed.
There was one collision with an automobile on September 29th, 1911, at Dayton, N. J., in which were riding seven passengers. Chauffeur and one girl slightly bruised, and automobile badly wrecked.
There was a two-year-old colt killed on July 7th, 1911, by car on private right-of-way in Hamilton township.
There was a horse knocked down by live wire in city of Trenton, on July 25th, 1911, but not injured beyond a slight burn.

ERIE RAILROAD COMPANY—LESSEE.

Capital stock paid in,	$176,271,300 00
Bonded debt,	205,722,216 23
Floating debt,	11,165,141 11
Cost of road and equipments,	$269,929,358 78

Dividends paid during the year 1911, and how paid—None.

The road extends from Jersey City, N. J., to Dayton, O., and Br., a distance of 1,868.66 miles.

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RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$8,945,801 39
Income from freight,	36,386,138 25
Income from other sources,	6,365,076 03
Total,	$51,697,015 67
Expenditures during the year for working road, including repairs, maintenance of way, motive power, taxes and contingencies,	$36,035,047 74

REMARKS.

This company is solely an operating company in New Jersey, and the income and expenditures as above shown include the income and expenditures of the Long Dock Company, Paterson and Hudson River Railroad, Paterson and Ramapo Railroad, Bergen County Railroad, Bergen and Dundee Railroad, Docks Connecting Railroad, Paterson, Newark and New York Railroad, Newark and Hudson Railroad, New York and Greenwood Lake Railway, Northern Railroad Company of New Jersey.

P. O. address of the above company—50 Church street, New York City.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, Lessee, etc., and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of March, A. D. 1912.

A. L. TRAVIS,

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

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THE FERRO MONTE RAILROAD COMPANY.

Capital stock paid in,	$30,000 00

Bonded debt—None.
Floating debt—None.

Cost of road and equipments,	$50,309 27

Dividends paid during the year 1911, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$687 01
Total,	$687 01

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

REMARKS.

$45.96 were expended on repairs of real estate and other property.

P. O. address of the above company—General business, Dover, N. J. For transfers, Morristown, N. J.

State of New Jersey, Morris county, *ss.*—Alfred Mills, being duly sworn, on his oath says, that he is President of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 and correct and true, to the best of his knowledge and belief.

ALFRED MILLS.

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Sworn and subscribed before me, this nineteenth day of January, A. D. 1912.

JOSEPH HINCHMAN,
Master in Chancery of New Jersey.

State of New Jersey, Morris county, *ss.*—Frederick 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 during the year 1911 are correct and true, to the best of his knowledge and belief.

FRED'K A. CANFIELD,
Treasurer, F. R. R.

Sworn and subscribed before me, this ninth day of January, A. D. 1912.

CHAS. APPLEGATE,
[L. S.] *Notary Public.*

ACCIDENTS.

None.

THE FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

Capital stock paid in, ... $650,000 00

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths (22.75) miles, with a branch from Atlantic Highlands to Stone Church, a distance of one and seventy-two hundredths (1.72) miles, a total of twenty-four and forty-seven hundredths (24.47) miles, and includes railroads formerly the property of (1) The Atlantic Highlands Railroad Company, (2) The Freehold and Keyport Railroad Company, (3) The Freehold and New York Railroad Company (4) The Keyport Railroad Company, and (5) The New York and Atlantic Highlands Railroad Company.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of Januray, A. D. 1912.

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

Capital stock paid in,	$293,725 00
Bonded debt,	382,000 00
Floating debt—None.	
Cost of road and equipments,	$816,092 78

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

It is operated by the Pennsylvania Railroad Company, as lessee of the property and works of the United New Jersey Railroad and Canal Company, at an annual rental of net earnings. This arrangement terminable on thirty days' notice.

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$157,974 95
Income from freight,	113,838 35
Income from other sources,	38,309 86
Total,	$310,123 16
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$289,281 35

Dividends paid during the year 1911, and how paid—Two of six per cent. each paid in cash.

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

* Includes $40,732.03 interest on bonds, taxes and other obligatory charges.

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ACCIDENTS.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

Febuary 5th, 1911—William Higgins, near Lower Jamesburg. Train unknown.

July 23d—Frank Coleman, injured about head and body near Howell. V. Walker, engineer; E. C. Ayres, conductor.

September 13th—John M. Tunis, killed at Howell. W. Lacey, engineer; H. A. Laird, conductor.

October 4th—Mrs. L. G. Thompson, killed, near Allenwood. R. Stewart, engineer; S. R. Way, conductor.

October 4th—L. G. Thompson, Jr., seriously injured, near Allenwood. R. Stewart, engineer; S. R. Way, conductor.

Persons Killed or Injured by Other Causes.

July 22d—Henry Watson, head injured by car window at Manasquan. G. Wilkinson, engineer; Jos. Allen, conductor.

HACKENSACK AND LODI RAILROAD COMPANY.

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

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

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

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

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Hackensack and Lodi Railroad Company, and that the fore-

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

[L. S.]

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

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

HARRISON AND EAST NEWARK CONNECTING RAILROAD COMPANY.

Capital stock paid in,	$25,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$25,000 00

The road extends from connection with United New Jersey Railroad and Canal Company, in Harrison, N. J., to a point on Sussex street in Harrison, N. J., a distance of 0.21 mile.

The property of this company is a siding. No accounts are kept, the receipts and expenses being included in those of the United New Jersey Railroad and Canal Company.

It is equipped and operated by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Harrison and East Newark Connecting Railroad Company, and

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

HIBERNIA MINE RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$179,941 17
Dividends paid during the year 1911, and how paid—In cash, April, 1911, $3,000; in cash, October, 1911, $3,000,	$6,000 00

The road extends from Hibernia to Rockaway, N. J., a distance of 4.2 miles, with about 1 mile of sidings.

RECEIPTS AND EXPENSES FOR 1911.

Income from rental,	$6,500 00
Income from interest,	489 65
Total,	$6,989 65

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$6,513 73

P. O. address of the above company—Hibernia Mine Railroad Company, Harry C. Wenner, Secretary and Treasurer, 1421 Chestnut street, Philadelphia. General office, 3 W. Blackwell street, Dover, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Harry C. Wenner, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

HARRY C. WENNER,
Secretary and Treasurer.

Sworn and subscribed before me, this fourth day of January, A. D. 1912.

[L. S.]

JOHN CARBARY,
Notary Public,
Commission Expires January 16th, 1915.

ACCIDENTS.

No accidents.

HOBOKEN MANUFACTURERS' RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	481,813 72
Cost of road and equipments,	$831,891 93

Dividends paid during the year 1911, and how paid—None.

The road extends from Hoboken to Hoboken, a distance of .06 of a mile.

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RECEIPTS AND EXPENSES FOR 1911.

Income from passengers—None.	
Income from freight,	$123,656 96
Income from other sources,	10,131 07
Total,	$133,788 03
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, including rent, taxes and interest,	$197,674 02

REMARKS.

Cost of the road and equipment includes cost of real estate acquired for future right of way.

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

State of New Jersey, Hudson county, *ss.*—Robert M. Dickinson, being duly sworn, on his oath says, that he is President of the Hoboken Manufacturers' Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

ROBERT M. DICKINSON.

Sworn and subscribed before me, this ninth day of March, A. D. 1912.

[L. S.]

EDWIN A. S. BROWN,
Notary Public, N. J.,
My Comission Expires July 1st, 1915.

ACCIDENTS.

A few minor accidents occurred to men loading and unloading freight cars during the year.

The only train accident occurred on June 29th, 1911, in which Oscar Von Anderten, while trespassing on property of railroad, was struck by a switch engine and died in hospital a few hours later. Engineer's name, George Williams; conductor's name, William Kopf.

These men are still in the employ of the company.

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HOBOKEN RAILROAD, WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

Capital stock paid in,	$300,000 00
Bonded debt,	164,500 00
Cost of road and equipments,	*196,762 45

The road extends from 5th street, in Hoboken, to 17th street, in Weehawken, N. J., a distance of 1.833 miles.

It is leased to the Hoboken Manufacturers' Railroad Company, at an annual rental of twenty-two thousand ($22,000) dollars.

It is partly equipped and wholly operated by the Hoboken Manufacturers' Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Hudson county, *ss.*—Richard Stevens, being duly sworn, on his oath says, that he is First Vice-President of the Hoboken Railroad Warehouse and Steamship Connecting Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

RICHARD STEVENS,
1st Vice-President.

Sworn and subscribed before me, this third day of February, A. D. 1912.

[L. S.]

EDWIN A. S. BROWN,
Notary Public, N. J.,
Commission Expires July 1st, 1915.

RECEIPTS AND EXPENSES FOR 1911.

Income from other sources,	$22,000 00
Total,	$22,000 00

* This does not include value of land for right of way.

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Dividends paid during the year 1911, and how paid—In cash, one and three-quarters per cent. in June and two per cent. in December.

P. O. address of this company—1 Newark street, Hoboken, N. J. (Hoboken Land and Improvement Company's Building), Wm. A. Macy, Secretary.

THE HOPATCONG RAILROAD COMPANY.

Capital stock paid in,	$10,000 00
Floating debt,	7,485 25
Cost of road and equipments,	$17,485 25

The road extends from Hopatcong Junction, N. J., to American Forcite Manufacturing Company's Works, a distance of 0.89 miles.

It is controlled by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of its operations is included in that of the Morris and Essex Railroad Company.

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

W. H. TRUESDALE.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1912.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings County, Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1911.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1911, and how paid—No dividends.

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P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

HOPATCONG SHORE RAILROAD COMPANY.

Capital stock paid in,	$47,000 00
Bonded debt,	9,000 00
Cost of road and equipments (no additional road built in 1911),	$31,000 00

Dividends paid during the year 1911, and how paid—None.

The road extends from Powder Mills to Bertram's Island, a distance of 1.22 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers—None.	
Income from freight—None.	
Income from other sources (lease),	$1,470 83
Total,	$1,470 83
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,470 83

REMARKS.

Hopatcong Shore Railroad owns no rolling stock and is operated over for a few months in summer season by the Morris County Traction Company under lease.

P. O. address of the above company—Cor. Park place and Market street, Morristown, N. J.

State of New Jersey, Morris county, *ss.*—O. G. Schultz, being duly sworn, on his oath says, that he is Treasurer of the Hopat-

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cong Construction Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

O. G. SCHULTZ.

Sworn and subscribed before me, this first day of February, A. D. 1912.

[L. S.] E. M. KENNELLY.

A Notary Public for New Jersey.

HUDSON AND MANHATTAN RAILROAD COMPANY.

Capital stock paid in,	$45,249,950 00
Bonded Debt (Note A),	72,602,000 00
Floating Debt (Note B),	1,947,049 39
Cost of road and equipments (Note C),	$117,163,860 02

Dividends paid during the year 1911, and how paid—(No dividends paid).

The road extends between Hoboken, Jersey City and New York City, a distance of 18.775 track miles. (Note D.)

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$2,846,945 10
Income from other sources,	1,792,519 17
Total,	$4,639,464 27
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, interest and taxes on capital employed in operations and depreciation, as required by Interstate Commerce Commission,	$4,630,594 59

(A) Includes deferred payments on car purchase agreements, $1,560,000, and on underlying mortgage on Jersey City real estate, $42,000.

(B) Includes interest on funded debt, since paid; also accrued taxes and construction liabilities.

(C) Includes, at full value, the cars against which the deferred payments, referred to in Note A, apply. This company's equity in cars amounts to $854,720, but cars do not become our property until fully paid for.

(D) Includes all crossovers, sidings, etc.

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P. O. address of the above company—30 Church street, New York City.

State of New York, New York county, *ss.*—Wm. G. McAdoo, being duly sworn, on his oath says, that he is President of the Hudson and Manhattan Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

WM. G. McADOO.

Sworn and subscribed before me, this twenty-ninth day of February, A. D. 1912.

WILLIAM J. MARTIN,
[L. S.] *Notary Public, 143, N. Y. Co.*

ACCIDENTS.

January 1st, 1911—On train near Erie Station, George Nelson, passenger. At the above time and place this party while standing in vestibule of car placed hand on jamb of doorway to steady himself, when conductor closed door upon hand, causing severe lacerations of middle and ring fingers.

January 4th—Henderson Street Station, Jersey City, Mrs. J. M. Bolger, passenger. At the above time and place, while descending stairway, this party fell, causing contusions of body. All conditions O. K.

January 10th—Pennsylvania Station, Jersey City, Mrs. H. P. Whitesell, passenger. At the above time and place this party, while ascending stairway fell, causing contusion of hand and leg. All conditions O. K.

January 15th—Pennsylvania Station, Jersey City, Chas. Edwards, passenger. At the above time and place this party while descending stairway, reeled and fell, striking head on platform, sustaining bruise on back of head. Was apparently under the influence of liquor. All conditions O. K.

January 18th—Tunnel "F," Station 1121, Chas. Deutsch, employe. At the above time and place, while injured party with another were cleaning insulators, caused short circuit between anchor bolt and third rail bracket, resulting in heavy flash. He received burn of face and ankle and conjunctivitis of the eyes.

January 21st—Henderson Street Station, Jersey City, Jos. Lane, employe. At the above time and place the injured party, while connecting buss jumper for making add on train, he encountered difficulty in inserting buss jumper in socket, and used operating handle to give it a couple of slight taps, which resulted in a short circuit. Man received flash about face and eyes.

January 28th—Pennsylvania Station, Jersey City, R. Nicol, passenger. At the above time and place this party was pushed off platform by another passenger who was running for train. Received fracture of seventh and eighth left ribs.

January 24th—Erie Station, Chas. Brownell, passenger. At the above time and place, this party, while attempting to pass through exit bars at chopping boxes, was pushed against same by crowd, receiving a rupture of the blood vessels of the spermatic cord of left side.

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January 23d—Pennsylvania Station, Fannie Winterton, passenger. At the above time and place this party, while entering through end door of car, was struck by same, causing slight contusion and nervous shock.

January 27th—Pennsylvania Station, Max Kaiser, passenger. At the above time and place this party, while walking towards train, slipped on floor drain near intersection of passageway on platform, causing fracture of ankle. Floor drain in good condition.

February 2d—Henderson Street Station, Miss E. M. Heye, passenger. At the above time and place this party, while descending stairway, fell, causing severe abrasion of back of left hand and contusion and abrasion of left knee. All conditions O. K.

February 21st—Henderson Street Yard, T. J. Wills, employe. While cutting off rear car of a train, received severe contused wound of right hand.

March 27th—Henderson Street Station, Mrs. S. Heyman, passenger. At the above time and place this party, while descending stairway, fell, causing contusion of limb. All conditions O. K.

March 28th—Caisson 1, Upper Deck, J. E. Boyd, employe. At the above time and place, Train Clerk Boyd, after finishing trick, climbed up ladder leading from tower to upper deck to flag train to take him to Hoboken. He used drop light which is at head of ladder, to flag, when he received a shock, causing burn of inside of right hand.

April 1st—Henderson Street Station, E. G. Baker, passenger. At the above time and place this party, about 60 years of age, carrying a cane, while descending stairway, fell forward, causing contusions of right arm and knee. All conditions O. K.

April 3d—Grove Street Stairway, Mrs. Margaret Looney, passenger. At the above time and place this party, while descending stairway, fell backward, sustaining injury to back and knee. Employes report all conditions O. K.

April 12th—Hoboken, Wm. Lane, passenger. At the above time and place, this party, under the influence of liquor, while descending stairway, fell, sustaining small cut alongside of left eye. All conditions O. K.

April 12th—Henderson Street Station, Miss C. Conners, passenger. At the above time and place this party, while descending stairway, tripped and fell, causing injuries to limb. Employes report all conditions O. K.

April 13th—Pennsylvania Station, Mrs. K. Henehan, passenger. At the above time and place this party, while descending stairway, fell, causing contusion of left thigh and knee. All conditions O. K.

April 14th—Henderson Street, Mrs. Keeley, passenger. At the above time and place this party, while descending stairway, fell, causing injury to leg. Claims slipped on orange peel.

April 17th—Pennsylvania Station, Geo. Williams, employe. At the above time and place this party, while acting as gateman and chopping tickets, had handle of box thrust into groin by reason of passenger forcibly knocking against box, and causing hernia, requiring operation.

April 19th—Hoboken Terminal, Marie Gonzinotti, passenger. At the above time and place this party alleges that while boarding train was struck by centre door of same in breast, causing severe contusion of left side of chest and breast.

May 5th—On train near Pennsylvania Station, Ernest Miller, passenger. At the above time and place this party, while standing in vestibule of car, had hold of jamb of doorway to steady himself, when door closed, striking the right middle and ring fingers, causing severe contusion of same.

May 13th—Henderson Street Station, Mrs. F. Irving, passenger. At the above time and place this party, while descending stairway, fell, causing severe contusion of right leg and knee. All conditions O. K.

June 8th—Erie Station, Mrs. Annie Butcher, passenger. At the above time and place this party, while descending stairway, fell, causing abrasion of arm and shock. All conditions O. K.

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June 13th—On train, Pennsylvania Station, Jos. Ziffer, passenger. At the above time and place this party, while about to disembark from train, placed hand on inter-communicating door near slot, when same was fully opened and hand was drawn into slot, causing contusion of fingers.

June 16th—On train near Hoboken Terminal, C. L. Gallup, passenger. This party, while standing in vestibule of car as train rounded curve near this point, placed hand on jamb of door to steady himself, when door closed upon his hand, causing contusion of fingers.

June 20th—Erie Station, Mrs. P. J. Lang, passenger. At the above time and place this party, while ascending stairway at this place, fell, apparently due to exhaustion, causing cuts and bruises on knees and shins, together with discoloration and wrenching of arm.

June 21st—Henderson Street Station, G. B. Burke, passenger. At the above time and place this party, under the influence of liquor, while descending the stairway, fell, causing severe cut over right eye and discoloration of same, with bruises of body. Stated he stepped on his shoe lace.

June 22d—Henderson Street Station, Alice McOsker, passenger. At the above time and place this party, child about ten years of age, while descending stairway, fell, causing contusion and laceration of leg.

July 9th—Erie passageway, Dr. Theo. D. Alderman, passenger. At the above time and place this party alleges that, owing to the slippery and oily condition of the passageway, he fell, causing severe contusion of left knee. Employes disclaim any knowledge of the occurrence or conditions alleged.

August 2d—Hoboken Terminal, R. J. Hewitt, employe. At the above time and place this party, towerman for the company, after crossing tracks to get from one platform to another, and while ascending steps, tripped, causing him to fall over backwards, resulting in injury to back and scalp.

August 5th—Pennsylvania Station, Mrs. Melandry, passenger. At the above time and place this party, while descending stairway, fell, alleging severe contusions of body and shock. All conditions O. K.

August 10th—Erie Station, Miss L. Prechard, passenger. At the above time and place this party, while descending stairway, fell, causing contusion of knee. Stairway examined and found O. K.

August 19th—Erie Ramp, Mrs. Pilgrim. At the above time and place this party, while descending ramp to trains, fell, causing sprain of ligaments of right ankle. Examination shows all conditions O. K.

August 20th—Henderson street, Miss Halsman, passenger. At the above time and place this party, while descending stairway, turned on ankle and fell on knee, causing contusions of same. All conditions O. K.

August 26th—Erie Station, Mrs. R. Kratche, passenger. At the above time and place this party, while in the act of disembarking, was thrown against pillar of station, due to premature starting of train. She did not appear to have been injured to any extent.

August 27th—Tunnel "K," Lester G. Johnson, employe. At the above time and place this man, employed as signal helper, while running up track to clear failure of signal, tripped and fell, causing lacerations of face and contusions of knee and laceration of chin.

August 28th—Henderson Street Yard, Thomas Davis, employe. At the above time and place this party, employed as signal helper, stepped on a nail, causing deep incision in ball of foot.

September 4th—Erie Station, Mrs. H. S. Whiting, passenger. At the above time and place this party, while passing through turnstile, had hand pinched in arm of same.

September 6th—Hoboken Station, Mrs. P. R. Wilson, passenger. At the above time and place this party, who had previously been seated in train, became somewhat frightened at failure of lights at station, and in endeavoring to pass from station to street while place was in darkness, she fell from platform to track, causing abrasion of right elbow and contusion of back.

September 15th—Henderson Street Yard, J. T. Wood, switchman. At the above time and place this party, together with another switchman, were removing car from one track to another, other switchman operating and Wood

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handling trolley. Wood took trolley from rail and placed same on his shoulder, and in walking to take end of trolley out of car socket trolley came in contact with side of car causing a short circuit, burning him around the neck.

September 16th—Henderson Street Station, Grace and Irene Murphy, passengers. At the above time and place these parties, while alighting from car through center door, were struck by door, causing contusion of ankle to former and of head to the latter.

September 18th—Hoboken, Mrs. J. Hyland, passenger. At the above time and place this party, while descending stairway, fell, causing contusions of right tibia and right thigh and hip. All conditions O. K.

September 29th—Hoboken, Ethel Hoffman, passenger. At the above time and place this party alleges that while alighting from train she slipped on a banana peel which was lying on platform. Employes disclaim any knowledge of the occurrence.

October 6th—Hoboken, Bernard Cohen, passenger. At the above time and place this party alleges that, while descending stairway, fell, causing contusions of leg. Reports show stairway to have been in good condition at the time alleged he fell.

October 11th—Pennsylvania Station, Mrs. F. Piscatelli, passenger. At the above time and place this party, while endeavoring to pass from one car to another while train was in motion, and while carrying child and several articles, fell between cars, causing abrasions of right knee.

October 20th—Grove Street, A. Smith, passenger. At the above time and place this party, while descending stairway, fell to platform, causing laceration of head and contusions of body. Was apparently under the influence of liquor at the time. Stairway conditions O. K.

November 1st—Grove Street, Miss Mary O'Rourke, passenger. At the above time and place this party, while descending stairway, fell, causing contusion of right leg. Stairway conditions reported O. K.

November 2d—Hoboken Terminal, Frank Dahlke, passenger. At the above time and place this party, while attempting to alight from train, fell between car and platform, due to opening of wrong door by passenger.

November 2d—Hoboken Terminal, Miss D. Ahrend, passenger. At the above time and place this party, while alighting from train, fell between car and platform, due to opening of door by passenger on wrong side.

November 9th—Pennsylvania Station, Mrs. E. Beatti, passenger. At the above time and place this party, aged about 78, while boarding train, was thrown to floor, causing fracture of rib. Train started before she had obtained a seat, although there was no unusual jerk or jar.

November 15th—On train, Hoboken Terminal, Miss Anna Brady, passenger. At the above time and place this party, while standing in vestibule of car, placed hand on jamb of doorway to steady herself when train swerved, and door suddenly closed upon hand, causing severe contusion and laceration of finger.

November 27th—Pennsylvania Station, C. H. Rose, passenger. At the above time and place this party walked off platform to track, sustaining injury to hip. All conditions O. K. Man appeared to be under the influence of a drug at the time.

November 30th—On train near Hoboken Terminal, Wm. Von Spreckelson, passenger. At the above time and place this party attempted to go from one car to another while train was in motion, and in attempting to open one of the inter-communicating doors as train was on curve, action of train caused door to open quickly, causing his arm to be caught between handle of door and lever box which operates doors. Received fracture of wrist.

December 2d—Pennsylvania Station, Mrs. C. Whitman, passenger. At the above time and place this party, while descending stairway, fell, causing injury to wrist and right leg. All conditions O. K.

December 7th—Erie Station, Wm. Whyard, passenger. At the above time and place this party alleges while alighting from train same was prematurely started and he was thrown against pillar, causing injury to arm and back.

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December 21st—Henderson Street Yard, W. Golde, guard. At the above time and place this party, while running through yard, tripped, causing severe laceration of chin together with displacement of teeth of upper jaw. All conditions O. K.

December 28th—Hoboken, Miss R. Ahearn, passenger. At the above time and place this party, while ascending stairway, missed footing and fell on arm, fracturing left wrist and bruising left leg. All conditions O. K.

December 28th—Henderson Street Shop, M. P. McGough, employe. At the above time and place this party, while assisting in taking off draw-bar carrier from car, fifteen of the sixteen bolts having been removed therefrom, he received a severe abrasion of left index finger, which later became infected, by reason of the single bolt stripping catching his finger between carrier and wrench.

HUDSON RAILROAD AND TRANSPORTATION COMPANY.

Capital stock paid in, ... $20,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, believed to be about, ... $2,000 00
(This does not include a small quantity of land and a water right adjoining the track. The whole property was acquired with proceeds of some of aforesaid stock and the direct source of the residue thereof.)

Dividends paid during the year 1911, and how paid—None.

The road extends from Passaic river to Pennsylvania Railroad right of way at Harrison, N. J., a distance of about 1,900 feet.

RECEIPTS AND EXPENSES FOR 1911.

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.

P. O. address of the above company—In care of Crucible Steel Company of America, foot of Fifth street, Harrison, N. J.; also Oliver Building, Pittsburgh, Pa.

State of Pennsylvania, Allegheny county, *ss.*—C. C. Ramsey, being duly sworn, on his oath says, that he is President of the

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Hudson Railroad and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

C. C. RAMSEY.

Sworn and subscribed before me, this seventh day of March, A. D. 1912.

H. F. KRESS,
[L. S.] *Notary Public,*
My Commission Expires February 21st, 1915.

INTER-CITY LINK RAILROAD COMPANY.

Capital stock paid in,	$6,000 00
Bonded debt—None.	
Floating debt,	2,066 81
Cost of road and equipments,	$4,066 81

Dividends paid during the year 1911, and how paid—None.

The road extends from middle of Delaware river to Camden, N. J., a distance of between one and two miles.

RECEIPTS AND EXPENSES FOR 1911.

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

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

REMARKS.

The Inter-City Link Railroad Company was not operated during the year 1911.

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P. O. address of the above company—110 Market street, Camden, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Clarence Wolf, being duly sworn, on his oath says, that he is President of the Inter-City Link Railroad Compny, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

CLARENCE WOLF.

Sworn and subscribed before me, this thirtieth day of March, A. D. 1912.

RETTA M. BECK,
Notary Public,
Commission Expires March 16th, 1912.

[L. S.]

ACCIDENTS.

None.

JERSEY CITY AND BAYONNE RAILROAD COMPANY.

Capital stock paid in,	$13,500 00
Floating debt,	1,195 92
Cost of road and equipments,	1,195 92

The road as projected is to extend from Jersey City to Bayonne, a distance of 5 miles.

RECEIPTS AND EXPENSES FOR 1911.

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

REMARKS.

Road not constructed.

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State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN.
Vice-President.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1912.

[L. S.]

D. H. HOUSE,
Notary Public in and for
Westchester County, N. Y.,
Certificate Filed in New York County,
My Commission Expires March 30th, 1912.

JERSEY CITY BELT LINE RAILWAY COMPANY.

Capital stock paid in,	$56,800 00
Floating debt,	83 76
Cost of road and equipments,	$47,403 76

Dividends paid during the year 1911, 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 8.251 miles.

REMARKS.

Construction work on this road is not yet completed.

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

94252

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State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Jersey City Belt Line Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this second day of March, A. D. 1912.

C. L. MALCOLM,

[L. S.] *Notary Public, Kings Co., No. 202,*
Register's Office, Kings Co., No. 4495,
Register's Office, N. Y. Co., No. 3208,
Certificate filed in N. Y. Co., No. 73.

ACCIDENTS.

See statement attached to report for Lehigh Valley Railroad Company of New Jersey.

KINKORA AND NEW LISBON RAILROAD COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	92,354 80
Cost of road and equipments,	$46,127 70

The road extends from Kinkora, N. J., to Lewistown, N. J., a distance of 10.46 miles.

It is operated by the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company under resolution adopted by the Pennsylvania Railroad Company and the Kinkora and New Lisbon Railroad Company. Rental, net earnings. This arrangement terminable on thirty days' notice.

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$10,333 71
Income from freight,	12,716 62
Income from other sources,	6,268 99
Total,	$29,319 32
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$39,984 92

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

None.

* Includes $3,166.30 taxes and other obligatory charges.

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THE LAFAYETTE RAILROAD COMPANY.

Capital stock paid in, ... $61,800 00

The road extends from Lafayette to Griffin Iron Works, a distance of 0.55 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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 1911, and how paid—None.

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

ACCIDENTS.

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

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THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

Capital stock paid in,	$897,800 00
Bonded debt,	1,867,944 55
Floating debt,	90,498 58
Cost of road and equipments,	$3,443,294 72

Dividends paid during the year 1911, and how paid—None.

The road extends from Belvidere, N. J., to Maybrook, N. Y., a distance of 73.90 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$27,382 79
Income from freight,	1,081,052 19
Income from other sources,	9,774 54
Total,	$1,118,209 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$787,814 12

REMARKS.

The road extends from Belvidere, N. J., to Maybrook, N. Y., a distance of 73.90 miles, with trackage rights over the Pennsylvania Railroad Company's tracks, Belvidere, N. J., to Phillipsburg, N. J., about 14 miles, and trackage rights over the Delaware, Lackawanna and Western Railroad Company's tracks, between Andover, N. J., and Port Morris, about 9 miles. This report covers the proportions in New Jersey only; also the earnings and expenses of The South Easton and Phillipsburg Railroad Company are included in the amount or receipts and expenses.

The capital stock of the South Easton and Phillipsburg Railroad Company is,	$75,000 00
The floating debt of the South Easton and Phillipsburg Railroad Company is,	189,079 65

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P. O. address of the above company—Warwick, N. Y.

State of New York, Orange county, *ss.*—Frank F. Wildrick, being duly sworn, on his oath says, that he is Auditor 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 1911 are correct and true, to the best of his knowledge and belief.

FRANK F. WILDRICK.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1912.

A. L. PERRY,
Notary Public.

[L. S.]

ACCIDENTS.

January 9th, 1911—G. W. Clickner, truckman, Hudson Yard, N. J. Foot bruised by piece of iron falling on it.

January 9th—David Decker, carpenter, Lake Grinnell, N. J. Cut on left hip by falling on pick.

February 24th—Edward Walsh, brakeman, Hudson Yard, N. J. Middle finger on left hand injured.

February 16th—J. A. Garland, flagman, Allamuchy, N. J. End of finger mashed.

March 6th—L. A. Francisco, fireman, Great Meadows, N. J. Ankle sprained by stepping on lump coal.

March 8th—W. J. O'Brien, brakeman, Andover, N. J. Back and hip injured by being thrown across caboose platform to ground.

March 18th—William Stout, laborer, Belvidere, N. J. Finger mashed by being caught between two ties.

March 22d—Kelsey Pough, laborer, Andover, N. J. Face cut by piece of scrap iron while loading it.

April 15th—H. N. Luff, flagman, Belvidere, N. J. Back and shoulders injured; thrown from step of caboose to ground.

April 20th—Fred Springer, conductor, Belvidere, N. J. Leg bruised by slipping when getting off car.

April 22d—F. J. McKnight, engineman, Phillipsburg, N. J. Sprained ankle while getting off engine.

April 30th—G. W. Wilson, fireman, Belvidere, N. J. Back and leg bruised; knocked into coal pit.

June 3d—Stephen Porr, brakeman, Sand Hill, N. J. Scald about head and foot in collision.

June 16th—Carman Grillo, laborer, Prices, N. J. Foot bruised by piece of iron falling on it.

June 20th—Charles Osborne, engineman, Andover. Sprained ankle by slipping off main rod while oiling engine.

June 23d—John Torley, trespasser, Monroe. Shoulder blade broken on account of broken rail.

June 23d—John Menton, trespasser, Monroe. Shoulder dislocated on account of broken rail.

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July 26th—Harold Phillips, brakeman, Great Meadows. Slight abrasion of hip; caught between tank and coal trestle.

July 28th—H. Lance, laborer, Belvidere. Finger mashed loading switch timber.

September 1st—J. J. Tomer, car inspector, Hudson Yard. Left arm and heel of right foot bruised by being struck by derrick.

September 24th—V. Covegohello, laborer, Lake Grinnell. Finger mashed by rail.

September 27th—S. Coddington, brakeman, Sparta Junction. Ankle sprained jumping from box car to engine tank.

October 15th—Oscar Simpson, flagman, Andover. Left side bruised; thrown against side of caboose.

October 6th—Elmer Snyder, car repairman, Hudson Yard. Left hand injured; caught between axle and coupler pocket.

October 18th—E. E. Canfield, conductor, Franklin Junction. Cut in face and knee; bruised also on back and shoulders; thrown against caboose.

October 21st—Everitt Carey, brakeman, Andover. Head cut and left arm bruised; thrown against door of caboose.

October 24th—James Brown, flagman, Belvidere. Sprained ankle by stepping in hole getting off caboose.

November 4th—William Decker, brakeman, Belvidere. Leg bruised falling between cars.

November 12th—Howard Stansbury, brakeman, Belvidere. Ankle sprained falling off car.

November 24th—Wm. Snyder, car inspector, Belvidere. Foot injured.

November 25th—Milton Searfoss, brakeman, Hamburg. Cut under right eye falling against box in car.

December 8th—A. E. Workheiser, repairman, Hudson Yard. Foot bruised by brake beam falling on it.

LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	6,926,500 00
Floating debt,	150,000 00
Cost of road and equipment,	$7,366,685 63

Dividends paid during the year 1911, and how paid—None.

The road operated extends from Slatington, Pa., to Campbell Hall, N .Y., and branches, a distance of 169.77 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$12,244 93
Income from freight,	842,722 52
Income from other sources,	8,364 09
Total,	$863,331 54

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $865,053 54

REMARKS.

The receipts and expenses given above cover the operations of the entire line.

P. O. address of the above company—437 Chestnut street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, *ss.*—Rollin H. Wilbur, being duly sworn, on his oath says, that he is Vice-President of the Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

ROLLIN H. WILBUR.

Sworn and subscribed before me, this twentieth day of February, A. D. 1912.

ROBT. V. PIERCE,

[L. S.] *Notary Public,*

Commission Expires February 21st, 1915.

ACCIDENTS.

January 11th, 1911—William Repsher, employed as laborer at T. O. Smith & Sons' Creamery, Augusta, N. J., while on his way home, was struck and instantly killed by engine 22, M. E. Parry, conductor, and William R. Rinehart, engineman, about one mile east of Augusta Station. When first seen by the engine crew he was lying between the rails of the track evidently under the influence of liquor, as all indications show this to be the case, and it is presumed that he fell and was unable to get up on account of his condition, and was struck before train could be brought to a stop. Train was running about four (4) miles per hour at time of accident. Coroner Ross McPeek, of Newton, took charge of the body, after which testimony was taken by him, and in his decision he exonerated the railroad company and its employes from all blame for the accident.

August 8th—William R. Stocker, fireman, while shoveling coal from top of tank into coal space, lost his foothold, and in falling struck his left thigh against a file shank which projected from under the tool box. Stocker lost eight days on account of this accident.

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LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$20,433,000 00
Bonded debt,	17,814,500 00
Cost of road and equipments,	$20,050 525 53

Dividends paid during the year 1911, and how paid—None.

The road extends from Jersey City and Perth Amboy, N. J., to Phillipsburg, N. J., a distance of 85.87 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$904,916 46
Income from freight,	5,810,788 45
Income from other sources,	305,608 49
Total,	$7,021,313 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$4,519,185 55
Net operating revenue,	$2,502,127 85
Net income,	*1,698,289 98
	$803,837 87

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

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Lehigh Valley Railroad Company of New Jersey, and that the

* The net operating revenue shown above must not be considered as the net income of the company, for the reason that the following deductions should be made from same before any return can be had from the investment, viz.:

Interest on funded debt,	$886,000 00
Taxes,	506,000 00
Rents,	76,257 93
Hire of equipment,	230,032 05
	$1,698,289 98

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foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this second day of March, A. D. 1912.

C. L. MALCOLM,

[L. S.] *Notary Public, Kings Co., No. 202,*
Register's Office, Kings Co., No. 4495,
Register's Office, N. Y. Co., No. 3208,
Certificate filed in N. Y. Co., No. 73.

ACCIDENTS.

January 13th, 1911—Otto Anderson, conductor, while eating lunch in caboose, train came to sudden stop, knocking his head against side of window, breaking his nose.

January 13th—Joseph Barron, trainman, was pushing coupler apart with foot, at Perth Amboy, when same was caught between, bruising great and next toe.

January 15th—Yard engine 3056, while pulling train over hump at East Oak Island, Jersey City, cars were cut off and trainmen failed to hold them, resulting in their striking other cars. Total damage to cars, $327.50. Conductor, B. Fuller; engineer, John Paulson.

January 16th—Freight extra 801, at Jersey City, ran into other cars standing on National Docks Branch. Total damage, $340; Conductor, Jas. Hefferman; engineer, J. Crockeron.

January 23d—Fred Orf, engineer, at Lansdowne, after oiling extra freight engine 705, was getting on pilot of engine and slipped, knocking skin off shin; blood poison developed later.

January 25th—Michael Bowe, stevedore, at Oak Island, Jersey City, fell into pit, dislocating his right shoulder.

January 25th—Richard Sage, trainman, at Jersey City, was struck by a switch and thrown from train, bruising his left leg and arm.

February 3d—Bert Bissett, fireman, had back sprained and face lacerated at Claremont, Jersey City, when yard engine 556 ran into other cars on side track, damaging same. Total damage, $76.50. Conductor, Michael Hanrahan; engineer, Patrick Dunphy.

February 9th—Freight train SJ-4, engine 1654, at South Plainfield, had broken truck on car. Total damage, $208. Conductor, George Barnes; engineer, H. Loper.

February 10th—Thomas Porter, farmer, while driving team at Sunnyside, had head and face bruised and team damaged, when horse became frightened and ran into an automatic signal.

February 11th—Hans Wagner, while driving team through private gate at Perth Amboy, drove in front of and was struck by engine 3259, breaking a small bone in his left leg. Conductor, F. Hooker; engineer, G. H. Milick.

February 19th—Unknown man, trespasser, at West Elizabeth, either missed his footing or was thrown while attempting to board freight extra 1663, west, and was killed. Conductor, O. A. Everett; engineer, T. Keiper.

February 16th—Thomas McGranaghan, at Jersey City, was caught between cars and had right arm injured. Conductor, J. A. Parks, on yard engine 1106.

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February 17th—Michael Fitzpatrick, trainman, at South Plainfield, while getting on passenger train No. 430, slipped from journal box and sprained his right knee. Conductor, S. T. Johnson; engineer, J. Brownmiller.

February 19th—Daniel Curtis, carman, at Warren street, Jersey City, was stepping from car to platform, and, not thinking that race piece was not there, fell between car and platform, injuring himself between hip and shoulder.

February 1st—Explosion on C. R. R. of N. J. resulted in damage to our property of $2,000 and injuries to three employes.

February 14th—Anthony Satkosky, laborer, at Jersey City, had his leg squeezed between car and lighter.

February 27th—Extra freight 1387, east, one and one-half miles east of Pattenburg, had car derailed account broken flange, damaging our property in amount of $580. Conductor, A Deibert; engineer, Lewis Smith.

February 28th—Michael Coughlin, laborer, at National Docks, Jersey City, was working alongside car when some bran fell on him, bruising his hip.

March 5th—Extra freight engine 1612, east, west of Picton, had truck broken on car, resulting in total damage of $432. Conductor, R. Fritzinger; engineer, Thomas Crosby.

March 6th—John Smith, repairman, was fatally injured, and John Zaremba, repairman, had back hurt at Pt. Reading Junction while putting chain on car, when P. & R. engine 1501, with one car, backed down on car, catching the men under same. Conductor, A. Slayton, of P. & R.; engineer, H. Ruppman, of P. & R.

March 13th—Edward Klosowsky, laborer, at Oak Island, Jersey City, was taking a load from platform to track No. 1 when race piece split, knocking him into pit between tracks, breaking great toe on right foot.

March 13th—Peter L. Eckoff, Jr., barge captain, at Jersey City, while stepping aboard boat stepped on rope, which caused him to turn on ankle, either breaking or spraining same.

March 18th—Extra freight engine 1367, east from Jutland; car had wheel off track, due to brake beam down, resulting in damage to our property in amount of $174.

March 18th—Extra freight 1458, at Newark, had four cars derailed, due to uncoupling and coming together; damage to our property, $600. Conductor, M. Hurley; engineer, A. West.

March 17th—Collision of yard engines 2424 and 1057, at Jersey City, resulted in damage to our property to extent of $501. T. Sullivan, engineer, slightly injured. Conductor W. Tague and Engineer J. Goldrick on engine 2424, and Conductor McCoy and Engineer T. Sullivan on engine 1057.

March 20th—Charles H. Morris, employe of hardware store, at Phillipsburg, while working on car, was knocked against pipe, loosening teeth and injuring him about head.

March 21st—Mike Smith (alias Mike Gatsko), laborer, killed at Flemington Junction Was looking for something on track and was struck by passenger train No. 2. Conductor, Ira Gorder; engineer, M. McGinley.

March 28th—In collision at Jersey City, yard engine 1094 damaged, $210; track, $9.50; total, $219.50. Conductor, Wm. A. Heron; engineer, John Kohler.

March 30th—Fred Laury, trainman, at Perth Amboy, was getting out of caboose when it was struck by another car and was hurled against corner of caboose, breaking his right kneecap.

March 31st—G. C. Stout, aged six, was running along train at Parkview, and fell under wheels, his leg being crushed Conductor of freight engine 1661, Wm. Genser; engineer, B. Bartolett.

April 4th—Lewis Lange, laborer, at Oak Island, Jersey City, was trucking and race piece slipped, knocking him down, truck and case falling on his knee, injuring same.

April 12th—Engine 1187, at South Plainfield, while setting out cars, was derailed, caused by extra 801 backing into same. Wm. Quinlan, fireman, engine 1187, had left wrist scalded. Damage to our property $500. Conductor, en-

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gine 1187, A. Kelly; engineer, J. Druckenmiller; conductor, engine 801, J. Nothstein; engineer, H. Reinheimer.

April 18th—M. J. McGuine, extra yardmaster, at Oak Island, Jersey City, while boarding caboose of freight train BJ-2, tripped and fell, cutting himself about the head.

April 11th—Ahsel G. Salvesen, mate, at Jersey City, while attempting to board lighter, missed his footing, fell overboard, and was drowned.

April 19th—Yard engine 3422, at Jersey City, had two cars derailed; estimated damage, $137.65. Conductor, E. McGovern; engineer, Elwood Johnson.

April 19th—Toney Rugear, laborer, at Bayonne, while picking slag, piece flew up and struck him over eye, causing laceration.

April 21st—Bernard Kennedy, trainman, at Jersey City, was standing on top of car, stepped backwards and off end of car to ground, breaking his right leg and cutting his face.

April 25th—Neil McMullen, trainman, at Perth Amboy, while engine 1105 was switching, he opened knuckles on cars, and while so doing other cars were dropped against same, his abdomen being crushed.

April 28th—John Anderson, laborer, at East Oak Island, Jersey City, while lifting rail, same slipped and dropped, bruising his left leg.

May 1st—Engine 1097, going west on main line with two cars, at Newark (Wheeler Point Crossing), struck Wm. Young, farmer, bruising his skull, spine and limbs, and demolishing his carriage.

May 9th—Edward J. Dwyre, trainman, at Perth Amboy, was coupling cars, pushing coupler open with foot, when his foot slipped and caught between cars, heel of left foot being crushed. Inspection of coupler apparatus shows same to be in good condition.

May 19th—Fred Buerneck, trainman, at Jersey City, had right leg cut below knee while trying to get on caboose; missed grab iron and was thrown. Conductor of extra 1617, P. H. Fritzinger.

May 22d—Nathan Fresher, fireman, at Cranford, on extra 720, east freight, when flue of engine burst, burning fireman. Damage to engine, $4.

May 22d—Mrs. Mary Schucher, trespasser, at Perth Amboy, was crossing tracks and struck by engine, bruising her back and left arm. This is not at highway. Conductor, W. Marks, of extra freight 630.

May 31st—Yard engine 3057, at Oak Island, Jersey City, while drilling, had four cars derailed, damaging property to extent of $240. Conductor, J. Fuller; engineer, John Poulson.

June 9th—J. Brogge, longshoreman, at National Docks, Jersey City; door on pier fell from hangings and struck him, while standing waiting for truck, lacerating nose and spraining his right ankle.

June 15th—R. C. Haggerty, fireman, at Jersey City, N. J., was taking brake off car, and when engine 3423 coupled into cars he was thrown off car, cutting him on back of head; back hurt and nose cut.

June 16th—Charles Carter, trespasser, while attempting to jump on extra freight 1458 at Potter, slipped and fell, having his arm cut off above elbow.

June 18th—Yard engine 578, at Perth Amboy, backed into other cars, causing total damage of $127. Conductor, A. Domboski; engineer, T. McGraw.

June 19th—Domini Commeny, trespasser, at Metuchen, was apparently thrown from train, extra freight engine 1392, and had right arm cut off below elbow, and contusions of forehead and top of head. Conductor, Fred Seguine; engineer, W. Harrigan.

June 21st—Geo. Wuiciski, laborer, at Perth Amboy, was squeezed between car and building while riding on side of car, suffering lacerations and possible internal injuries.

July 12th—Robert Peterson, assistant fire marshal, at Jersey City, fell from ladder and cut his right knee and breast.

July 13th—Yard engine 1106, at Oak Island, pushed into side of cars, upsetting three cars. Estimated damage, $131. Conductor, J. A. Parks; engineer, E. Ponsoldt.

July 15th—Adam Perchaski, laborer, at Perth Amboy, was leaning against guard rail on coal bin, which gave way and he fell into bin, fracturing his skull at base of same.

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July 20th—John Fleck, teamster, at Phillipsburg, in unloading coal from pocket, weight box which holds screen broke, allowing one of the weights to strike this man, breaking his shoulder blade.

July 23d—Edith Cook, trespasser, at Flemington Junction, while walking on track, was struck by train No. 7, breaking her left arm, right shoulder and arm being bruised. Conductor, D. Henshaw; engineer, C. Ferguson.

July 25th—Thos. P. Jones, trainman, at Perth Amboy; yard engine 1110 had tank derailed, resulting in fatal injuries to this man. Conductor, Jas. M. Morris; engineer, Ole Oleson.

July 31st—Adam Viscavits, laborer, at Jersey City; bags of sugar fell from truck and landed on his shoulder, bruising same.

August 1st—John Kasmeter, laborer, at Perth Amboy, while attempting to cross track at coal bin in front of cars, was struck and run over by two cars, being killed.

August 2d—Michael Wench, laborer, at Oak Island, in starting a truck, he placed his shovel against truck and the handle of shovel against his stomach, pushing against same, and was injured internally from which he died.

August 4th—Yard engine 722, at Jersey City, had seven cars derailed, caused by a broken axle on U. T. L. 10547, resulting in damage to our property to extent of $1,017.07. Conductor Jas. Dailey; engineer, H. Fritchman.

August 5th—Michael Golden, laborer, at Oak Island, while taking load into car, slipped, truck load falling on his foot, bruising same.

August 10th—John Barlick and Casto Thommisky, sectionmen, killed at Oak Tree, by passenger train 29. They were instructed to get out of way of train and stepped on track 3, on which another train was approaching. They become confused and were struck by train 29.

August 18th—John Eichall, carpenter, at Jersey City, went under car to get out of rain, when cars were moved and before he could get out, right foot caught under wheel, same being cut off at ankle.

August 19th—Joe Limon, freight laborer, at Jersey City, was struck by a case of merchandise, knocking him down, fracturing left arm and other contusions.

August 20th—Unknown man, was standing on track at Flagstown, was struck by extra passenger 2239, and killed. Conductor, E. T. Callahan; engineer, C. Stocker.

August 26th—Jerry Pagan, laborer, at Newark Bay trestle, while working on same was struck by train 20, express, and killed. Conductor, F. H. Bates; engineer, T. Crosby.

August 28th—At Bound Brook, unknown boy about 15 years of age, weight, 115 lbs.; 4′ 6″, black hair, found on track, apparently struck by train.

August 28th—Albert Booth, clerk, at Jersey City, jumped from train, extra 3066, and had his collarbone broken.

September 3d—William I. Leiser and Mrs. W. R. Leiser, trespassers, while crossing bridge at Phillipsburg, were struck by freight engine 1683 and were both killed.

September 8th—Extra, 1660 east, at Port Reading Junction, had four cars derailed, caused by broken axle on car L. V. 63640. Estimated damage, $640. Conductor, F. Decker; engineer, L. Hall.

September 12th—Extra 1665, east, at Lincoln, N. J., ran into rear of extra 1120, caboose and three cars of extra 1120 being derailed. Total damage, $224.25.

September 13th—Louis Connge, laborer, at Hillsboro, while loading rail, got his hand caught in rail, cutting and mashing fingers.

September 14th—Peter C. Schrock, timekeeper, was walking on track east of Greens Bridge tower, and was struck by passenger train No. 8, being killed. Conductor, J. W. Woodward; engineer, Albert Frey.

September 16th—Richard Seige, trainman, jumped from train at Jersey City, drawn by yard engine 722, slipped and fell under train, his right foot being crushed.

October 2d—At Jersey City, express train 19 was sideswiped by yard engine 1606, resulting in damage to our equipment to extent of $1,662.

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October 2d—Freight engine 1605 at West Oak Island, had five cars derailed, causing damage of $155. Conductor, J. Ange; engineer, Chas. Getter.

October 5th—Roscoe H. Hunter, trainman, at Parkview, while cutting cars, drawn by engine E-1628, had his stomach squeezed. Conductor, F. Hendrickson.

October 9th—John Pouza, laborer, at Jersey City, was pushing car, and another laborer jumped on him in an attempt to jump from car on which he was standing to the dock, breaking his left leg.

October 10th—C. P. Skow, Trainman, at Parkview, was thrown from car when cars came together, bruising his hip and shoulder.

October 19th—At Irvington, engine 3420 collided with engine 1397, resulting in damage to our property of $260. Conductor W. H. Bell and Engineer Arthur Gray on engine 3420, and Conductor M. Nelson and Engineer J. Donovan on engine 1397.

October 22d—Samuel McLaughlin, trespasser, was found on track at Alpha, badly mangled.

October 23d—William Coogan, trespasser, while walking on track at Neshanic was struck by passenger train No. 8, being killed. Conductor, O. C. Voeste; engineer, H. W. Seals.

October 27th—Ben Hansen, carpenter, while working on bridge at Newark, was struck by a freight train and had his head cut and back injured.

October 30th—Herman Witt, trespasser, while walking on tracks was struck by light engine 1650 and killed. Conductor, A. O. Everett; engineer, Chas. Siegfried.

October 31st, Frank Nemit, trespasser, was getting on freight train at Phillipsburg, drawn by extra freight engine 1353, when he slipped and his right foot was caught under wheels cutting same off. Conductor, E. Dorshimer; engineer, H. Weaver.

November 8th—Michael Morgan, conductor, while standing on top of car, when same made sudden stop, throwing him to ground, his chin being cut.

November 8th—James McMackin, conductor, was squeezed between cars at Phillipsburg, engine 1140, his left side being bruised. Conductor, James McMakin; engineer, James Prendergast.

November 11th—Emil Baldinger and John O'Brien, while crossing tracks at Fords in a team, was struck by train, both being slightly injured.

November 15th—Dead body of unknown man was found in a car of copper at Perth Amboy. Body turned over to coroner.

November 22d—John W. Pelak, trespasser, while riding on freight train was knocked from train and was killed at Lincoln.

November 20th—John Ivers, trespasser, was found dead in car O. S. L.-9071 on same being opened at Perth Amboy.

December 3d—Extra 739, freight, at Neshanic, had a derailment, causing damage to our property to extent of $3,040.

December 6th—Carl Reubbensten, trespasser, was driving on track when struck by engine 1370, work train, being killed. Conductor, W. A. Morrison, engineer, M. Peterson.

December 10th—Thomas Meehan, trespasser, at Oak Island, was run over by cars, and cut in two. Unable to state train.

December 19th—Michael Sarada, trespasser, while trespassing on coal bin at Perth Amboy, fell through bin, breaking his neck.

December 28th—John Hyeduke, laborer, at Perth Amboy, was struck by car on coal dump, receiving internal injuries.

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LODI BRANCH RAILROAD COMPANY.

Capital stock paid in,	$60,000 00
Bonded debt—None.	
Floating debt—None.	
Book cost of road and equipments,	$60,000 00

The road extends from Lodi, N. J., to Lodi Junction, N. J., a distance of .32 miles.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

A. L. TRAVIS,

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

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

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THE ERIE RAILROAD COMPANY, AS LESSEE OF THE LONG DOCK COMPANY.

Capital stock paid in,	$800,000 00
Bonded debt,	7,500,000 00
Floating debt—None.	
Book cost of road and equipments,	$8,300,000 00

The road extends from Passenger Station, Jersey City, N. J., to Bridge Creek, Jersey City, N. J., a distance of 2.561 miles.

It is leased to the Erie Railroad Company at an annual rental of $450,000 and taxes, including also all other property of Long Dock Company.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

A. L. TRAVIS,

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

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

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LUCASTON RAILROAD COMPANY.

Capital stock paid in,	$16,000 00
Cost of road and equipments,	$16,000 00

Dividends paid during the year 1911, and how paid—None.

The road extends from Gibbsboro to Lucaston, a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers, horse car,	$682 95
Income from freight,	1,181 65
Income from other sources, carrying mail,	183 34
Income from scrap rail,	20 30
Total,	$2,068 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,068 24

REMARKS.

This road is operated solely in the interests of John Lucas and Company.

P. O. address of the above company—Gibbsboro, N. J.

State of New Jersey, Camden county, *ss.*—William E. Lucas, being duly sworn, on his oath says, that he is President of the Lucaston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

WILLIAM E. LUCAS.

Sworn and subscribed before me, this sixth day of January, A. D. 1912.

CHARLES KEINATH,
Notary Public.

[L. S.]

ACCIDENTS.

Not any.

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MACOPIN RAILROAD COMPANY.

Capital stock paid in,	$60,000 00
Bonded debt,	44,000 00
Floating debt—None.	
Book cost of road and equipments,	$104,000 00

The road extends from Macopin Lake, Passaic county, to Macopin Junction, a distance of 1.5 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $2,200.00 and taxes.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

A. L. TRAVIS,

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

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

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THE MANUFACTURERS' EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $53,700 00

The road extends from Albert street, Newark, to Mapes Works, a distance of 1.23 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

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THE MIDDLE BROOK RAILROAD COMPANY.

Capital stock paid in, ... $4,000 00

The road extends from Middle Brook to Chimney Rock, a distance of 1.85 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

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THE MIDDLE VALLEY RAILROAD COMPANY.

Capital stock paid in, ... $9,900 00

The road extends from Middle Valley to Quarries, a distance of 1.38 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

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MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

Capital stock paid in, ... $95,750 00
Bonded debt—None.
Floating debt—None

Cost of road and equipments, ... $113,404 42

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.56 miles.

It is operated by the Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company, under authority of resolutions adopted by the Pennsylvania Railroad Company and by the Millstone and New Brunswick Railroad Company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers, ...	$5,486 36
Income from freight, ...	3,131 55
Income from other sources, ...	877 64
Total, ...	$9,495 55

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$25,081 28

Dividends paid during the year 1911, and how paid—None.

P. O. address of this company—22 Federal street, Camden, N. J.

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.

None.

Persons Killed or Injured in Attempting to Get on or Off Moving Trains.

May 16th, 1911—Domenick Sorosa, injured at Mile Run Yard, New Brunswick. H. J. Hasson, conductor; H. S. Burroughs, engineer.

Persons Found Killed or Injured Lying on Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump On or Off Moving Trains. (Circumstances, Train, Engineman or Conductor Unknown.)

None.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

None.

Persons, Other Than Employes, Killed or Injured in Other Ways Than as Above Stated.

None.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.

January 27th, 1911—W. A. Rossier, injured at Mile Run Yard, New Brunswick. C. H. Manby, conductor; I. Rose, engineer.

Employes Killed or Injured by Accident, as Stated.

February 7th, 1911—William Franks, sustained an abrasion of knee in consequence of jumping from engine No. 1071, when that engine was about to collide with the rear end of freight extra N-59, at Millstone Junction on the branch. E. B. Ammerman, conductor; J. J. Hawkey, engineer.

* Includes $2,784.03 taxes and other obligatory charges.

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MORRIS RAILROAD.

Capital stock paid in,	$6,000 00
Bonded debt—None.	
Floating debt, loans,	15,000 00
Cost of road and equipments,	$1,400 00

Dividends paid during the year 1911, and how paid—None.

The road extends from Madison to Morristown, a distance of 2.68 miles.

RECEIPTS AND EXPENSES FOR 1911.

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

REMARKS.

This company was incorporated March 21st, 1911. Owing to difficulties in securing rights of way no actual construction work has been undertaken. The expenditure above noted, of $1,400, was for purchase of right of way.

P. O. address of the above company—21 South street, Morristown, N. J.

State of New Jersey, Morris county, *ss.*—G. A. Gilfillan, being duly sworn, on his oath says that he is Treasurer of the Morris Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

G. A. GILFILLAN.

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Sworn and subscribed before me, this first day of February, A. D. 1912.

E. M. KENNELLY,
[L. S.] *A Notary Public for New Jersey.*

ACCIDENTS.

None.

THE MORRIS AND ESSEX RAILROAD COMPANY.

Capital stock paid in,	$15,000,000 00
Bonded debt,	33,477,000 00
Floating debt,	348,592 88
Cost of road and equipments,	$47,684,405 62

The road extends from Hoboken, N. J., to Phillipsburg, N. J., with Boonton Branch additional, a distance of 118.99 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 7 per cent. on its stock and interest on its bonds.

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

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

W. H. TRUESDALE.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1912.

LUDWIG R. MILLER,
[L. S.] *Notary Public Appointed from Kings County,*
Certificate Filed in New York County.

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RECEIPTS AND EXPENSES FOR 1911 OF THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY, LESSEE.

Income from passengers,	$4,493,523 39
Income from freight,	5,463,318 21
Income from other sources,	785,261 15
Total,	$10,742,102 75

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $6,863,535 91

Amount paid to stockholders during the year 1911, and how paid, $1,050,000 00

Paid in cash directly to stockholders by the lessee.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

January 4th, 1911—Unknown man, trespasser, body was found on track, Lincoln Park.

January 9th—Reed, George, engineman, fatally injured. Gorsky, John, fireman, slightly injured. Pulling through yard to go to South Orange, switches were lined up for milk train to come out of Broad St. yard; drill engine east 606 continued up dead track used for drilling and knocked bumping block off end of track letting engine down over embankment, engine turned over and caught engineman. Harrison.

January 11th—Ross, James, laborer, was struck by yard engine while walking through yard. Head cut, body bruised. Hoboken.

January 12th—Decker, Bert, brakeman, found dead on top of car, supposed to have been struck by some bridge. Secaucus.

January 13th—Subusco, Michael, fire cleaner, crossing tracks, was struck; skull fractured. Hoboken.

January 28th—Nauman, N. B., brakeman, struck by overhead bridge while giving engineman signal; head cut. West Paterson.

February 7th—Lawrence, Stephen, trespasser, walking on westbound track was struck and fatally injured. Hackettstown.

February 12th—Schneider, William, trespasser, found alongside of tracks, it is supposed he had been jumping on some train and had fallen off. Ankles sprained, laceration of thigh and scalp. Paterson.

February 19th—Hunter, Alexander, trespasser, crawling under cars in yard, was run over by engine, drill No. 75, and had both feet crushed. Hoboken.

February 21st—Unknown trespassers (2), walking tracks, struck and fatally injured by train 274, engine 986. Morristown.

March 21st—Heks, Herman, carpenter, fatally injured. Smith, William F., signal helper, fatally injured. Were struck and fatally injured by two express cars which were drilled by drill engine No. 15, Hoboken.

March 25th—Bush, John, trespasser, stealing ride on front end of car when rails shifted, legs caught rails bruising same. Boonton.

March 29th—Barry, E., fireman, slipped from tank of engine, injuring back of head and right shoulder. Secaucus.

March 30th—Apgar, John, flagman, chasing boys off train who were stealing coal, and in stepping between cars fell and sustained fatal injuries. Secaucus.

March 31st—Ardolin, Tony, trespasser (boy), jumping on and off cars, fell and had leg cut off above knee. Madison.

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April 2d—Fitzgerald, Thomas, conductor, slipped off foot-board of engine, drill No. 152, engine passed over body; fatal injuries. Hoboken.

April 3d—Delmeria, Angelo, trespasser, walking on tracks at Passaic bridge, struck by train; left leg crushed, arm injured; right leg and head bruised. Newark.

April 30th—Unknown man, trespasser, body was found on track, evidently had been struck by train; fatally injured. Paterson.

May 1st—Unknown man, trespasser, struck and fatally injured while on eastward track. Harrison.

May 9th—Johnson, Arthur, trespasser, struck, sustaining fatal injuries. Found near canal bridge, Paterson.

May 14th—McGill, James, trespasser, struck and killed by train No. 748 while on track. Harrison.

May 18th—Young, Albert, trainman, making cut, foot slipped and wheel ran over it, crushing same. Port Morris.

May 27th—Poolello, Adoralo, trespasser, trying to board moving train, caught hold of railing, fell and was struck by trucks; head cut. Madison.

May 30th—Beam, F. B., yardmaster, fell from car, fracturing small bone in wrist. Washington.

June 10th—Bidelli, A., passenger, jumped off train No. 8 at west end of tunnel, cutting head and bruising body. Hoboken.

June 14th—Keeney, Joseph, trespasser, stealing ride from passenger station to coach yard, fell from train and was injured about the head. South Orange yard.

June 24th—Coogan, Edward, brakeman, jumped off engine while in motion, ran across to open switch and fell between rails, engine passing over him; thigh fractured, side and back bruised. Secaucus.

July 2d—Leonard, James, trespasser (boy), struck and killed by train No. 3 while standing on track. Paterson.

July 4th—Ward, John, trespasser, stealing ride on top of box car, struck overhead bridge knocking him from car causing fatal injuries. Boonton.

July 8th—Patrole, Louis, trackman, struck and fatally injured by train No. 211. Bergen Tunnel, Hoboken.

July 13th—East, John, trespasser (boy), stepped out of way of eastbound train in front of westbound train, struck and fatally injured by train No. 3. Kingsland.

July 26th—Sylvester, Edward J., trespasser, struck by train No. 378, while crossing track and fatally injured. Roseville Ave.

July 29th—Fletcher, John, trespasser, jumped on train No. 473 when same was pulling away from station and jumped off again and fell, fracturing two ribs. Paterson.

July 31st—Jones, William, switchtender, struck by drill engine No. 69, in yard while crossing track to throw switch; both legs cut off. Hoboken.

August 10th—Hartman, Aaron, trainman, opening knuckle to make coupling, right arm caught between knuckles of cars and injured. Dover.

August 11th—O'Hara, Samuel, conductor, was caught between cars and fatally injured. West of Montville.

August 14th—Powell, T. F., fireman, struck his head on signal pole while passing through siding; skull fractured.

August 18th—Lanzonti, Eugene, laborer, while loading switch timber from ground to car, he had his left hand caught between car and timber; thumb bruised and forefinger badly crushed. Port Morris.

August 23d—Secage, Leon, car rider, while putting on brake on car with a brake-stick the stick slipped and his left arm was caught in brake wheel, wrist fractured. Hoboken.

August 29th—Washer, Linn, baggageman, while going over tank of engine was struck by overhead bridge, fatally injured. Roseville.

August 30th—Petersen, Peter, trespasser, was found wedged between truck and wheels of car. Was evidently trying to crawl under car when run over and killed. Hoboken.

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September 2d—Smith, Morgan, trespasser (child), attempting to jump on train, fell under cars and had left leg crushed. Washington.

September 2d—Rutan, H. A., fireman, struck by corner of station while passing from engine to tank; head lacerated. Orange.

September 5th—Raymon, L., trackman, struck by train No. 271, while in tunnel; head injured. Hoboken.

September 8th—Cichano, Michael, trespasser, struck by train No. 352, while crossing track; arm and leg bruised. Madison.

September 22d—McMahon, James, trespasser (boy), struck and killed by train No. 467, while walking on track. Paterson.

September 26th—Fox, G. T., night foreman, roundhouse, was caught between tank of engine No. 895 and post of enginehouse while engine was being moved; squeezed about the chest and hand injured. Hoboken roundhouse.

September 29th—Pruroczy, Dan, trespasser, was found lying on tracks with both legs cut off by train No. 465; it is claimed he fell from freight train. Passaic.

October 3d—Burns, P., drillman, when cars coupled, load in car shifted, catching his foot and crushing same. Hoboken.

October 6th—Colly, John, trespasser, trying to board moving train, had feet caught and crushed between rails. Hopatcong.

October 11th—Casno, Peter, car cleaner, riding three cars from Maplewood to South Orange siding, collided with four cars on siding; shoulders and neck bruised. South Orange.

October 15th—Vannesky, J., gateman, after passage of train No. 351 west, body was found on track badly mutilated. Highland Ave., Orange.

October 16th—Monahan, P. H., intending passenger, attempted to board train No. 268 as same was leaving station and fell under wheels; right arm crushed. South Orange.

October 17th—Ardinolfi, A., trackman, struck by cars being pushed in on track 20; right arm crushed, left arm injured. Secaucus.

October 20th—Lasher, Frank, engineman, engine 69, standing on crossover, was sideswiped by engine 573, breaking steam pipe on engine 69; scalded on arm. Hoboken.

October 24th—Unknown man, trespasser, struck by train No. 368, while walking on track, head cut and bruised. Convent.

October 25th—Griffin, A., fireman, while cleaning fire, fell down between tank and engine, fracturing his arm. Port Morris.

October 28th—Dundee, George, fireman, while pushing water spout around, fell onto concrete around foundation of water crane; head bruised, arm and leg bruised. Phillipsburg.

October 31st—Unknown man, found lying on concrete platform in unconscious condition; cause of injury unknown. Subsequently died from injuires. Newark.

November 2d—Smith, George, engineman, fell from engine, fracturing two fingers of left hand; bruised. Hoboken.

November 3d—Van Duyne, Mrs., traveller on highway, train No. 4 struck horse and wagon on Tan Yard crossing, killing horse, demolishing wagon and injuring occupant; scalp wound, contusions and head injured. Montville.

November 7th—Alberts, W. L., mail clerk, drill engine No. 7 kicked train of cars in on track 14 at train shed and same struck mail car standing on same track at east end, slightly injured. Hoboken.

November 11th—Seeholz, Ernest, conductor, was struck by drill engine No. 16, and knocked down; bruised and back injured. Hoboken.

November 15th—Pchuski, M., outsider, squeezed about body. Cropowski, F., outsider, ribs fractured, arm injured. Backing nine cars in Magor Car Co. siding, struck frames of a car under construction at Magor works and caught and injured the above persons. Athenia.

November 22d—Katz, Isaac, non-trespasser, driving over crossing, struck by train No. 403 and fatally injured. Willow St. crossing, Chatham.

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November 28th—Stone, Blanch, passenger, slightly cut by shattered glass. Cuomo, Marie, passenger, slightly cut by shattered glass. As train No. 15 was approaching West Paterson, eastbound train No. 72 had car with broken journal which toppled over so as to strike engine of train 15, breaking windows and raking the entire train.

November 28th—Kregar, Julius, attendant of live poultry car, jumped from car to go back to caboose, when train had stopped at West End for signal; cars stood on bridge over N. Y., S. & W. tracks, he fell through bridge sustaining fatal injuries. Hoboken.

December 1st—Pletcher, Fred, engineman, stepped off side of running-board of engine and struck switch stand, fracturing bone of instep. Port Morris.

December 8th—Thompson, R. L., trespasser, struck and fatally injured by extra No. 620, while walking on track. Milburn, N. J.

December 10th—Van Dyne, Frank, conductor, under engine repairing cross-bolts and when getting out from underneath engine had just doubled over and backed against cars, struck and both legs cut off; fatal. Hoboken.

December 13th—Albanese, Pasquale, track forman, jumped from train and fell with hand across rail, hand run over and crushed, scalp wound. South Orange yard.

December 18th—Kelly, Mike, gateman, walking on westbound track, crossed to eastbound track and was struck by extra No. 587, arm fractured, hip bruised. Wharton. Was on way home.

December 22d—Lawrence, F., conductor, while walking between tracks was struck and knocked down by train No. 285, right arm fractured and head cut. West End of Bergen tunnel.

December 31st—Petrillo, Tony, crossing flagman, struck and fatally injured by train No. 784 while walking over crossing. Madison.

THE MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

Capital stock paid in,	$221,000 00
Floating debt,	73,253 66
Cost of road and equipments,	$294,253 66

The road extends from Paterson Junction, N. J., to Paterson, N. J., a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of The Morris and Essex Railroad Company, under an agreement to pay four per cent. on its stock.

Report of operations is included in report of The Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of The Morris and Essex Railroad

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Company, and the further information required by law is furnished by that company.

State of New York, New York county, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1912.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings County, Certificate Filed in New York County.*

RECEIPTS AND EXPENSES FOR 1911.

Included in report of The Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1911, and how paid, ... $8,840 00

Paid in cash directly to the stockholders by The Delaware, Lackawanna and Western Railroad Company, as lessee of The Morris and Essex Railroad Company.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

THE MORRISTOWN AND ERIE RAILROAD COMPANY.

Capital stock paid in, ...	$400,000 00
Bonded debt, ...	300,000 00
Floating debt, ...	3,802 58
Cost of road and equipments, ...	$743,267 38

Dividends paid during the year 1911, and how paid—None.

The road extends from Morristown to Essex Fells, a distance of 10.68 miles.

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RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$11,224 05
Income from freight,	73,329 43
Income from other sources,	3,151 58
Total,	$87,705 06
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$48,759 55

REMARKS.

The cost of road and equipment as stated above represents the amount of stock and bonds paid by this company; $100,000.00 in bonds and $300,000.00 in stock paid to the Whippany River Railroad Company to secure road from Whippany to Morristown, its equipments, franchise, rights, trade, good will and other assets of the Whippany River Railroad Company; $100,000.00 in stock, and $175,000.00 in bonds paid to the Whippany Construction Company for the construction of the road and appurtenances, right of way, real estate, station property and miscellaneous equipment between Essex Fells and Whippany; and $68,267.38 for betterments made by this company to January 1st, 1912. In addition to cost of road as above reported, this company has an equity in terminal property at Morristown now held by R. B. and R. W. McEwan as trustees, of $14,500.00.

State of New Jersey, Morris county, *ss.*—Richard W. McEwan, being duly sworn, on his oath says, that he is President of the Morristown and Erie Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me, this sixth day of March, A. D. 1912.

CHAS. E. PETTIT,
Notary Public for N. J.

[L. S.]

ACCIDENTS.

None.

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MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

Capital stock paid in,	$95,650 00
Bonded debt,	75,000 00
Floating debt,	4,496 36
Cost of road and equipments,	$175,146 36

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5.94 miles.

It is leased to the United New Jersey Railroad and Canal Company; lease assigned to the Pennsylvania Railroad Company, as lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $45,050 capital stock, all taxes, and $200 for maintaining organization. Bonded debt, $75,000, assumed at maturity by the lessee and interest ceased.

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

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

[L. S.]

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RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$3,624 18
Income from freight,	6,964 29
Income from other sources,	713 76
Total,	$11,302 23
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$23,360 26

Dividends paid during the year 1911, and how paid—Two of three per cent. each on $44,750 stock, paid in cash.

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

ACCIDENTS.

None.

MOUNT HOPE MINERAL RAILROAD COMPANY.

Capital stock paid in,	$160,000 00
Bonded debt—None.	
Floating debt (current bills only),	3,421 30
Cost of road and equipments,	$163,421 30
Dividends paid during the year 1911, and how paid—December 20th, 1911, eight per cent.,	$12,800 00

The road extends from Wharton, N. J., to Mt. Hope, N. J., a distance of 4.28 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from freight,	$27,906 45
Income from other sources,	245 65
Total,	$28,152 10
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$17,766 93

P. O. address of the above company—Catasauqua, Pa.

* Includes $4,450.09 rental for use of road and taxes.

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State of Pennsylvania, Lehigh county, *ss.*—Leonard Peckett, being duly sworn, on his oath says, that he is Vice-President of the Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

LEONARD PECKETT.

Sworn and subscribed before me, this twenty-ninth day of February, A. D. 1912.

CHARLES N. ULRICH,
[L. S.] *Notary Public,*
My Commission Expires January 26th, 1913.

THE NAVESINK RAILROAD COMPANY.

Capital stock paid in, ... $701,900 00

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles, including tracks on pier at Atlantic Highlands.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

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

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RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

NEWARK BAY RAILWAY COMPANY.

Capital stock paid in,	$13,000 00
Floating debt,	180 83
Cost of road and equipments,	$5,180 83

The road extends from a point near the intersection of Murray street and avenue T, Newark, N. J., to a point near the intersection of Morris canal and Frederick street, Newark, N. J., a distance of 4.91 miles.

REMARKS.

Construction work on this road is not completed.

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

State of New York, New York county, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Newark Bay Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me, this second day of March, A. D. 1912.

C. L. MALCOLM,
[L. S.] *Notary Public, Kings Co., No. 202,*
Register's Office, Kings Co., No. 4495
Register's Office, N. Y. Co., 3208,
Certificate filed in N. Y. Co., No. 73.

ACCIDENTS.

See statement attached to report for Lehigh Valley Railroad Company of New Jersey.

THE NEWARK AND BLOOMFIELD RAILROAD COMPANY.

Capital stock paid in,	$103,850 00
Floating debt,	1,263,648 05
Cost of road and equipments,	$1,367,498 05

The road extends from Newark Junction, N. J., to Montclair, N. J., a distance of 4.24 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of 6 per cent. on its capital stock. Report of its operations is included in report of that company.

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

State of New York, New York county, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is President of The Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me, this sixteenth day of February, A. D. 1912.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings County, Certificate Filed in New York County.*

RECEIPTS AND EXPENSES FOR 1911.

Included in report of The Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1911, and how paid,	$6,231 00

Paid in cash directly to stockholders by The Delaware, Lackawanna and Western Railroad Company as lessee of The Morris and Essex Railroad Company.

P. O. address of this company—90 West street, New York, N. Y.

ACCIDENTS.

May 6th, 1911—Wilder, H. S., passenger; walking on station platform too close to track and was struck by running board of engine of train 126; head cut; Bloomfield.

May 24th—Ellor, William, trespasser; walked on track in front of extra 620 east, and was struck and fatally injured; Watsessing.

May 29th—Roeber, W., fireman; foot caught under wheel of car and crushed; foot amputated; Bloomfield.

September 26th—Collery, Wm., trespasser; jumped on train No. 118 which was backing into station and fell off and was badly injured; Montclair.

THE ERIE RAILROAD COMPANY. AS LESSEE OF THE NEWARK AND HUDSON RAILROAD COMPANY.

Capital stock paid in,	$250,000 00
Bonded debt,	250,000 00
Floating debt,	45,637 31
Book cost of road and equipments,	$355,056 18

The road extends from New York and Greenwood Lake Junction to Newark, N. J., a distance of 3.99 miles.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

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

[L. s.]

NEW JERSEY AND NEW YORK RAILROAD COMPANY.

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,026,500 00
Floating debt,	131,964 61
Book value cost of road and equipments,	$3,146,775 65

Dividends paid during the year 1911, and how paid—None.

The road extends from New Jersey and New York Junction to Haverstraw, N. Y., and Branch, a distance of 37.87 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$582,238 76
Income from freight,	170,856 28
Income from other sources,	33,605 60
Total,	$786,700 64

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $509,069 21

REMARKS.

This road extends through the States of New Jersey and New York, and the income and expenditures above shown represent the income and expenditures of the entire line.

P. O. address of the above company—50 Church street, New York City.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New Jersey and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD

Sworn and subscribed before me, this twenty-fifth day of March, A. D. 1912.

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

[L. S.]

NEW JERSEY JUNCTION RAILROAD COMPANY.

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,754,936 62

The road extends from Weehawken to Jersey City, a distance of 4.43 miles.

It is leased to the New York Central and Hudson River Railroad Company, at an annual rental as provided in the contract

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approved by the Legislature of the State of New Jersey, Chapter CLXII, approved April 12th, 1886.

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

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1912.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.
[L. S.] *Certificate filed in New York County,*
My Commission Expires March 30th, 1912.

RECEIPTS AND EXPENSES FOR 1911.

See affidavit below.

P. O. address of this company—Grand Central Terminal, New York.

State of New York, County of New York, *ss.*—Richard A. White, General Auditor of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn, says that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring on the New Jersey Junction Railroad during the year ended December 31st, 1911, is correct and true, to the best of his knowledge and belief.

RICHARD A. WHITE,
General Auditor.

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Sworn and subscribed before me, this twenty-third day of February, A. D. 1912.

D. H. HOUSE,
Notary Public,
Notary Public in and for Westchester Co., N. Y.
[L. S.] *Certificate filed in New York County.*
My Commission Expires March 30th, 1912.

ACCIDENTS.

June 29th, 1911—Jersey City, Fred J. Weaver, employe, brakeman, injured.
July 5th—Jersey City, Edward Keenan, trespasser, injured. Struck by overhead bridge while stealing a ride on top of freight cars.
July 30th—Jersey City, J. Breay, trespasser, injured. Fell while trying to board moving freight train.
September 22d—Jersey City, Harry Dova, trespasser, killed. Struck against bridge support while about to alight from moving freight train.
October 6th—Hoboken, Raymond Hagadorn, trespasser, injured. Attempted to board moving freight train and fell.
October 11th—Hoboken, Katie Burdanowitz, trespasser, injured. Was picking coal along track and was struck by yard engine 558.
October 22d—Hoboken, John Wilson, trespasser, injured. Fell from moving freight train on which he was stealing a ride.

THE NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	200,000 00
Floating debt,	107,547 98
Cost of road and equipments,	$709,323 57

Dividends paid during the year 1911, and how paid—None.

The road extends from White House station to Watnong, a distance of 24 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$5,629 85
Income from freight,	37,857 51
Income from other sources,	1,651 66
Total,	$45,139 02

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$28,151 34

P. O. address of the above company—Morristown, N. J.

State of New York, New York county, *ss.*—Charles N. Flint, being duly sworn, on his oath says, that he is President of The New Jersey and Pennsylvania Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHARLES N. FLINT.

Sworn and subscribed before me, this twenty-seventh day of February, A. D. 1912.

JOHN J. BUCKLEY,
[L. S.] *Notary Public, N. Y. Co.*

ACCIDENTS.

Have been reported monthly by the superintendent.

NEW JERSEY SHORE LINE RAILROAD COMPANY.

Capital stock paid in,	$31,000 00
Floating debt,	495,660 43
Cost of road and equipments,	$497,752 18

The road extends from West New York to Shadyside, a distance of 1.02 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from other sources,	$1,212 93
Total,	$1,212 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$20,851 36

REMARKS.

The line was nominally put into operation March 14th, 1911, and the first movement of cars on it was May 16th, 1911.

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State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Shore Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this twenty-third day of February, A, D. 1912.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.,
[L. S.] *Certificate filed in New York County,*
My Commission Expires March 30th, 1912.

THE NEW JERSEY SOUTHERN RAILWAY COMPANY.

Capital stock paid in—preferred, $1,590,600; common, $1,000,000, $2,590,600 00

Dividends paid during the year 1911, and how paid—None.

The road extends from Port Monmouth to a point between Atsion and Atco, with branches from Eatontown to East Long Branch, and East Long Branch to Highland Beach (formerly Long Branch and Seashore Railroad) a distance of 75.66 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$573,081 34
Income from freight,	551,366 19
Income from other sources,	399,480 33
Total,	$1,523,927 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,302,396 30

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REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies: Buena Vista Railroad Company, Cumberland and Maurice River Railroad Company, Cumberland and Maurice River Extension Railroad Company, Freehold and Atlantic Highlands Railroad Company, Navesink Railroad Company, Toms River Railroad Company, Toms River and Barnegat Railroad Company, Vineland Branch Railroad Company, Vineland Railroad Company, West End Railroad Company, and also the steamboat route between New York and Atlantic Highlands.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of The New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this ninth day of February, A. D. 1912.

[L. S.]

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

Coupling or Uncoupling—Employes.

September 19th, 1911—Wm. A. Fort, brakeman, injured at Matawan. Engineer, Jos. Warwick; conductor, P. Egan.

October 26th—John B. Moncrief, brakeman, injured at Lakewood. Engineer, H. Buckalew; conductor, W. Gaskill.

Collisions—Employes.

October 28th, 1911—John E. Sheppard, brakeman; M. Peter, laborer, injured at Bridgeton. Engineers, C. R. Southard, C. Ferry; conductors, O. Conahey, S. Reeves.

November 27th—H. Lutz, brakeman, injured at Red Bank. Engineer, L. W. Anderson; conductor, J. Klinck.

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Derailments—Employes.

August 10th, 1911—J. Morrison, brakeman, injured at Marlboro. Engineer, J. Warwick; conductor, P. Egan.

Derailments—Non-Employes.

July 15th, 1911—John Fleshko, non-employe, injured at South Amboy. Engineer, I. H. Van Clief; conductor, C. F. McAtee.

Falling from Trains, Locomotives or Cars—Employes.

June 19th, 1911—John H. Fowler, brakeman, injured at Winslow Junction. Engineer, Garret I. Stout; conductor, H. L. Burdge.

July 6th—Chas. H. Skillman, conductor, injured at Atlantic Highlands. Engineer, C. C. Patterson; conductor, C. H. Skillman.

July 14th—Elijah C. Hoffman, brakeman, injured between Elm and Atsion. Engineer, F. Mooney; conductor, L. Brightman.

August 6th—Walter Flynn, brakeman, injured at Red Bank yard. Engineer, W. Carpenter; conductor, J. Conley.

August 25th—Daniel R. Davis, enginer, injured at Matawan. Engineer, D. R. Davis; conductor, ————.

September 2d—Elwood Harris, foreman, injured at Winslow Junction. Engineer, J. J. Hague; conductor, G. W. Bogart.

September 7th—W. E. Sproul, brakeman, injured at Cliffwood. Engineer, C. Reilly; conductor, N. L. Bonnell.

October 26th—W. S. Clark, brakeman, injured at Red Bank. Engineer, H. Buckalew; conductor, W. Gaskill.

November 2d—W. J. Walsh, brakeman, injured at Perth Amboy. Engineer, J. Wells; conductor, R. V. Rogers.

November 6th—Wm. J. Errickson, brakeman, injured at Red Bank. Engineer, S. Warwick; conductor, W. B. Stillwagon.

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

January 26th, 1911—George D. Souders, conductor, injured at Red Bank. Engineer, D. Ferguson; conductor, Geo. D. Souders.

June 1st—Clarence Dolan, fireman, injured at Freneau. Engineer, Jos. Warwick; conductor, Philip Egan.

June 23d—W. J. Bevins, brakeman, injured at Sea Bright. Engineer, John Cousins; conductor, C. H. Stillman.

August 25th—John Costello, brakeman, injured at Atlantic Highlands. Engineer, D. R. Davis; conductor, A. B. Phillips.

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

February 16th, 1911—Richard Markman, passenger, injured at Main avenue. Engineer, E. J. Connor; conductor, G. T. Warner.

April 3d—Chas. Londelins, passenger, injured at South Amboy. Engineer, Geo. Clickner; conductor, J. W. Van Houten.

May 13th—Harry Cooper, passenger, injured at East Freehold. Engineer, M. C. Mooney; conductor, A. J. Dellett.

May 21st—Mrs. Mary Crine, passenger, injured at Morganville. Engineer, T. F. Brown; conductor, F. R. Bills.

June 19th—Mrs. E. Rider, passenger, injured at Oceanport. Engineer, D. R. Davis; conductor, A. B. Phillips.

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June 21st—Miss Ella F. Tice, passenger, injured at South Amboy. Engineer, Wm. Creveling; conductor, Wm. H. Berkheimer.

August 6th—Mr. C. C. Meigs, passenger, injured at Galilee. Engineer, G. Stout; conductor, W. G. Cline.

August 24th—Michael Rielly, trespasser, killed at Morganville. Engineer, ————; conductor, ————.

October 22d—Miss Bessie Layne, passenger, injured at Lakewood. Engineer, N. Van Middlesworth; conductor, E. Stevens.

December 20th—Mr. H. Methot, passenger, injured at Red Bank. Engineer, ————; conductor, ————.

December 22d—Jos. J. McNally, passenger, injured at Red Bank. Engineer, J. Berry; conductor, A. P. Hetfield.

Struck by Overhead Obstructions—Employes.

July 3d, 1911—Samuel Madsen, brakeman, injured at South Amboy. Engineer, J. Stevens; conductor, J. H. Lane.

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

July 1st, 1911—Mr. E. J. Adams, trespasser, injured at Highlands. Engineer, John Cousins; conductor, J. K. Hampton.

July 12th—Mrs. Meyer Strausburger, injured at Long Branch. Engineer, Chas. Mason; conductor, T. J. Duane.

July 22d—Felix Martin, trespasser, killed at Highlands. Engineer, Jas. Thompson; conductor, L. Pole.

July 24th—John Sloane, non-employe, killed at Little Silver (N. Y. and L. B. R. R.). Engineer, A. Erickson; conductor, J. R. Klinck.

September 27th—Raymond Downs, non-employe, injured at South Amboy (David street crossing). Engineer, H. Cusick; conductor, J. Phillips.

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

September 29th, 1911—John Bohen, laborer, killed at Morgan. Engineer, D. Ferguson; conductor, Wm. Nolan.

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

January 9th, 1911—Mr. G. W. Adcock, passenger, injured at Woodruffs. Engineer, R. Thompson; conductor, L. Poole.

January 17th—Mr. Geo. Bailey (colored), trespasser, injured at Galilee. Engineer, G. H. Manning; conductor, A. B. Phillips.

March 8th—Frederick Brandt, trespasser, killed at Como. Engineer, Chas. Mason; conductor, J. E. Hess.

July 1st—Joseph Spencer (colored), trespasser, killed at Bridgeton. Engineer, Michael Connor; conductor, G. T. Warner.

October 4th—Harry Chadwick, non-employe, injured at Highlands. Engineer, Geo. Manning; conductor, T. A. Walklet.

On or About Trains, Locomotives or Cars—Employes.

January 28th, 1911—Orville Rankin, brakeman, injured at Point Pleasant. Engineer, Frank Riddle; conductor, F. W. Shinafield.

February 17th—Chas. F. Hall, baggage master, injured at Lakewood. Engineer, E. Egbert; conductor, T. Dawson.

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March 4th—Joseph Rainear, conductor, injured at Cedarville. Engineer, Samuel Harris; conductor, Jos. Rainear.

June 9th—John J. McElrea, brakeman, injured at Belmar. Engineer, Fred White; conductor, N. L. Bonnell.

July 11th—Leon B. Cole, brakeman, injured at Red Bank. Engineer, J. Wharmby; conductor, E. Duffy.

August 8th—John D. King, brakeman, injured at Matawan. Engineer, F. Manion; conductor, B. Bush.

October 7th—Robert Keating, fireman, injured at Port Norris. Engineer, S. Bailey; conductor, S. P. Reeves.

October 12th—J. Wallace Fox, fireman, injured at Freehold. Engineer, John Thompson; conductor, J. V. Johnson.

November 12th—Patrick J. Delaney, brakeman, injured at Woodbridge Junction. Engineer, A. Wilson; conductor, F. A. Roselle.

November 17th—Van Brunt, fireman, injured at Cliffwood. Engineer, Creveling; conductor, ————.

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

January 17th, 1911—Mr. Geo. Romaine, passenger, injured at Maxim. Engineer, E. Egbert; conductor, T. Dawson.

April 6th—Mr. J. H. Canary, passenger, injured at Rosenhayn. Engineer, R. Thompson; conductor, L. Poole.

April 18th—Mr. H. Finkelstein, passenger, injured at Rosenhayn. Engineer, H. C. Mooney; conductor, A. J. Dellett.

May 6th—Bancroft Gherardi, passenger, injured at Brielle (N. Y. and L. B. R. R.). Engineer, Frank Riddle; conductor, F. W. Shinafield.

June 22d—Dorothy Rumpf, passenger, injured at Red Bank. Engineer, A. R. Ayers; conductor, J. L. Hunt.

June 24th—Harold Fackert, passenger, injured at Elberon. Engineer, John Thomas; conductor, A. F. Pine.

June 22d—Mr. P. B. Marr, passenger, injured at Sea Girt (N. Y. and L. B. R. R.). Engineer, Martin Maloney; conductor, T. Jackson.

July 26th—Mrs. David Glover, passenger, injured at Long Branch. Engineer, I. Funk; conductor, F. W. Shinafield.

August 12th—Mr. Lewis Felton, passenger, injured at Matawan. Engineer, W. Ferguson; conductor, A. F. Pine.

August 13th—Frank Fetter, passenger, injured at Middletown. Engineer, J. Thomas; conductor, L. Brightman.

September 12th—Mrs. Ella Smith, passenger, injured at Asbury Park. Engineer, I. Funk; conductor, F. A. Shinafield.

October 3d—Jas. N. Butletz, passenger, injured at Raritan. Engineer, T. Ferguson; conductor, L. W. Romeis.

December 15th—Miss Mary Birdsall, passenger, injured at Bradley Beach. Engineer, Thos. Ferguson; conductor, L. W. Romeis.

December 20th—Mr. Chas. Hoelffle, passenger, injured at Matawan. Engineer, John Coyne; conductor, W. A. Hayes.

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

January 3d, 1911—Samuel Berry (colored), trespasser, killed at Eatontown. Engineer, ————; conductor, ————.

September 2d—J. Naughton, trespasser, killed at Port Monmouth. Engineer, ————; conductor, ————.

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NEW JERSEY TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$500,000 00
Bonded debt,	250,000 00

The road extends from Rahway to Carteret, a distance of 5.61 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me this twenty-second day of January, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

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NEW YORK BAY RAILROAD COMPANY.

Capital stock paid in,	$6,000,000 00
Bonded debt,	4,185,000 00

Floating debt—None.

Cost of road and equipments,	$10,200,987 18

The road extends from	Miles.
3,690 feet east of the east end of the draw span of bridge over Newark bay, east of Waverly Station, N. J., to 5,580 feet east of back wall of bridge over Morris canal, Greenville, N. J.,	2.10
106 feet east of Peddie street sewer, east of Waverly Station, to 3,690 feet east of east end of draw span of bridge over Newark bay, east of Waverly Station, N. J.,	4.57
253 feet east of Peddie street sewer, east of Waverly Station, to 45 feet west of west abutment of bridge over main line at meadows, east of Manhattan Transfer Station, N. J.,	4.35
956 feet east of the face of east abutment of Manufacturers' Branch bridge of Central Railroad Company of New Jersey, east of Waverly Station, N. J., to Lister's Agricultural Chemical Works,	0.54
1,398 feet east of face of east abutment of Manufacturers' Branch bridge of Central Railroad Company of New Jersey, east of Waverly, N. J., to terminus,	0.13
4,805 feet west of South street station, Newark, N. J., to south side of Eighteenth avenue, Newark, N. J.,	1.87
A total distance of,	13.56

REMARKS.

The Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company, has trackage rights over the line of this company and furnishes the equipment. The arrangement is terminable at the close of any month.

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

SAMUEL REA.

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Sworn and subscribed before me, this seventh day of February, A. D. 1912.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers, freight and other sources, ... $591,764 12

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, *$495,839 12

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

ACCIDENTS.

Coupling or Uncoupling Cars.

December 27th, 1911—Obed W. Hunterton, bruised fingers, Greenville. Ed. McMahon, engineer; W. J. Atcheson, conductor.

December 31st—Francis Mulherin, left hand squeezed, Greenville. H. Meeker, engineer; F. P. Mulherin, conductor.

Collisions.

September 3d, 1911—Geo. F. Egan, hips injured, Greenville. M. Chevalier, engineer; Geo. Weidle, conductor.

March 30th—John J. Flynn, head and side injured, Greenville. Geo. Tyrer, engineer; J. F. Boran, conductor.

Derailments.

August 12th, 1911—O. A. Reilly, left leg injured, Greenville. C. H. Johnson, engineer; G. W. Snow, conductor.

October 19th—Lewis Smith, right knee injured, Greenville. G. L. Muddell, engineer; W. H. Hess, conductor.

Falling from Trains, Locomotives and Cars.

February 11th, 1911—Michael Kozub, ankle sprained, Greenville.

April 30th—Frank L. Toal, right foot crushed, Greenville. D. C. Rowe, engineer; T. M. Hoffman, conductor.

July 14th—C. H. Jelly, left leg injured, Greenville. G. F. Egan, engineer; F. P. Mulherin, conductor.

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* Includes $300,072.73 interest on bonds, taxes and other obligatory charges. Dividends paid during the year 1911, and how paid—One of one and one-half per cent., paid in cash.

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September 14th—Milton A. Mohr, ankle wrenched, Greenville.
October 4th—Walter R. West, left hip injured, Greenville. J. Moore, engineer; H. S. Blake, conductor.
October 30th—Martin Cino, right ankle sprained, Greenville.
December 18th—Wm. H. Miller, rectum and spine injured, Greenville. C. B. Wilke, engineer; J. J. Devinney, conductor.

Struck by Obstructions Overhead and at Side of Tracks.

January 21st, 1911—Michael White, left side of head injured, Greenville. P. P. Cahill, engineer; V. Sylvester, conductor.
February 1st—Charles L. Temple, right side of body and hip injured, Greenville. W. B. Purt, engineer; J. A. Willis, conductor.
July 26th—Peter L. Ohlsen, right side of face and shoulder bruised, Greenville. A. B. White, engineer; J. Casey, conductor.
July 29th—Joseph Sale, legs squeezed and hips injured, Greenville. C. H. Johnson, engineer; C. J. Mulherin, conductor.

Other Causes.

January 14th, 1911—Edw. J. Kelly, two fingers bruised, Greenville. J. Morrison, engineer; O. Fleming, conductor.
February 7th—W. J. Scott, strained about back and stomach, Greenville. J. Davis, engineer; W. J. Scott, conductor.
July 6th—Geo. T. Russell, stomach injured, Greenville. J. Schaul, engineer; G. T. Russell, conductor.
July 13th—I. V. Cordroy, thumb crushed, Greenville. I. V. Cordroy, engineer; J. B. Mullen, conductor.
July 24th—Andrew McTaggart, back wrenched, Greenville. A. McTaggart, conductor; ————, engineer.
October 11th—Geo. F. Wagner, injured on hip and across breast and left side of head injured, Greenville. G. Bennett, engineer; Thos. Coyne, conductor.
November 6th—Wm. H. Dingee, end of forefinger on left hand mashed, Greenville. W. H. Dingee, engineer; H. T. Menig, conductor.
November 25th—Jos. A. Stewart, caught and crushed through stomach, Greenville. Geo. Bennett, engineer; Thos. Coyne, conductor.
November 26th—Henry W. Raab, left ankle sprained, Greenville. W. Irving, engineer; H. R. Wilkins, conductor.

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

December 9th, 1911—Homer Morris, right leg cut off below the knee, at Greenville. L. Cox, engineer; R. E. Sibbitt, conductor.
The enginemen and conductors mentioned above are still in the service.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.

October 27th, 1911—Benjamin Hanson, injured at Newark Bay Drawbridge. W. H. Hess, conductor; G. L. Muddel, engineer.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

April 7th, 1911—P. M. Taylor, injured at Waverly, Newark, N. J. D. H. Corson, conductor; R. S. Perry, engineer.
December 28th—Arthur Besta, injured at Waverly, Newark, N. J. (fatal). Conductor and engineman of train unknown.

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Persons Found Killed or Injured Lying on Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump On or Off Moving Trains (Circumstances, Train, Engineman or Conductor, Unknown).

None.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

None.

Persons Other Than Employes Killed or Injured in Other Ways Than as Above Stated.

October 10th 1911—Michael Duran, while unloading steel bars from car, it was struck by other cars, and this man was caught between end of car and bar of steel, and his right leg severely bruised, at Newark, N. J. M. McLaughlin, conductor; W. Nunamaker, engineer.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Station.

None.

Employes Killed or Injured by Accident, as Stated.

January 4th, 1911—George Faser. While getting off car of extra freight train he came in contact with bridge girder over C. R. R. of N. J., at Newark, N. J., sustaining dislocation of the hip. J. B. Brennan, conductor; F. H. Gaul, engineer.

THE NEW JERSEY JUNCTION RAILROAD COMPANY, LESSEE IN BEHALF OF THE NEW YORK AND FORT LEE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Floating debt,	14,506 21

Cost of road and equipments, as shown by report of January 23d, 1871.

The road extends from Jersey City to the division line between the States of New Jersey and New York. The road built was about two miles from Weehawken north. That portion which extends from the north line of the Delaware and Hudson Canal Company's property, a distance of .24 miles, is leased to the New Jersey Junction Railroad Company at an annual rental of taxes, assessments and expenses of organization not to exceed $1,000

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per annum. The remaining portion of the constructed road is included in the report of the West Shore Railroad Company.

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

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1912.

D. H. HOUSE,
Notary Public in and for Westchester Co., N. Y.,
[L. s.] *Certificate filed in New York County,*
My Commission Expires March 30th, 1912.

P. O. address of this company—Grand Central Terminal New York.

THE ERIE RAILROAD COMPANY, AS LESSEE OF THE NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

Capital stock paid in,	$100,000 00
Bonded debt,	1,471,600 00
Floating debt—None.	
Book cost of road and equipments,	$1,571,600 00

The road extends from main line Erie Railroad Company, Bergen Junction, N. J., to Sterling Forest, N. J., and branches

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a distance of 54.27 miles. (New York and Greenwich, main line, 41.87; Watchung Railway, 4.16; Caldwell Railway, 4.50; Roseland Railway, .95; Ringwood Branch, 2.79.)

It is leased to the Erie Railroad Company at an annual rental of $73,580.00 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth; includes the Arlington Railroad, Caldwell Railroad, Roseland Railway and Watchung Raliway.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

A. L. TRAVIS,

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

Dividends paid during the year 1911, and how paid—None paid.

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

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THE NEW YORK AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$2,000,000 00
Bonded debt,	2,500,000 00

The road extends from Perth Amboy to Bayhead, a distance of 38.04 miles.

The road of this company is operated under an agreement, in accordance with which traffic trains of The Central Railroad Company of New Jersey and the Pennsylvania Railroad Company only run over its tracks; said companies guaranteeing all charges for operation, and funds to meet interest on bonds and dividends on stock.

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

ROBERT W. DE FOREST.

Sworn and subscribed before me, this third day of January, A. D. 1912.

[L. S.]

WILLIAM MCBRIEN,
Notary Public, Queens County,
Certificate filed in New York Co., No. 19.

RECEIPTS AND EXPENSES FOR 1911.

Receipts and expenses are assumed by The Central Railroad Company of New Jersey and the Pennsylvania Railroad Company.

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

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ACCIDENTS.

January 7th, 1911—George Bowman, a brakeman employed on C. R. R. of N. J. freight train No. 345, while drilling cars at Asbury Park, came in contact with switch stand and was seriously injured. Geo. D. Souders, conductor; Daniel Ferguson, engineman.

January 16th—Mrs. Van Cleaf, while alighting from P. R. R. passenger train No. 211 at North Asbury Park Station, caught her heels on step of car, tripped and fell, sustaining slight injuries. C. R. Evans, conductor; Al. Rodgers, engineman.

January 26th—George D. Souders, residence, Jersey City, N. J, a conductor employed on C. R. R. of N. J. freight train No. 345, while getting off flat-car at Red Bank, fell and broke his ankle. R. Stoye, acting conductor; Daniel Ferguson, engineman.

February 4th—Arthur Cook, residence, West Long Branch, N. J., while atempting to drive across tracks at Broadway, Long Branch, was struck by C. R. R. freight train No. 341 and slightly injured. Owen McVeigh, conductor; Harry Lovell, engineman.

March 1st—Dewitt Treat, residence, Jersey City, N. J., a brakeman employed on C. R. R. freight train No. 345, while trucking freight from car at Matawan, sprained his ankle. J. R. Garrison, conductor; Daniel Ferguson, engineman.

March 8th—Frederick Lloyd Brand, residence, Belmar, N. J. (aged ten years), while picking coal along tracks at Eighteenth avenue, was struck by C. R. R. passenger train No. 301, and fatally injured. J. E. Hess, conductor; Chas. Mason, engineman.

March 18th—Mrs. Margaret Knott, residence, 53 Washington Square, New York, while in a rocking-chair in Deal Beach Station, fell over backward, and was seriously injured. E. R. Reuben, agent.

March 22d—Katie Hamilton (colored), residence, Asbury Park, N. J., while alighting from P. R. R. train No. 280, at Long Branch Station, tripped and fell, sustaining slight injuries. Jos. Dowell, conductor; H. Fine, engineman.

April 1st—Mrs. W. E. Pearce, residence, Point Pleasant, N. J., while crossing tracks at Belmar Station to board C. R. R. train No. 308, fell, and was slightly injured. L. W. Romies, conductor; W. Huff, engineman.

April 3d—Charles Loudelius, residence, South Amboy, N. J., attempted to board C. R. R. passenger train No. 300 while the same was in motion, at South Amboy, fell, and was seriously injured. J. W. VanHouten, conductor; Geo. Clickner, engineman.

April April 12th—Alfred Grover, residence, Shrewsbury, N. J., while running to board C. R. R. passenger train No. 307, at Red Bank Station, fell, and was slightly injured. Chas. E. Nieman, ticket agent.

May 28th—Mrs. Mary Gould, residence, Jersey City, N. J., while alighting from P. R. R. passenger train No. 207, at Long Branch Station, fell, and was slightly injured. E. C. Jones, conductor; J. H. King, engineman.

May 29th—Wm. R. Fleming, residence, Long Branch, N. J., freight helper, at Elberon Station, while attempting to move heavy freight, fell, and sustained slight injuries. F. W. Duane, agent.

June 8th—Mrs. Annie Cline, residence, Long Branch, N. J., accompanied by two small children, jumped from P. R. R. passenger train No. 223, at Long Branch Station, after train had started, and was slightly injured. E. C. Jones, conductor; Jos. M. Pickel, engineman.

June 12th—L. Mitchell, a brakeman employed on C. R. R. freight train No. 345, while unloading freight at South Amboy, let steel bar fall on foot, and was slightly injured. E. L. Duffy, conductor; J. J. Warmby, engineman.

June 17th—Bernard Fallon, residence, South Amboy, N. J., while attempting to cross tracks at South Amboy Junction, was struck by P. R. R passenger train No. 227, and slightly injured. J. H. Moore, conductor; J. M. Scheible, engineman.

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June 22d—A. J. Grace, residence, Jersey City, N. J., a fireman employed on P. R. R. extra engine No. 2992, jumped from engine at Long Branch Station, and was slightly injured. L. A. Allen, conductor; J. J. Peterson, engineman.

June 27th—Ella F. Tice, residence, Matawan, N. J., attempted to alight from C. R. R. train No. 338, at South Amboy, after it had started, fell, and was slightly injured. Wm. H. Berkheimer, conductor; Wm. Creveling, engineman.

July 3d—Samuel C. Modsen, a brakeman employed on C. R. R. extra freight engine No. 341, while standing on top of car, at South Amboy, struck overhead bridge, and was seriously injured. J. H. Lane, conductor; James Stephenson, engineman.

July 12th—Mrs. Meyerbstrausburger, residence, Branchport, N. J., while attempting to cross tracks in an automobile, at Cedar avenue, West End, was struck by C. R. R. passenger train No. 312, and slightly injured. T. J. Duane, conductor; Charles Mason, engineman.

July 15th—John Fleshko, residence, South Amboy, N. J., while loading terra-cotta in car at South Amboy, was struck by lading falling, caused by C. R. R. extra engine No. 418 striking car, and was slightly injured. C. F. McAtee, conductor; J. VanCleaf, engineman.

July 24th—Miss R. Kempen, residence, 32 Liberty street, New York City, while standing too close to track at Asbury Park Station, was struck by P. R. R. train No. 214, and slightly injured. C. R. Evans, conductor.

July 24th—John Sloane, residence, Little Silver, N. J., while attempting to drive milk wagon across tracks at Shrewsbury Road Crossing, Little Silver, was struck by C. R. R. extra engine No. 181, and instantly killed. J. R. Clinck, conductor; A. Errickson, engineman.

August 3d—Charles Liebler, a chauffeur, while attempting to cross tracks at Brighton avenue, West End, with an automobile, ran into tank of P. R. R. extra, engine No. 3153, and was slightly injured. Geo. M. Welsh, engineman.

August 8th—J. J. King, a brakeman employed on C. R. R. extra freight, engine No. 372, while riding in box car, with legs hanging out, struck Morgan draw bridge and was seriously injured. J. Bush, conductor; Edw. J. Manion, engineman.

August 10th—William Howard, residence, Keyport, N. J., while attempting to board P. R. R. passenger train No. 224 at Long Branch, fell and was slightly injured.

August 21st—Gideon Lloyd, residence, Asbury Park, N. J., while riding on bottom step of coach of P. R. R. passenger train No. 290, approaching Asbury Park station, fell to the ground and was seriously injured. S. R. Way, conductor; J. H. Joiner, engineman.

August 26th—Mrs. McPhee, residence, 619 South Belmont avenue, Newark, N. J., while alighting from C. R. R. train (excursion), at Asbury Park station, fell and was slightly injured. ———, conductor; ———, engineman.

August 31st—C. E. Beebe, residence, Newark, N. J., a baggage master, employed on P. R. R. extra, engine No. 280, while winding up brake, engineer applied the air, and was seriously injured. H. G. Kittner, conductor; W. H. Stalle, engineman.

August 31st—Miss Louisa Arrowsmith, residence, Long Branch, N. J., while leaving P. R. R. train No. 226 at Long Branch station, door slammed to, on finger, and was painfully injured. W. A. Boulton, conductor; R. A. Blake, engineman.

September 2d—Cassimir Tag, residence, 243 Hancock street, Brooklyn, N. Y., alighted from C. R. R. passenger train No. 323 at Belmar, because it had stopped just outside of station, and when it started attempted to board same, fell, and was seriously injured. ———, conductor; ———, engineman.

September 2d—Leonidas Fowler, residence, West End, N. J., while riding on steps of coach of P. R. R. passenger train No. 227, caught foot in girder of Oceanport draw bridge, pulled from train and instantly killed. M. J. Hanlon, conductor; A. Wetzel, engineman.

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September 3d—T. J. Colgan, residence, Jersey City, N. J., a brakeman employed on P. R. R., while attempting to board P. R. R. passenger train No. 245 at Point Pleasant, fell, and was slightly injured. ————, conductor; ————, engineman.

September 4th—Joseph Flucker (in company with Harry Barrand), residence, Bradley Beach, N. J., while walking across Morris cove bridge, was overtaken by light engine, and jumped to the river, sustaining slight injuries.

September 4th—Harry Barrand (in company with Joseph Flucker), residence, Spring Lake, N. J., while walking across Morris cove bridge, was overtaken by light engine, and, lying down on bridge, received slight injuries.

September 6th—Irene Ortley, residence, Point Pleasant, N. J., while attempting to cross tracks at Trenton avenue, Point Pleasant, on a bicycle, was struck by P. R. R. light engine No. 2029 (running backward), and fatally injured. B. R. Dixon, engineman.

September 7th—Mrs. G. D. Minken, residence, 106 West Eighty-sixth street, New York City, while alighting from P. R. R. train No. 227 at West End station, fell and was slightly injured. M. J. Hanlon, conductor; A. Wetzell, engineman.

September 12th—Mrs. E. F. Smith, residence, 112 South Atkins avenue, West Grove, Asbury Park, N. J., while leaving C. R. R. passenger train No. 311 at Asbury Park station, had hand caught in door and was painfully injured. ————, conductor; ————, engineman.

September 13th—R. V. Matthews, residence, Point Pleasant, N. J., while alighting from parlor car of C. R. R. passenger train No. 351, at Point Pleasant, fell and was slightly injured. L. W. Romies, conductor; Frank Riddle, engineman.

September 17th—W. E. Sproul, a brakeman, employed on C. R. R. freight train No. 342, while drilling at Cliffwood, fell from top of car to the ground and was seriously injured. W. T. Bunnell, conductor; C. Riley, engineman.

September 25th—James McCabe, residence, Jersey City, N. J., a brakeman, employed on P. R. R. freight train No. 502, while drilling cars at Sea Girt, came in contact with switch-stand, was slightly injured. C. A. Morgan, conductor; C. R. Campbell, engineman.

September 27th—Raymond Downs, residence, South Amboy, N. J., while attempting to drive across tracks at David street, South Amboy, was struck by C. R. R. extra passenger train, engine No. 546, and seriously injured. James Phillips, conductor; P. Cusic, engineman.

September 29th—John Bohen, residence, South Amboy, N. J., employed as laborer on Section No. 1, while walking on track north of Morgan curve, was struck by C. R. R. passenger train No. 374 and instantly killed. Wm. Nolan, conductor; D. Ferguson, engineman.

October 7th—Calloway Pearce, residence, Long Branch, N. J., a brakeman employed on N. Y. and L. B. R. R. drill crew, while drilling cars at West End, was seriously injured. George Lang, conductor; Jos. McCallion, engineman.

November 9th—Mrs. Sarah E. Lee (colored), residence, 69 Warren street, Newark, N. J., while walking across station platform to board P. R. R. train No. 220 at Spring Lake station, tripped and fell, sustaining slight injuries. F. E. Wyckoff, conductor; R. A. Blake, engineman.

November 16th—Samuel Buchanon, residence, Morgan Heights, N. J., body found along tracks south of South Amboy station, with legs and left arm broken, and fractured skull. Evidently walking track and struck by passing train. ————, conductor; ————, engineman.

December 5th—E. A. Killillia, residence, Jersey City, N. J., a brakeman employed on P. R. R. freight train No. 501, while drilling in Point Pleasant yard, was thrown from car and seriously injured. W. C. Sylvester, conductor; C. Campbell, engineman.

December 15th—Miss Mary Birdsall, residence, Manasquan, N. J., while leaving C. R. R. train No. 308 at Bradley Beach station, door of coach

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slammed against arm, sustaining slight injuries. L. W. Romies, conductor; Thos. Ferguson, engineman.

December 17th—Wilbur Leroe, Jr., residence, Perth Amboy, N. J., while running across grounds to board C. R. R. passenger train No. 358, at Long Branch, fell and was slightly injured.

December 22d—Joseph McNally, residence, Oceanic, N. J., claims to have fell into a ditch on alighting from C. R. R. passenger train No. 323 at Red Bank station, and was slightly injured. A. P. Hetfield, conductor; Johnson Berry, engineman.

December 20th—H. Methot, residence, Red Bank, N. J., attempted to board C. R. R. passenger train No. 352 after it had started, fell, and was slightly injured. Chas. E. Nieman, ticket agent.

December 21st—Charles Hoelffle, residence, 578 Third avenue, New York City, while riding in C. R. R. train No. 324, just north of Matawan station, was hit by a piece of glass from window broken by a thrown stone, sustaining slight injuries. W. A. Hayes, conductor; P. Coyne, engineman.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Capital stock paid in,	$26,000,000 00
Bonded debt,	12,434,000 00
Floating debt,	782,043 40
Cost of road and equipments,	$34,177,574 16

Dividends paid during the year 1911, and how paid—None.

The road extends from West End, N. J., to Stroudsburg, Pa., and branches, a distance of 148.18 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$597,610 58
Income from freight,	2,117,226 10
Income from other sources,	521,566 09
Total,	$3,236,402 77
Expenditures during the year for working road, including repairs, maintenance of way, motive power, taxes and contingencies,	$2,097,789 61

REMARKS.

This road extends through the States of New Jersey, New York and Pennsylvania, and income and expenditures above

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shown represent the income and expenditures of the entire line. This report includes in income and expenditures the Middletown, Unionville and Water Gap Railroad Company, Macopin Railroad Company, and the Passaic and New York Railroad Company.

P. O. address of the above company—50 Church street, New York City.

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the 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 1911 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-fifth day of March, A. D. 1912.

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

[L. S.]

THE ERIE RAILROAD COMPANY, AS LESSEE OF THE NORTHERN RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$1,000,000 00
Bonded debt,	808,000 00
Floating debt,	639 17
Book cost of road and equipments,	$1,706,993 31

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company at an annual rental of $86,170.00 and taxes. The particulars of operations and ex-

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

A. L. TRAVIS,

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

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

NORTH JERSEY RAPID TRANSIT COMPANY.

Capital stock paid in,	$800,000 00
Bonded debt,	800,000 00
Floating debt,	112 75
Cost of road and equipments,	$1,600,000 00

Dividends paid during the year 1911, and how paid—None.

The road extends from Warren Point to State line at Suffern, a distance of 14.52 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$47,348 86
Income from other sources,	1,241 75
Total,	$48,590 61

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $37,763 54

State of New Jersey, Passaic county, *ss.*—Gilbert D. Bogart, being duly sworn, on his oath says, that he is President of the North Jersey Rapid Transit Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

GILBERT D. BOGART.

Sworn and subscribed before me, this fourteenth day of March, A. D. 1912.

ACKERMAN G. OATMAN,
[L. S.] *Notary Public, N. J.*

ACCIDENTS.

July 21st, 1911—Head-on collision; three employes killed, 23 passengers injured. (Previously reported.)
July 24th—Child killed while walking on right of way. (Previously reported.)
December 16th—Work train collided with automobile at Saddle River road crossing. No one injured.

OGDEN MINE RAILROAD COMPANY.

Capital stock paid in, ... $450,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $450,000 00

The road extends from Nolan's Point, N. J., to Ogden Mine, N. J., a distance of 9.86 miles.

It is leased to The Central Railroad Company of New Jersey at an annual rental of $23,000.

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.

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

JNO. L. WILSON.

Sworn and subscribed before me, this seventeenth day of January, A. D. 1912.

W. T. STEEL,
Notary Public,
Commission Expires January 21st, 1915.

[L. S.]

THE PASSAIC AND DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$111,050 00
Floating debt,	31,172 73
Cost of road and equipments,	$142,222 73

The road extends from Summit Junction, N. J., to Bernardsville, N. J., a distance of 14.11 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock. Report of operations included in that of The Morris and Essex Railroad Company.

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

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

W. H. TRUESDALE.

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Sworn and subscribed before me, this sixteenth day of February, A. D. 1912.

LUDWIG R. MILLER,
[L. S.] *Notary Public, Appointed from Kings County, Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1911.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1911, and how paid, ... $5,552 50

Paid cash directly to stockholders by the Delaware, Lackawanna and Western Railroad Company.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

THE PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $100,000 00

Cost of road and equipments, ... $100,000 00

The road extends from Bernardsville, N. J., to Gladstone, N. J., a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of The Passaic and Delaware Railroad Company, under an agreement to pay four per cent. on its stock. Report of operations is included in report of The Morris and Essex Railroad Company.

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

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State of New York, New York county, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware 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 sixteenth day of February, A. D. 1912.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings County, Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1911.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1911, and how paid,	$4,000 00

Paid in cash directly to stockholders by the Delaware, Lackawanna and Western Railroad Company.

P. O. address of this company—90 West street, New York City, N. Y.

ACCIDENTS.

None.

PASSAIC AND NEW YORK RAILROAD.

Capital stock paid in,	$70,000 00
Bonded debt,	70,000 00
Book cost of road and equipments,	$140,000 00

The road extends from Passaic Junction, N. J., to Passaic, Passaic county, N. J., a distance of 3.05 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $4,200 and taxes.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

[L. S.]

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

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

THE PASSAIC RIVER EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $7,700 00

Dividends paid during the year 1911, and how paid—None.

REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad to a connection with the Newark and New York Railroad, a distance of about one mile. No construction has been done.

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

State of New York, New York county, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is Vice-President of The Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

Capital stock paid in,	$630,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$630,000 00

The road extends from the city of Paterson to Marion, in the county of Hudson, a distance of 13.95 miles.

It is leased to the Erie Railroad Company at an annual rental of $53,400, including land in Jrsey City.

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

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and

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Treasurer of The Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me, this eleventh day of January, A. D. 1912.

WILLIAM NELSON,
Master in Chancery, New Jersey.

RECEIPTS AND EXPENSES FOR 1911.

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.

Dividends paid during the year 1911, and how paid—Eight per cent. in cash, $50,400.

P. O. address of this company—Robert I. Hopper, secretary, Paterson, New Jersey.

THE ERIE RAILROAD COMPANY, AS LESSEE OF THE PATERSON AND HUDSON RIVER RAILROAD.

The road extends from Paterson, N. J., to a point in Hudson county, a distance of 13.07 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400 and taxes.

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

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President

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of the Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me this twelfth day of February, A. D. 1912.

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

[L. S.]

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

THE ERIE RAILROAD COMPANY, AS LESSEE OF THE PATERSON, NEWARK AND NEW YORK RAILROAD.

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00
Floating debt,	812,577 97
Book cost of road and equipments,	$545,433 29

The road extends from Paterson, N. J., to Newark, N. J., a distance of 11.326 miles.

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

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

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President

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of the Erie Railroad Company, as lessee of the Paterson, Newark and New York Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

[L. S.]

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

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

THE PATERSON AND RAMAPO RAILROAD COMPANY.

Capital stock paid in, ... $298,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, including cost of Union Railroad, $350,000 00

The road extends from Paterson northerly to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500.

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

State of New Jersey, Passaic county, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of The Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

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Sworn and subscribed before me, this eleventh day of January, A. D. 1912.

WILLIAM NELSON,
Master in Chancery, New Jersey.

RECEIPTS AND EXPENSES FOR 1911.

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.

Dividends paid during the year 1911, and how paid—Six per cent. in cash, $17,880.

P. O. address of this company—Robert I. Hopper, secretary, Paterson, N. J.

THE ERIE RAILROAD COMPANY, AS LESSEE OF THE PATERSON AND RAMAPO RAILROAD COMPANY.

The road extends from Paterson, N. J., to the State line between Bergen county and the State of New York, a distance of 14.76 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500 and taxes.

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

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

State of New York, New York county, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of Paterson and

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this twelfth day of February, A. D. 1912.

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

PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
Floating debt—None.	
Cost of road and equipments,	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.37 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79, terminable at the end of any year upon six months' prior notice.

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

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

SAMUEL REA.

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Sworn and subscribed before me, this seventh day of February, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

If any, reported by the Union Transportation Company.

PENNSYLVANIA, LACKAWANNA AND ERIE CONNECTING RAILROAD.

Capital stock paid in, ... $4,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $800 00

Dividends paid during the year 1911, and how paid—None.

The road extends from Harrison avenue to Belleville turnpike in town of Kearny, N. J., a distance of 1.964 miles.

RECEIPTS AND EXPENSES FOR 1911.

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, $350 00

REMARKS.

Road not operating. Expenditures are for grading on road bed.

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P. O. address of the above company—15 Exchange place, Jersey City, N. J.

State of New York, New York county, *ss.*—William D. Braidwood, being duly sworn, on his oath says, that he is President of the Pennsylvania, Lackawanna and Erie Connecting Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

WILLIAM D. BRAIDWOOD.

Sworn and subscribed before me, this ninth day of March, A. D. 1912.

FRANK H. HALL,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD.

Capital stock paid in,	$25,000,000 00
Bonded debt—None.	
Floating debt,	86,534,230 57
Cost of road and equipments,	$109,391,681 27

The road extends from east of Manhattan Transfer, N. J., to borough of Queens, N. Y., a distance of 11.89 miles. (6.90 miles in New Jersey; 4.99 miles in New York.)

It is operated by the Pennsylvania Railroad Company as agent.

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

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State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the Pennsylvania Tunnel and Terminal 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 twenty-eighth day of February, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$75,012 82
Income from freight,	.....
Income from other sources,	222,824 37
Total,	$297,837 19

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, $1,279,205 11

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

Employes Killed or Injured While Walking or Standing on Tracks.

September 16th, 1911—W. H. Coyne, injured at Turnpike bridge, Kearney, Hudson county, N. J. A. E. DeVinney, conductor; E. J. Brandes, engineman.

Persons Killed or Injured While Walking or Standing on Tracks.

February 26th, 1911—Michael Wenzler, killed at Weehawken, Hudson county, in south tunnel under Hudson river. No conductor (light engine); H. J. Clayton, engineman.

Persons Killed or Injured—Other Causes.

April 28th, 1911—Mrs. A. V. Smith, slight contusion of right forearm; arm caught between door and door frame of car door, account door blowing shut; train No. 124; Hackensack Portal, North Bergen, Hudson county, N. J. W. C. Terry, conductor; W. Bartlett, engineman.

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Employes Killed or Injured—Other Causes.

September 1st, 1911—M. Seigelhoffer, three fingers of right hand crushed, account car door of train No. 224 closing on hand at Hackensack Portal, North Bergen, Hudson county, N. J. L. Leitenberg, conductor; L. Bedman, engineman.

September 25th—J. G. Bartow, lacerated back of right hand, account struck by piece of broken door glass due to door slamming in train No. 216 at Hackensack Portal, North Bergen, Hudson county, N. J. T. Goble, conductor; L. T. A. Morris, engineman.

Employes Killed or Injured While Coupling or Uncoupling Cars.

None.

Employes Killed or Injured in Getting On or Off Moving Trains.

None.

Employes Killed or Injured by Trains While Crossing Tracks.

None.

All of the above-named conductors and enginemen are still retained in the service of the company, except Engineman L. T. A. Morris, deceased.

PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

Capital stock paid in, ... $228,400 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $359,385 65

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.43 miles.

It is operated by the Pennsylvania Railroad Company by authority of resolutions adopted by each company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$153,828 84
Income from freight,	136,992 13
Income from other sources,	36,650 16
Total,	$327,471 13

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$234,982 77

Dividends paid during the year 1911, and how paid—December, ten per cent. in cash; extra, ten per cent. in cash.

P. O. address of this company—22 Federal street, Camden, N. J.

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.

March 21st, 1911—Kessie Kokomicz, killed at Perth Amboy, N. J. E. C. Jones, conductor; G. H. Burton, engineer.

May 25th—Julius Kaszasz, killed at Woodbridge, N. J. J. W. Moore, conductor; A. H. Bennett, engineer.

June 2d—Chas. H. Wooden, killed at Woodbridge, N. J. F. O. Smith, conductor; O. Shipley, engineer.

June 3d—S. Simsic, killed at Woodbridge, N. J. J. T. Post, conductor; F. Springstead, engineer.

September 4th—Oscar Sandion, killed at Spa Springs, N. J. F. E. Wyckoff, conductor; W. O. Jennings, engineer.

* Includes $52,309.85 taxes and other obligatory charges.

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Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

July 13th, 1911—John Innamoratok, injured at Spa Springs, N. J. S. Boulton, conductor; A. Hill, engineer.

Persons Found Killed or Injured Lying on Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump On or Off Moving Trains (Circumstances, Train, Engineman or Conductor Unknown).

October 16th, 1911—J. Mulshalki, injured at Woodbridge, N. J.

Persons Killed or Injured While Crossing Tracks.

September 29th, 1911—Osihtz Korita, injured at Perth Amboy, N. J. D. R. Blizzard, conductor; J. Jones, engineer.

Persons Other Than Employes Killed or Injured in Other Ways Than as Stated Above.

None.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.

August 18th, 1911—A. H. Morris, injured at Perth Amboy, N. J. P. Hogan, conductor; B. Twible, engineer.

Employes Killed or Injured by Accident, as Stated.

None.

PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	302,584 55
Cost of road and equipments,	$203,695 00

The road extends from Manahawkin Junction with Tuckerton Railroad to Beach Haven, N. J., and from Barnegat City Junction to junction with Barnegat Railroad, a total distance of 12.80 miles.

It is operated by the Tuckerton Railroad Company for and on account of the Pennsylvania Railroad Company, which latter

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Company is the agent of the Philadelphia and Beach Haven Railroad Company, under resolutions of the Boards of Directors of both companies, and pays all expenses in connection therewith and turns the net earnings over to it. This arrangement terminable on three months' notice.

Its equipment is supplied by the Tuckerton Railroad Company, and the further information required by law is furnished by that company.

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February, A. D. 1912.

LEWIS NEILSON,
[L. S.] *Notary Public,*
Commission Expires February 26th, 1913.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$11,120 37
Income from freight,	8,807 76
Income from other sources,	2,755 52
Total,	$22,683 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$53,256 37

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

None.

* Includes $2,783.45 taxes and other obligatory charges.

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PHILADELPHIA AND BRIGANTINE RAILROAD COMPANY.

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

Cost of road and equipments—No information at hand—See former reports.

Dividends paid during the year 1911, and how paid—None.

The road extends from Brigantine Junction, on the Philadelphia and Reading Railroad, to the Island of Brigantine, a distance of 14 miles.

RECEIPTS AND EXPENSES FOR 1911.

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

REMARKS.

On October 9th or 10th, 1903, the company ceased all operations; on November 17th, 1903, R. D. A. Parrott, Esq., was appointed receiver; on April 15th, 1904, the property was sold under foreclosure and bought by John O. Heald, now deceased, and on June 24th a deed was received, since which date the property has been held awaiting a purchaser and has not been operated in any part at any time from October 9th, 1903, to the date of this report. Letters testamentary of the will of said John O. Heald were issued in Essex county, New Jersey, to the undersigned, Elizabeth M. Heald, on October , 1911.

P. O. address of the above company's agent—Henry B. Closson, 52 William street, New York City.

State of New York, New York county, *ss.*—Elizabeth M. Heald, being duly sworn, on her oath says, that she is the

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executrix of the will of John O. Heald, deceased, the purchaser 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 1911 are correct and true, to the best of her knowledge and belief.

ELIZABETH M. HEALD.

Sworn and subscribed before me, this third day of February, A. D. 1912.

[L. S.]

F. H. MACROBERT,
Notary Public,
New York County, No. 260,
New York Register, No. 3299.

PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	889,081 10
Cost of road and equipments,	$1,613,862 69

The road extends from Birmingham, N. J., to Bay Head, N. J., 45.72 miles; Brown's Mills Junction to Brown's Mills in the Pines, N. J., 1.82 miles; Island Heights Junction to Island Heights, N. J., 1.20 miles; a total distance of 48.74 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net earnings. This arrangement is terminable upon sixty days' notice.

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

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

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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 seventh day of February, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$150,375 66
Income from freight,	67,494 10
Income from other sources,	17,191 84
Total,	$235,061 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$323,193 49

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

Persons Killed or Injured by Other Causes.

July 6th, 1911—A. J. Regan, hand bruised by car window near Whitings. T. C. Jobes, engineer; F. T. Sprague, conductor.

Persons Killed or Injured Getting On or Off Moving Trains.

July 4th, 1911—William Sutter, injured about head by fall, jumping on at Barnegat Pier. C. M. Cable, engineer; R. H. Robbins, conductor.

Employes Killed or Injured by Other Causes.

January 30th, 1911—E. H. Wright, carpenter, left foot bruised handling timber at Bay Head.

March 10th—R. J. Ford, freight brakeman, back injured by fall at Toms River. C. Meredith, engineer; D. Carson, conductor.

May 31st—C. R. Applegate, M. W. carpenter, right foot cut handling tools, Toms River.

* Includes $60,418.71 interest on bonded debt, taxes and other obligatory charges.

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September 17th—T. A. Barter, freight brakeman, hip and heel injured jumping off car at Lavallette. U. S. Wells, engineer; A. L. Berkley, conductor.

November 6th—Geo. Shemelia, trackman, hand injured handling tools at Pemberton.

November 9th—Walton J. Cowdrick, track watchman, head injured handling tools at Sea Side Park.

THE POHATCONG RAILROAD COMPANY.

Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $34,234 52

Dividends paid during the year 1911, and how paid—No dividends paid to date.

The road extends from Quarry, near Oxford, N. J., to D., L. and W. tracks, Oxford, N. J., a distance of 1.75 miles.

RECEIPTS AND EXPENSES FOR 1911.

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

REMARKS.

Private road operated by The Edison Portland Cement Company, who guarantee 6 per cent. on the amount invested.

P. O. address of the above company—Orange, N. J.

State of New Jersey, Warren county, *ss.*—W. S. Mallory, being duly sworn, on his oath says, that he is President of The Pohatcong Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

W. S. MALLORY.

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Sworn and subscribed before me, this eighth day of January, A. D. 1912.

EDGAR S. OPDYKE,
Notary Public.

[L. S.]

THE PORT READING RAILROAD COMPANY.

Capital stock paid in,	$2,000,000 00
Bonded debt,	1,500,000 00
Cost of road and equipments,	$3,840,267 93

Dividends paid during the year 1911, and how paid—December 9th, 1911, $240,000.

The road extends from Woodbridge Junction, N. J., to Woodbridge, N. J., and from Port Reading, N. J., to Port Reading Crossing, N. J., a distance of 21.04 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers—None.	
Income from freight,	$1,197,210 22
Income from other sources,	234,828 89
Total,	$1,432,039 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,048,956 43

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

State of Pennsylvania, Philadelphia county, *ss.*—Geo. Ziegler, being duly sworn, on his oath says, that he is Comptroller of The Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

GEO. ZIEGLER,
Comptroller.

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Sworn and subscribed before me, this fourth day of March, A. D. 1912.

C. K. KLINK.

[L. S.] *Notary Public,*

My Commission Expires April 18th, 1915.

ACCIDENTS.

January 1st, 1911—Frank Horning, employe, non-fatally injured, Port Reading, N. J. Attending switches. H. C. Shafer, conductor; H. M. Goyne, engineer.

January 6th—Tommasco Diasio, employe, non-fatally injured, Port Reading, N. J. Fell into coal chute. ————, conductor; ————, engineer.

January 9th—Edward F. O'Meare, employe, non-fatally injured, Port Reading, N. J. Attending switches. C. J. Smith, conductor; Geo. Speak, engineer.

February 10th—Paul Nagy, employe, non-fatally injured, Port Reading, N. J. Loosening frozen coal. ————, conductor; ————, engineer.

March 1st—G. W. Carty, employe, non-fatally injured, Port Reading, N. J. Collision. Arthur Moll, James Toner, conductors; Herman Keller, J. R. Neveil, engineers.

March 6th—G. Ciardiello, employe, non-fatally injured, Port Reading, N. J. Unloading cross ties. ————, conductor; ————, engineer.

March 9th—G. Cuenzello, employe, non-fatally injured, Port Reading, N. J. Caught between cars. ————, conductor; ————, engineer.

March 29th—George R. White, Sr., employe, non-fatally injured, Port Reading, N. J. Handling cross ties. ————, conductor; ————, engineer.

April 11th—Mike Mohner, employe, non-fatally injured, Port Reading, N. J. Falling through coal chute. ————, conductor; ————, engineer.

April 12th—Arno F. Schmidt, employe, non-fatally injured, Port Reading, N. J. Collision. Ed. Everson, conductor; Parker Brown, engineer.

April 15th—Thomas B. Super, employe, non-fatally injured, Metuchen, N. J. Attending locomotive fire. Dan Donohower, conductor; John H. Deemer, engineer.

April 24th—Charles Longstreet, employe, non-fatally injured, Port Reading, N. J. Jumping from car. Charles Longstreet, conductor; H. T. Vernon, engineer.

May 18th—Imre Balog, employe, non-fatally injured, Port Reading, N. J. Reloading coal. ————, conductor; ————, engineer.

May 22d—B. Ciardiello, employe, non-fatally injured, Port Reading, N. J. Unloading coal. ————, conductor; ————, engineer.

July 19th—Raymond Gerity, employe, non-fatally injured, Port Reading, N. J. Falling from car. Thomas Eak, conductor; Joseph Dale, engineer.

September 20th—Paelo Simeone, employe, non-fatally injured, Port Reading, N. J. Falling from car. ————, conductor; ————, engineer.

October 26th—Thomas P. Harkins, employe, non-fatally injured, Port Reading, N. J. Loading coal. William Russell, conductor; G. H. Klotzbach, engineer.

November 29th—Mike Pogotch, employe, non-fatally injured, Woodbridge Junction, N. J. Handling rail. ————, conductor; ————, engineer.

December 7th—Umberto Romagnoli, employe, non-fatally injured, Port Reading, N. J. Unloading coal. ————, conductor; ————, engineer.

December 30th—Vincenzo Ciardiello, employe, killed, Port Reading, N. J. Struck by engine. C. J. Smith, conductor; William Hess, engineer.

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RAHWAY VALLEY COMPANY, LESSEE.

Capital stock paid in,	$3,505 10
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$3,547 82

Dividends paid during the year 1911, and how paid—None.

The road extends from Commonwealth Junction to Robinson, a distance of 0.75 miles.

RECEIPTS AND EXPENSES FOR 1911, AS SHOWN BELOW, INCLUDES RESULT OF OPERATION OF PROPERTY RAHWAY VALLEY RAILROAD COMPANY.

Income from passengers,	$3,479 82
Income from freight,	25,583 04
Income from other sources,	1,297 79
Total,	$30,360 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$30,145 12

State of New Jersey, Union county, *ss.*—H. F. Dankel, being duly sworn, on his oath says, that he is Secretary and General Manager of the Rahway Valley Company, Lessee, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

H. F. DANKEL.

Sworn and described before me, this twenty-seventh day of January, A. D. 1912.

JOHN T. KANANE,
Commissioner of Deeds.

[L. S.]

ACCIDENTS.

None.

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RAHWAY VALLEY RAILROAD COMPANY.

Capital stock paid in,	$49,200 00
Bonded debt,	72,000 00
Floating debt,	409,191 49
Cost of road and equipments,	$421,614 64

The road extends from Aldene, Roselle Park, to Summit, a distance of 10 miles.

It is leased to the Rahway Valley Company, lessee, at an annual rental of $9,200.

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

State of New Jersey, Union county, *ss.*—H. F. Dankel, being duly sworn, on his oath says, that he is Secretary of the Rahway Valley Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. F. DANKEL.

Sworn and subscribed before me, this twenty-seventh day of January, A. D. 1912.

JOHN T. KANANE,
Commissioner of Deeds.

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$4,000 00
Total,	$4,000 00

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

Dividends paid during the year 1911, and how paid—None.

P. O. address of this company—Kenilworth, N. J.

ACCIDENTS.

None.

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THE RARITAN NORTH SHORE RAILROAD COMPANY.

Capital stock paid in, ... $66,400 00

The road extends from Perth Amboy to Raritan Hollow Brick Works, with two branches, a total distance of 4.28 miles, of which there has been completed 1.75 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

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RARITAN RIVER RAILROAD COMPANY.

Capital stock paid in,	$440,000 00
Bonded debt,	400,000 00

Floating debt—None.

Cost of road and equipments,	$1,013,834 52

Dividends paid during the year 1911, and how paid—Two dividends of three (3) per cent., with one (1) per cent. extra each; in all eight (8) per cent. on par value of capital stock, paid in cash.

The road extends from South Amboy to New Brunswick, a distance of 12.63 miles. Branches, 9.20 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$7,944 15
Income from freight,	207,552 66
Income from other sources,	14,102 54
Total,	$229,599 35
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$136,197 82

P. O. address of the above company—15–21 Exchange place, Jersey City, N. J.

State of New Jersey, Hudson county, *ss.*—William G. Bumsted, being duly sworn, on his oath says, that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

WM. G. BUMSTED.

Sworn and subscribed before me, this sixth day of February, A. D. 1912.

WILLIAM VAN BUSKIRK,
Notary Public of New Jersey.

[L. S.]

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ACCIDENTS.

January 2d, 1911—Martin Bambulis, trespasser, was struck by passenger train and killed near Roberts' crossing in Sayreville township. Conductor, Jas. French; engineer, John Sullivan.

July 13th—John Woods, trackman, was slightly injured in falling from work train, while unloading ballast at New Brunswick. Conductor, Thos. Britt; engineer, John McGuire.

November 4th—James R. Slater, with two boys, John Hendricks and Albert Hardy, trespassers, while attempting to cross over the Milltown trestle bridge, near Milltown, were either struck by passenger train or dropped from bridge. Slater was slightly injured; Hendricks and Hardy were seriously injured.

RARITAN TERMINAL AND TRANSPORTATION COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$30,065 35

Dividends paid during the year 1911, and how paid—None.

The road extends from Lehigh Valley Railroad to Raritan Copper Works, a distance of about one mile.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$2,000 00
Total,	$2,000 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$551 14

P. O. address of the above company—42 Broadway, New York.

State of New York, New York county, *ss.*—T. Wolfson, being duly sworn, on his oath says, that he is President of the Raritan Terminal and Transportation Company, and that the foregoing

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statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

T. WOLFSON.

Sworn and subscribed before me, this twenty-eighth day of February, A. D. 1912.

MORRIS MYERS,
Notary Public, 146,
N. Y. Co.

[L. S.]

ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

Capital stock paid in,	$30,000 00
Floating debt,	30,000 00
Cost of road and equipments, including cost of abandoned portion,	$60,000 00

The road extends from Quarry, in Montville township, Morris county, N. J., to junction with Morris and Essex Railroad Company, "Boonton Branch," a distance of 1.79 miles.

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

State of New Jersey, Hudson county, *ss.*—Joseph D. Bedle, being duly sworn, on his oath says, that he is President of the Rockaway River and Montville Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOSEPH D. BEDLE.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1912.

FRANK E. WILLIAMSON,
Master in Chancery of New Jersey.

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RECEIPTS AND EXPENSES FOR 1911.

Income from freight—None.

Dividends paid during the year 1911, and how paid—No dividends.

P. O. address of this company—90 West street, New York, N. Y.

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

Capital stock paid in,	$45,600 00
Bonded debt—None.	
Floating debt,	969 84
Cost of road and equipments,	$46,623 98

The road extends from Kingston Junction to Rocky Hill, 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, lessee of the property and works of the United New Jersey Railroad and Canal Company. The present rental is six per cent. on $18,700 stock, taxes, and $100 for maintaining the organization.

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

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

SAMUEL REA.

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Sworn and subscribed before me, this seventh day of February, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$2,005 08
Income from freight,	11,015 81
Income from other sources,	1,256 50
Total,	$14,277 39
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$16,228 51

Dividends paid during the year 1911, and how paid—Two of three per cent. each on $18,700 stock, paid in cash.

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

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.

None.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

None.

Persons Found Killed or Injured Lying on Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump On or Off Moving Trains. (Circumstances, Train, Engineman or Conductor—Unknown).

None.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

None.

Persons Other than Employes Killed or Injured in Other Ways than as Above Stated.

None.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.

None.

* Including $1,951.12 rental for use of road and taxes.

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Employes Killed or Injured by Accident, as Stated.

November 22d, 1911—J. F. Clancy, while working under engine No. 1359, cleaning out clinkers, the above-mentioned engineman turned on his left foot, causing a sprain of the ankle, at Kingston, N. J. W. A. Boulton, conductor; J. F. Clancy, engineer.

THE SOUND SHORE RAILROAD COMPANY.

Capital stock paid in, ... $149,200 00

The road extends from Elizabeth (Broadway) to Carteret, which, with spurs, equals a distance of 6.17 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

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ACCIDENTS.

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

THE SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$75,000 00
Floating debt,	189,079 65
Cost of road and equipments,	$264,079 65

Dividends paid during the year 1911, and how paid—None.

The road extends from Phillipsburg, N. J., to Delaware River Bridge, a distance of .35 miles.

REMARKS.

Earnings and expenses included in report of The Lehigh and Hudson River Railway Company.

P. O. address of the above company—Warwick, N. Y.

State of New York, Orange county, *ss.*—John Sayer, being duly sworn, on his oath says, that he is Treasurer of The South Easton and Phillipsburg Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are corrrect and true, to the bst of his knowledge and belief.

JOHN SAYER.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1912.

A. L. PERRY,
Notary Public.

[L. S.]

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THE SUSSEX RAILROAD COMPANY.

Capital stock paid in, ... $1,638,600 00

Cost of road and equipments, ... $1,919,522 60

Dividends paid during the year 1911, and how paid—None.

The road extends from Netcong, N. J., to Franklin, N. J., and branch from Branchville Junction to Branchville, a distance of 30.55 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers, ...	$66,228 29
Income from freight, ...	69,826 66
Income from other sources, ...	37,552 20
Total, ...	$173,607 15
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$143,664 27

P. O. address of the above company—90 West street, New York, N. Y.

State of New York, New York county, *ss.*—W. 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 1911 are correct and true, to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this sixteenth day of February, A. D. 1912.

LUDWIG R. MILLER,

[L. S.] *Notary Public, Appointed from Kings Co., Certificate filed in New York County.*

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ACCIDENTS.

March 18th, 1911—Montrose, Laura, trespasser, walking on side track in same direction as train and stepped over on main track in front of engine; struck; cut on head. Newton.

June 12th—Ike, William, trespasser, attempted to get on moving freight train; struck and fatally injured. Lehigh and Hudson train 638, engines 884 and 65. Andover.

December 23d—Whittaker, Charles, trespasser, was run over and killed by train No. 363. Branchville.

THE TOMS RIVER RAILROAD COMPANY.

Capital stock paid in, ... $240,000 00

The road extends from Lakehurst to Toms River, a distance of 7.57 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

THE TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

Capital stock paid in, ... $75,300 00

The road extends from Toms River to Barnegat, a distance of 14.71 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY AND TRENTON, LAWRENCEVILLE AND PRINCETON EXTENSION RALROAD COMPANY.

Capital stock paid in—Trenton, Lawrenceville and Princeton, $200,000; Trenton, Lawrenceville and Princeton Extension, $50,000,	$250,000 00
Bonded debt—Trenton, Lawrenceville and Princeton Railroad Company,	100,000 00
Floating debt (advanced by N. J. and Penna. Traction Co.),	57,655 99
Cost of road and equipments,	$407,655 99

Dividends paid during the year 1911, and how paid—None.

The road extends from Trenton, N. J., to Stony Brook, a distance of 9.59 miles.

Trenton, Lawrenceville and Princeton Extension Railroad Company, from Stony Brook to Princeton, 1.44 miles. Total, 11.03 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$44,616 03
Income from freight,	8,835 92
Income from other sources—None.	
Total,	$53,451 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$38,050 50

REMARKS.

Entire capital stock and bonds owned by New Jersey and Pennsylvania Traction Company, and earnings and expenses in-

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cluded in acounts of said company; expenditures shown above being pro-rated on track mileage basis.

P. O. address of the above company—Care of New Jersey and Pennsylvania Traction Company, Trenton, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Wm. Redwood Wright, being duly sworn, on his oath says, that he is President of the Trenton, Lawrenceville and Princeton Railroad Company, and Trenton, Lawrenceville and Princeton Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

WM. REDWOOD WRIGHT.

Sworn and subscribed before me, this twenty-eighth day of February, A. D. 1912.

J. H. RHOADS,
[L. S.] *Notary Public,*
Commission Expires April 16th, 1915.

ACCIDENTS.

No accidents resulting in loss of life during the year.

TRENTON TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$15,000 00
Bonded debt,	15,000 00
Floating debt—None.	
Cost of road and equipments,	30,000 00

The road extends from Olden avenue and Liberty street, Trenton, to Trenton and New Brunswick Railroad, a distance of seven-eighths miles.

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It is leased to the Camden and Trenton Railway Company at an annual rental of $1,000 per year.

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

State of New Jersey, Mercer county, *ss.*—Mitchell B. Perkins, being duly affirmed, on his oath says, that he is Treasurer of the Trenton Terminal Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

MITCHELL B. PERKINS.

Affirmed and subscribed before me, this twelfth day of January, A. D. 1912.

OWE W. KITE,
N. P. of N. J.

THE TUCKERTON RAILROAD COMPANY.

Capital stock paid in,	$552,241 54
Bonded debt,	100,000 00
Floating debt,	5,446 60
Cost of road and equipments,	$639,371 91

Dividends paid during the year 1911, and how paid—None.

The road extends from Whitings, N. J., to Tuckerton, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$36,070 26
Income from freight,	40,518 78
Income from other sources,	5,817 34
Total,	$82,396 38
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$76,571 31

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P. O. address of the above company—Tuckerton, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Richard Ashhurst, being duly sworn, on his oath says, that he is President of the Tuckerton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST,
President.

Sworn and subscribed before me, this second day of February, A. D. 1912.

JOHN STOCKBURGER,
[L. S.] *Notary Public,*
Commission Expires January 21st, 1915.

ACCIDENTS.

None.

UNION TRANSPORTATION COMPANY, LESSEES OF PEMBERTON AND HIGHTSTOWN RAILROAD.

Dividends paid during the year 1911, and how paid—Two and one-half per cent. paid February 12th, 1911, $506.25; two and one-half per cent. paid August 12th, 1911, $506.25.

The road extends from Pemberton to Hightstown, a distance of 24.42 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$45,564 00
Income from freight,	27,734 86
Income from other sources,	9,791 43
Account due,	1,268 00
Total,	$84,358 29

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	82,351 50
	$2,006 79
Dividend,	1,012 50
Profit,	$994 29

P. O. address of the above company—New Egypt, N. J.

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 and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me, this thirteenth day of February, A. D. 1912.

W. SCOTT CHAFEY,
Notary Public.

[L. S.]

THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

Capital stock paid in,	$21,240,400 00
Bonded debt,	20,000,000 00
Cost of road and equipments,	$67,778,829 53

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 458.68 miles; also the canal from Bordentown to New Brunswick, 44 miles, and feeder 22 miles, in all 66 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum per annum on the capital stock and the interest on its bonds, organization expenses, taxes, etc.

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, Essex county, *ss.*—Thomas Oakes, being duly sworn, on his oath says, that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

THOS. OAKES,
President.

Sworn and subscribed before me, this ninth day of February, A. D. 1912.

JOHN M. HAGUE,
[L. S.] *Notary Public, N. J.*

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$13,071,178 99
Income from freight,	18,534,587 90
Income from other sources,	7,147,078 54
Total,	$38,752,845 43
Expenditures during the year for working the road, including repairs, maintenance of way, motive power and contingencies,	40,865,423 54
	$2,112,578 11
Dividends paid during the year 1911, and how paid—Ten per centum on capital stock paid quarterly by the Pennsylvania Railroad Company,	$2,124,040 00

P. O. address of this company—P. O. Box 236, Trenton, N. J.

ACCIDENTS.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.

January 7th, 1911—Michael Breen, killed at South Elizabeth, N. J. Light engine, F. C. Masters, engineer.

January 15th—August Ellenberg, killed at Monmouth Junction, N. J. H. P. Everitt, conductor; P. F. McGovern, engineer.

January 20th—Michael Smith, killed at South Elizabeth, N. J. D. B. Tice, conductor; F. C. Crispin, engineer.

January 31st—Jos. Ferreva, injured at Waldo avenue, Jersey City, N. J. J. Fitzgerald, conductor; A. Rodgers, engineer.

February 11th—Antonio Bodsinger, killed at Princeton, N. J. B. Gray, conductor; M. Montgomery, engineer.

March 29th—Emanuel Kaufman, killed at New Brunswick, N. J. W. H. Merritt, conductor; B. F. Smith, engineer.

May 11th—Thomas Reddy, injured at Marion, N. J. F. Keenan, conductor; T. A. Hallman, engineer.

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August 3d—H. R. Steele, killed at Linden, N. J. E. E. Bossert, conductor; E. Wright, engineer.
September 13th—Daniel Salter, killed at Newark, N. J. H. C. Rebun, conductor; C. E. Bush, engineer.
September 27th—Alfred Olsen, fatally injured at Harrison, N. J. Light engine, W. H. Peabody, Jr., engineer.
October 29th—Charles Cox, injured at Deans, N. J. B. Howarth, conductor; J. Doak, engineer.
November 10th—Johan Skulnct, killed at Lawrence, N. J. C. Womelsdorf, conductor; D. Voorhees, engineer.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

January 6th, 1911—L. Posomiskisky, injured at Waldo avenue, Jersey City, N. J. J. Fitzgerald, conductor; A. Rodgers, engineer.
January 31st—Stephen Reyback, injured at Trenton, N. J. Unknown train.
February 3d—W. F. Gulzow, injured at Jersey City, N. J. (N. Y., S. & W. train). Charles Lotta, conductor; P. R. Dixon, engineer.
February 14th—Leavitt James, injured at Manhattan Transfer. J. H. Knowles, conductor; B. F. Twible, engineer.
February 18th—W. J. R. Johnson, injured at Princeton, N. J. W. C. Catterell, conductor; B. M. Lupton, engineer.
February 19th—A. S. Gomba, M.D., injured at Manhattan Transfer. C. Campbell, conductor; E. Reynolds, engineer.
March 21st—William Jackson, injured at Trenton, N. J. J. Shultz, conductor; C. Stickle, engineer.
March 27th—George Dunn, injured at Meadows, N. J. F. Olmstead, conductor; A. M. Spicer, engineer.
May 1st—William Clower, injured at Trenton, N. J. Unknown train.
May 14th—Isaac Taylor, injured at Millham Junction, Trenton, N. J. J. A. Willis, conductor; H. A. Claflin, engineer.
June 24th—Unknown man, killed at Elizabeth, N. J. W. H. Merritt, conductor; M. K. Parker, engineer.
August 17th—Chester Harding, injured at Lawrence, N. J. W. V. Fenton, conductor; J. J. Sankey, engineer.
August 26th—James Gilmore, injured at Newark, N. J. G. T. West, conductor; W. E. Powers, engineer.
September 14th—William Pryor, injured at Princeton Junction, N. J. R. Kitchen, conductor; J. Kelley, Jr., engineer.
September 15th—Patrick Duffy, injured at Jersey City, N. J. E. C. Cline, conductor; C. T. Barnes, engineer.
September 28th—Joseph F. Reed, injured at Trenton, N. J. H. C. Laird, conductor; W. Lacy, engineer.
October 29th—James Devlasin, injured at Trenton, N. J. H. H. Clayton, conductor; C. V. Eastmond, engineer.
November 24th—John Hanley, injured at Waldo avenue, Jersey City, N. J. T. H. Carroll, conductor; C. H. Van Dusen, engineer.

Persons Found Killed or Injured Lying on Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Jump On or Off Moving Trains. (Circumstances, Train, Engineman or Conductor—Unknown.)

April 15th, 1911—Martin Hennessy, injured at Newark, N. J.
May 2d—Unknown colored man, killed at New Brunswick, N. J.
May 30th—Unknown man, killed at Plainsboro, N. J.
July 2d—Charles Dougherty, killed at Newark, N. J.
July 14th—John Groves, killed at Trenton, N. J.
July 16th—Jesse Wolverton, killed at Elizabeth, N. J.

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July 18th—Daniel Morton, injured at New Brunswick, N. J.
August 6th—Unknown man, killed at South Elizabeth, N. J.
August 6th—Unknown man, killed at Lawrence, N. J.
August 30th—Unknown man, killed at Waverly, N. J.
October 1st—Unknown man, killed at Elizabeth, N. J.
November 12th—John Ward, killed at Waverly, N. J.
November 12th—Unknown man, killed at Franklin Park, N. J.
December 14th—Unknown man, killed at Metuchen, N. J.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

February 6th, 1911—Andrew Kellet, killed at Manhattan Transfer, Harrison, N. J. W. A. Boulton, conductor; R. A. Blake, engineer.

February 11th—Michael Duvak, killed at Rahway, N. J. Light engine. J. M. Geissinger, engineer.

September 15th—Taylor Rasmussen, killed at Princeton Junction, N. J. L. Terhune, conductor; G. V. Plant, engineer.

October 20th—Henry Walraven, killed at Marion, N. J. L. J. Haggerty, conductor; J. Farley, motorman.

December 12th—Mrs. George Edgars, killed at Linden, N. J. C. E. Petty, engineer; S. J. Robertson, conductor.

Persons Other Than Employes Killed or Injured in Other Ways Than as Stated Above.

January 8th, 1911—Mrs. L. Zimmerman, fell while alighting from train No. 417 at Newark, N. J., and sustained abrasion of leg (R). C. Campbell, conductor; F. H. Overbaugh, engineer.

January 10th—Charles Shaw, fell from freight train while stealing a ride at Waverly, Newark, N. J., sustaining severe contusions of body, face and hands. Unknown train.

January 23d—Elijah Hoffman, fell from freight cars while drilling cars on Hudson street extension at Essex street, Jersey City, while driving horses. Right hand crushed. J. L. Knaus, conductor. (Horses.)

January 25th—W. A. Mellon, fell while alighting from train No. 291 at Trenton, N. J., sustaining sprain of right ankle. W. B. Van Dusen, conductor; J. Cain, engineer.

February 7th—Mrs. Von Mitzel, Leroy A. Hillman. Collision between train No. 24, engine No. 700, and light engine No. 3157, from train No. 24, at Trenton, N. J. Slight shock sustained by these two passengers. T. A. Cosgrove, conductor; Wm. Powers, engineer.

February 15th—John Hay, while train No. 16 was crossing from No. 1 to No. 2 track at Millstone Junction, this man's hand was caught in the jamb of the toilet door of car in train and bruised. B. S. Quinland, conductor; J. N. Cook, engineer.

February 23—John Bartow, alighting from engine No. 2410, L. V., at Waldo avenue roundhouse, Jersey City, he was caught between wall of engine house and engine, having ribs crushed. Light engine. H. Seall, L. V. engineer.

February 28th—N. Pantaki, while alighting from train No. 363 at Newark, had his right hand caught in jamb of door and bruised. W. Skevington, conductor; Charles Ebe, engineer.

March 9th—S. M. S. Alexandrowitcz, thrown from train No. 339 and killed at Manhattan Transfer, Harrison, N. J., while crossing from one car to another. W. C. Osborne, conductor; C. A. Thomas, engineer.

May 8th—Jas. Robertson, while being carried to sleeper of train No. 21 on sleeper stretcher, the porter accidentally dropped his end and allowed this man's head to come in contact with floor of car at Elizabeth, N. J., causing incised wound of forehead. R. B. Duncan, conductor; J. Boehm, engineer.

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May 14th—Herbert Meade, fell while getting off circus cars standing in South Broad street yard, Newark, N. J., and sustained contusion of right hip. No engine attached to cars at time.

May 20th—Mrs. Jennie Weinthal, fell while alighting from train No. 331 at Market street, Newark, N. J., and bruised left knee. W. H. McGrath, conductor; R. W. Walker, engineer.

June 1st—Louis C. Green, struck and killed by through train No. 72 while standing on platform at Elizabeth, N. J., waiting for local train. J. L. Riland, conductor; E. F. Godfrey, engineer.

June 8th—Mrs. E. W. Howard, fell while alighting from train No. 0122 at Jersey City station and sustained abrasion on left side of face. T. C. Morse, conductor; J. H. Mason, engineer.

June 24th—Albert Starlitt, struck by glass from window broken by some unknown object as train was passing Princeton Junction; slight cut under eye. C. W. Parks, conductor; H. Martindale, engineer.

July 1st—Louis Silkin, while raising window on L. V. train No. 609 at Jersey City station, the window dropped on and bruised his left hand. ————, conductor; ————, engineer.

July 3d—Patrick Alfano, fatally injured in consequence of being caught between two cars after releasing brakes on two coaches standing on incline in Alling street yard, Newark, N. J.; Modoc train. T. J. Wells, conductor; F. C. Voget, engineer.

July 4th—George Daul, hand cut in consequence of breaking glass while trying to raise window of coach in L. V. train No. — (extra excursion). ————, conductor; ————, engineer.

August 5th—John Sharlin, fell while alighting from train No. 342 at Jersey City station, and sprained left knee. C. S. Neal, conductor; W. Gurney, engineer.

August 8th—Emfred Swanson, slight bruise on cheek in consequence of being struck by window glass, broken by stone ballast, at Trenton, N. J.; train No. 21. H. K. Mead, conductor; W. Smith, engineer.

August 18th—Mrs. Aug. Kossow, slight cut over left eye in consequence of being struck by window glass broken by stone thrown by boy at "RU," Jersey City, N. J.; train No. 943. E. L. Freeman, conductor; J. A. VanNuys, engineer.

August 29th—Miss E. Ackerman, fell while alighting from train No. 307 at Newark, Market street station, and sustained sprain of left ankle. A. V. Bergen, conductor; J. J. Hubbs, engineer.

September 10th—Miss Margaret Fox, stepped between car and platform while alighting from train No. 0159 at Manhattan Transfer, Harrison, N. J. Left leg bruised. T. C. Morse, conductor; J. Brophy, engineer.

September 28th—Miss Grace Parker, while alighting from train No. Ex. 2775, passenger had hand bruised by being caught in jamb of door, at New Brunswick, N. J. E. C. Reynolds, conductor; J. J. Peterson, engineer.

October 19th—James Scott, while attending to live stock, door of car fell on his foot at Adams Express dock, Jersey City, N. J. C. H. Bowman, conductor; J. Shannon, engineer.

October 24th—J. Lapler, while alighting from train No. 470 at Elizabeth, door closed on and bruised his right hand. J. R. Thatcher, conductor; W. Cooper, engineer.

October 27th—Chas. Lavine, while standing on Trenton station platform he was struck on right foot by ballast, on account of pony truck cover of wheel of engine 1031, train No. 489, coming off. J. H. Knowles, conductor; W. Cooper, engineer.

November 24th—Miss C. Bierburner, Mrs. E. Coffrey, sustained abrasions about the body in consequence of being thrown down in car when engine No. 240, light with cabin car, collided with rear end of train No. 367 at Market street station, Newark, N. J. J. B. M. Book, conductor; R. B. Pidcock, engineer.

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December 3d—J. J. Jeffries (colored), sustained an abrasion under left eye in consequence of being struck by glass due to window being broken by stone ballast at Monmouth Junction, while taking water; train No. 119. R. B. Duncan, conductor; J. Voorhees, engineer.

December 15th—Mrs. Edw. Mahar, after alighting from train No. 301 on No. 3 track, in crossing to station platform, she tripped and fell over rail of No. 4 track, and sprained left knee. Wm. Gee, conductor; J. Hubbs, engineer.

December 25th—Mrs. Harriet Denike, alighting from train No. 113 at Trenton, N. J., she tripped and fell over her skirt, sustaining contusion on right knee. R. W. Gamble, conductor; G. R. Roe, engineer.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.

January 3d, 1911—J. Kaminski, injured at Waldo avenue, Jersey City, N. J. M. Duffy, conductor; J. A. Willis, engineer.

January 28th—J. A. Henry, injured at Waverly, Newark, N. J. C. E. Bryant, conductor; W. A. Patton, engineer.

January 31st, J. Fitzgerald, injured at Waldo avenue, Jersey City, N. J. J. Fitzgerald, conductor; E. Rose, engineer.

March 22d—A. J. Hoffer, injured at Meadows yard. A. Schirle, conductor; F. H. Silvers, engineer.

May 15th—K. L. Reese, injured at Waverly yard, Newark, N. J. J. L. Reese, conductor; J. S. VanNostrand, engineer.

May 16th—A. G. Hoffer, injured at Meadows yard. Daniel Reck, conductor; Thomas Cody, engineer.

May 17th—W. J. Daly, injured at Waldo avenue, Jersey City, N. J. P. McGovern, conductor; J. J. Shannon, engineer.

June 6th—W. A. Cuertern, killed at Waverly yard, Newark, N. J. Peter Herler, conductor; J. S. VanNostrand, engineer.

June 28th—Jas. Gropp, injured at Meadows yard. H. S. Kimble, conductor; E. Hubes, engineer.

July 3d—W. A. Brady, injured at Waverly yard, Newark, N. J. J. V. M. Book, conductor; R. B. Pidcock, engineer.

July 8th—M. J. Cusick, injured at Jersey City yard. M. Duffy, conductor; F. H. Gaul, engineer.

July 23d—C. P. Terhune, injured at Meadows yard. F. L. Hellings, conductor; S. Hafner, engineer.

July 27th—Gus Muller, injured at Jersey City, N. J. Wm. Welsh, conductor; R. Van Sickle, engineer.

July 28th—F. W. Wolfert, injured at Jersey City, N. J. W. F. Thomas, conductor; W. Gardner, engineer.

July 28th—C. J. Kenner, injured at Trenton, N. J. C. J. Kenner, conductor; C. R. Stiner, engineer.

July 28th—R. N. Cruser, injured at Trenton, N. J. T. C. Wharton, conductor; W. H. Miller, engineer.

August 10th—T. H. Vandegrift, injured at Trenton, N. J. C. A. Hall, conductor; W. Willetts, engineer.

August 18th—E. M. Applegate, injured at Manhattan Transfer, Harrison, N. J. Light motor engine. G. Groom, motorman.

October 1st—E. A. Geschwandtner, injured at Trenton, N. J. E. L. Pettinger, conductor; C. R. Stiner, engineer.

October 3d—Henry Ennis, injured at Newark, N. J. T. J. Wells, conductor; F. C. Voget, engineer.

October 8th—Alex. Caldwell, injured at Jersey City, N. J. Light engine. H. R. Rue, engineer.

October 18th—C. C. McGinty, injured at Waverly, N. J. G. N. Moore, conductor; J. Walker, engineer.

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October 19th—Peter Kubis, injured at Millstone Junction, N. J. W. R. Trimmer, conductor; M. J. Malone, engineer.

November 15th—H. B. Chase, injured at Meadows, N. J. J. F. Mack, conductor; W. VanWart, engineer.

November 18th—James Brown, injured at Waverly, N. J. Jas. Brown, conductor; W. H. Abos, engineer.

November 25th—Daniel Kilfoyle, killed at Jersey City, N. J. Daniel Kilfoyle, conductor; W. Michler, engineer.

November 26th—W. J. Daly, injured at Waldo avenue, Jersey City, N. J. (Brakeman) ————; E. Luckenbill, L. V. engineer.

November 29th—T. H. Flanagan, injured at Newark, N. J. W. A. Boulton, conductor; H. G. Quigley, engineer.

December 4th—Matthew Duffy, injured at Jersey City yard. M. Duffy, conductor; W. Gardner, engineer.

December 7th—J. Tykwienski, killed at Waverly yard, Newark, N. J. G. W. Stewart, conductor; G. C. Moot, engineer.

December 1st—F. B. Matthews, injured at Waldo avenue, Jersey City, N. J. Light engine. F. B. Matthews, engineer.

Employes Killed or Injured by Accident, as Stated.

January 4th, 1911—J. F. Jones, assisting in taking water at Waverly, he fell partly into the tank, left knee sprained. E. J. Armstrong, conductor; C. P. McKee, engineer.

January 5th—R. B. Sexton, attempted to board moving train and missed footing, falling to the ground, sustaining abrasions about body and hands. J. V. M. Book, conductor; F. L. Miller, engineer.

January 7th—E. M. Applegate, after taking water at Monmouth Junction, this man slipped and fell from the tender, slightly spraining right shoulder. David Wilson, conductor; J. Sweeney, Jr., engineer.

January 11th—F. C. Bayer, a piece of coal fell from tender of engine, train No. 46, and struck him in back of head at Monmouth Junction, N. J. S. A. Stokes, conductor; E. J. Thompson, engineer.

January 23d—Jacob Heidinger, Jr., after being relieved at Elizabeth, N. J., he jumped from engine, crossed the tracks and was struck and killed by westbound passenger train No. 51. Theo. Goble, conductor; J. T. Monaghan, engineer.

January 24th—George P. Dodd, seized with vertigo and fell from the top of tender of engine No. 1413 on storage track at Manhattan Transfer, Harrison, N. J., and sustained fracture of right arm. C. E. Davis, conductor; O. Eldridge, engineer.

January 25th—G. H. Waterhouse, slipped and fell from the top of engine tender, No. 1064, while sweeping coal from manhole, and sustained severe contusions, at Trenton, N. J. C. H. Rich, conductor; J. H. McElroy, engineer.

January 25th—J. F. Christman, slipped and fell while alighting from train No. 302 at Jersey City station, fingers of right hand crushed. L. W. Wickward, conductor; O. Shipley, engineer.

February 11th—A. T. Meyer, while train No. 25 was en route, he leaned out of baggage car to observe the performance of journal on rear trucks of the car and his head came in contact with dwarf signal located at the east end of westbound platform at Manhattan Transfer, Harrison, N. J., laceration of scalp. F. Farber, conductor; C. W. Huggins, engineer.

February 24th—Chas. J. Kenner, fell while alighting from car at Trenton, N. J., in consequence of stepping on a piece of ballast, spraining ankle. J. Rambo, conductor; C. R. Stiner, engineer.

February 25th—Edw. F. Ryan, struck by cars while standing too close to track at Waverly yard, Newark, N. J., and toes of both feet mashed. F. W. Voorhees, conductor; G. C. Moot, engineer.

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February 26th—Thomas McCarthy, while alighting from Modoc train in motion at Waverly yard, he ran into another man, was thrown down and heel of right foot bruised. A. C. Rothbacker, conductor; E. A. Titman, engineer.

February 27th—A. F. Wahler, slipped on apron of engine No. 582, while putting coal on fire of the engine, and wrenched back, at Waverly, N. J. R. Wyckoff, conductor; J. W. Graham, engineer.

March 1st—W. C. Arnold, slipped and fell while alighting from steam chest of engine at Waldo avenue, Jersey City, and left knee cap bruised. Light engine. ———, conductor; W. C. Arnold, engineer.

March 6th—Lucas Unckig, struck and killed by train No. 16, while cleaning switches at Manhattan Transfer, Harrison, N. J. T. J. Thomas, conductor; C. H. Traphagen, engineer.

March 7th—Edgar Wilson, struck by handle of scoop while taking water at Monmouth Junction, N. J. T. C. Morse, conductor; J. H. Toms, engineer.

March 15th—W. H. Lewis, struck by glass from window of cab due to same being broken by some unknown object protruding from train on adjacent track at Marion, N. J. J. A. Kennan, conductor; F. Sealers, engineer.

March 16th—Jos. F. Sweeney, M. F. Coggan, shocked while standing in cabin car in consequence of train, extra freight, engine 56, running into open switch on Headden track, Marion, N. J. C. Wanzenreid, conductor; J. F. Sweeney, engineer.

March 21st—Cresenzo Manetta, struck and killed by train No. 392 while working on tracks east of Manhattan Transfer, Harrison. J. M. Curran, conductor; J. J. Eastmond, engineer.

March 29th—C. E. Gordy, while leaning out of cab window looking for signals, he was struck by hose from standing pipe at Millstone Junction, N. J. Michael Meder, conductor; H. Claflin, engineer.

April 7th—J. M. Milligan, while leaning out of cab window looking for signals, struck on arm by car door swinging from car on adjacent track at Metuchen, N. J., arm bruised. E. Booth, conductor; G. Holmes, engineer.

April 9th—R. H. Ward—While taking water at Rahway from standpipe, he overbalanced and fell from tender of engine, fracturing rib on right side. A. C. McCardell, conductor; C. S. Miller, engineer.

April 22d—C. J. Hefferman, had hand on brake wheel and when engineman applied air the wheel flew around, bruising his right hand, at Millstone Junction. C. W. Hoffman, conductor; W. Stahle, engineer.

April 23d—Andras Nagy, struck and killed by train No. 11, while standing too close to the edge of the westbound platform at Monmouth Junction station. H. C. Naylor, conductor; G. Wolverton, engineer.

April 28th—August Merean, struck and killed by extra 689 while working on tracks at Waverly yard, Newark, N. J. T. Snyder, conductor; A. J. Dorwart, engineer.

April 29th—J. Francisco, Jr., struck and killed by train No. 11 while patrolling tracks at Waverly yard, Newark, N. J. H. P. Everitt, conductor; J. O. Young, engineer.

April 29th—Luigi Armelico, standing too close to track, train No. 3359, light engine and cabin, struck claw bar he was carrying, contusion right side of head, Meadows, N. J. Light engine. ———, conductor; W. S. Laird, engineer.

April 30th—John Stark, attempted to alight from Modoc while in motion, at Trenton, N. J., and fell, sustaining laceration of right hand. A. Berrien. conductor; J. G. Bell, engineer.

May 1st—E. H. George, sprinkling down coal, hose came from fastening and hot water scalded him about left leg, at New Brunswick, N. J. D. Wilt, conductor; P. A. C. Nygaard, engineer.

May 18th—Pietro Sgro, while working on tracks, struck on right hand by piece of ballast thrown by train No. 68, at Princeton Junction, N. J. W. J. Thomas, conductor; W. Furnan, engineer.

May 20th—J. J. Kennedy, opening window of coach in train No. 339 at Jersey City, N. J., broke same and cut right wrist. W. Skevington, conductor; B. F. Twible, engineer.

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May 22d—C. W. Kennedy, while taking water at Monmouth Junction, water scoop flew up and struck him on the right hand, bruising same, train No. 116. C. A. Buggy, conductor; F. A. Blakesly, engineer.

May 25th—Amos F. Waters, while attempting to board his train in motion at Metuchen, N. J., he came in contact with fence at end of platform, sustaining sprain of left knee. A. F. Waters, conductor; F. Springstead, engineer.

May 28th—E. E. Wright, while flagging crossing at Rahway he was struck by ballast thrown by some unknown passing train. Train unknown.

May 31st—G. Lamarco, attempted to alight from train No. 217 at Trenton, while in motion, and fell, sustaining fracture of right arm. E. C. Ayers, conductor; J. Lyons, engineer.

June 5th—C. C. Madenford, attempted to lower scoop with foot while taking water at Monmouth Junction, train No. 58, and same rebounded, bruising left foot. G. W. Valentine, conductor; J. Callahan, engineer.

June 5th—C. C. Madenford, attempted to lower water scoop with his foot at Monmouth Junction, train No. 28, same rebounded and bruised his left foot. G. W. Valentine, conductor; J. Callahan, engineer.

June 7th—A. R. Monfort, struck and killed by train No. 22 while repairing signal wires in tracks at Newark, N. J. T. A. Brooks, conductor; I. A. Decker, engineer.

June 8th—J. F. Kiernan, fell from extra 2589 at Deans, N. J., while looking for signals, due to curtain rods pulling out, sustaining scalp wounds and abrasion. J. J. Healy, conductor; M. J. Mitchell, engineer.

June 10th—J. J. Kellett, struck by girders of overhead structure at Harrison, N. J. (new line), while adjusting ice doors on car, right ear lacerated. D. H. Scully, conductor; W. VanMiddleswirth, engineer.

June 11th—J. M. Smith, slipped and fell while alighting from extra 689 at Trenton, N. J., spraining right ankle. J. M. Smith, conductor; G. Stoner, engineer.

June 13th—A. Campbell, turned on and sprained left ankle while alighting from train No. —, extra freight, engine 5326, at Rahway, N. J. H. A. Dugan, conductor; A. Campbell, engineer.

June 14th—B. Hohman, struck by breast beam of engine No. 2995 at Jersey City yard, while drilling cars, and sustained contused wound on back. I. Shultz, conductor; G. M. Kern, engineer.

June 17th—W. J. Jordan, fell from engine No. 200 while filling headlight with oil, at Waldo avenue yard, Jersey City, abrasion of right arm. W. P. Roome, conductor; P. Metz, engineer.

June 18th—George Mount, slipped and fell while crossing between two cars at Meadows yard, sustaining sprain of right ankle. Geo. Mount, conductor; G. J. Albright, engineer.

July 2d—Edward Arnold, left leg bruised in collision between train No. 154, empty, and drill engine No. 2504, at Jersey City passenger yard. J. W. McDermott, conductor; H. H. Blare, engineer.

July 3d—Leroy White, thrown to floor of coach when a trespasser released brakes on Modoc coaches standing on incline at Alling street yard, Newark, causing them to collide with other coaches, scalp abrased. T. J. Wells, conductor; F. C. Voget, engineer.

July 13th—R. B. Sexton, while alighting from train at Trenton, N. J., he stepped on piece of loose ballast and sprained ankle of right foot. J. Rambo, conductor; C. H. Stiner, engineer.

July 16th—I. R. Walton, killed; J. L. Hopkins, contusion on head; collision between light engine No. 799 and extra freight train, engine 2544, at Waverly yard, Newark. B. F. Wiltse, conductor; E. C. Williams, engineer.

July 25th—W. D. Whiteneck, alighting from engine No. 1435, in motion, he fell against the switchman's shanty at Jersey City yard, spraining right shoulder. Light engine. ————, conductor; A. Young, engineer.

July 26th—F. H. Gaul, left hand bruised while shaking grates of engine No. 251, in consequence of grate slipping off shaker stub, at Jersey City yard. Light engine. ————, conductor; F. H. Gaul, engineer.

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July 30th—H. H. Schaffer, overbalanced and fell, spraining knee, when air was applied in stopping train at Barracks yard, Trenton, N. J. H. H. Schaffer, conductor; C. M. Young, engineer.

July 31st—Jos. Thompson, struck and killed by train No. 1067 (passenger extra), while walking on tracks on his way to work, Marion, N. J. M. J. Hanlon, conductor; W. Sanford, engineer.

August 4th—J. C. Valone, strained back while lifting water scoop on engine 839 at Monmouth Junction, N. J., after taking water. J. Casey, conductor; J. L. Moore, engineer.

August 7th—R. W. Knight, while alighting from car, in train about coming to a stop, this man slipped and fell when the air was applied, at Waverly yards, Newark, and sprained right knee and left shoulder. R. W. Knight, conductor; J. J. Dooley, engineer.

August 8th—B. F. Hallock, while alighting from tank of engine No. 112, tripped over tie and fell, spraining right knee, in Jersey City passenger yard. O. H. Bowman, conductor; J. J. Shannon, engineer.

August 22d—E. P. Griffin, handling baggage on train No. 71 at Elizabeth, N. J., trunk fell on and bruised his right foot. J. E. Donahue, conductor; G. W. Dougherty, engineer.

August 28th—E. Geschwandtner, slipped and fell while boarding train No. —, extra 2089, freight, and sustained contusions of head and abdomen, at Trenton, N. J. H. B. Rue, conductor; R. O. Stillman, engineer.

September 1st—C. X. Decker, slipped and fell from train No. 222, enroute, at Jersey City, N. J., "RU," while adjusting marker lamps, and sustained injuries of knees and scalp. L. A. Allen, conductor; C. A. Thomas, engineer.

September 2d—Camille Lang, slipped and fell while boarding moving engine No. 5289, spraining left shoulder, at Waverly yards, Newark, N. J. W. H. Sullivan, conductor; C. S Miller, engineer.

September 4th—J. W. Hickey, boarding train No. 494 at Manhattan transfer, Harrison; trap door flew up, causing him to fall and bruise left hand. R. Thorp, conductor; J. B. Steitz, engineer.

September 8th—J. J. Matthews, slipped on apron of engine No. 965 and fell, spraining back, at Jersey City station. L. Hampton, conductor; R. W. Walker, engineer.

September 10th—H. H. Neff, sustained sprain of ankle in jumping from extra 773, in collision between that train and extra 2554 at the Hackensack freight bridge, Meadows, N. J. W. Trimmer, conductor; H. S. Burroughs, engineer.

September 10th—M. J. Murphy, struck by engine No. 1657 while crossing tracks at Warren street, Jersey City, N. J. Contusions of hip, arms and legs. Light engine. ————, conductor; O. Hardy, engineer.

September 13th—H. H. Schaffer, thrown off balance while standing in cabin car of freight train N-12, at Deans, N. J., and sprained right knee. H. H. Schaffer, conductor; C. M. Young, engineer.

September 19th—W. J. Fanning, while working in pit at Manhattan transfer he was struck by cover of pit which had been placed too near tracks and struck by engine No. 1657. Abrasion over right eye. J. J. Keegan, conductor; O. Hardy, engineer.

September 20th—Chas. Scobbia, struck and killed by extra 2430 while working on tracks at Iselin, N. J. G. M. Stoll, conductor; J. Pennypacker, engineer.

September 22d—J. C. Granger, struck by cabin car, shunted by engine 315, while working on tracks at Marion, N. J. Laceration of face and hands.

September 23d—W. J. Shanophy, slipped and fell while alighting from some unknown engine at Waldo avenue, and face bruised.

September 23d—E. N. Jimmerson, tripped and fell while throwing switch at Fourth street, Harrison, N. J., bruising left knee. J. T. Brady, conductor; J. D. Manning, engineer.

September 24th—F. D. Meyers, struck by overhead structure at Fourth street, Harrison, N. J., while standing on top of a box car, Harrison, N. J.,

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Centre Street branch. Laceration of head. J. T. Brady, conductor; J. D. Manning, engineer.

September 29th—F. DeAngelo, struck and killed by train No. 126, while working on tracks, at Trenton, N. J. F. Minster, conductor; J. K. Niece, engineer.

October 4th—D. Cardinale, struck on cheek and bruised by washer supposed to have fallen from train, extra freight engine 249, at Trenton, N. J. F. D. Priest, conductor; G. R. Huber, engineer.

October 5th—C. E. Smith, while handling baggage on train No. 49 at Newark, N. J., piece fell on and bruised right thumb. H. P. Everitt, conductor; C. Blumer, engineer.

October 5th—Sandor Csigi, killed while boarding an unknown train at Metuchen, N. J. (Not on duty.)

October 10th—M. J. Cahill, frame in cab separated and broken glass, struck by impact, cut fireman about the face, near Monmouth Junction, train 31. T. A. Brooks, conductor; J. A. Decker, engineer.

October 14th—F. J. Benedict, struck by stone ballast thrown from some unknown train at Meadows, N. J., near "GY," and sustained severe contusion of right eye.

October 14th—Paolo Tripodi, struck and killed by train No. 491, at Princeton Junction, while working on tracks. J. Lyons, conductor; J. Peterson, engineer.

October 21st—H. Hickman, stepped on stone lying on top of car and sprained ankle, at Alling street yard, Newark, N. J. J. L. Howlett, conductor; W. Hutchinson, engineer.

October 25th—Jos. Chester, left Meadows shops without permission and was fatally injured while attempting to board freight train, engine 2845, at Marion, N. J. S. A. Stoekes, conductor; R. B. Kerlin, engineer.

October 27th—Janos Ducs, slipped and fell while boarding extra 2201 freight, at Deans, N. J. Killed. (Not on duty.) J. J. Healy, conductor; C. E. Petty, engineer.

October 31st—F. Culnen, struck in face by temporary scaffold at new work on Centre Street branch, Harrison, and face bruised. Martin Crane, conductor; C. P. McClees, engineer.

October 31st—F. R. Wyckoff, injured in consequence of being scalded, account deflector plate falling down on engine 2043, causing a back draft, at Elizabeth, N. J. R W. Knight, conductor; F. R. Wyckoff, engineer.

November 1st—C. A. Henning, turned on right ankle while alighting from car in freight train, at Harrison, N. J. J. T. Brady, conductor; J. D. Manning, engineer.

November 3d—C. Noonan, dropped apron of engine No. 631 on his right hand, bruising same, at Monmouth Junction, after the engine had taken water. J. E. Clothier, conductor; J. J. Peterson, engineer.

November 10th—Johan Daciow, struck and killed by AMD-1, engine 228, at Lawrence, N. J., while walking on tracks when not on duty. C. Womelsdorf, conductor; D. Voorhees, engineer.

November 11th—John Herman, struck and severely injured by N. Y., S. & W. train No. 522 while walking across tracks on his way home from work at Waldo avenue, Jersey City, N. J. H. Smith, conductor; J. Klopman, engineer.

November 14th—John Fabian, struck by reverse lever and sustained contusions left thigh and chest, account side rods of engine No. 2837 breaking, at Meadows yard. F. D. Priest, conductor; J. Fabian, engineer.

November 17th—H. A. Martindale, killed, in consequence of derailing of train No. 132; J. J. Ramsey, killed, engine No. 3364, at Monmouth Junction, N. J. C. C. Howard, conductor; H. A. Martindale, engineer.

November 17th—C. B. Puleston, hand bruised by Pullman porter closing door on same, while making announcements at Newark, N. J., train No. 21. W. H. Washer, conductor; M. G. Glendenny, engineer.

November 22d—Leon Ely, slipped and fell from top of car of freight train, engine 1404, at Deans, N. J., contused about body. J. V. Richardson, conductor; W. J. Rowan, engineer.

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November 30th—D. O. Scott, while looking for signals, struck on arm, left, by some unknown object protruding from engine No. 1028, at Linden, N. J. R. W. Easom, conductor; F. A. Searls, engineer.

December 12th—T. B. Wells, struck and fatally injured by train No. 105 while crossing tracks at Waverly on way to work. P. R. Dixon, conductor; W. J. Sherry, engineer.

December 13th—J. L. Lanz, struck and killed by light engine No. 1035 while crossing tracks at Trenton, N. J. ————, conductor; W. H. Tilton, engineer.

December 23d—C. A. Morgan, struck by train No. 23, and right arm broken, while standing between tracks 3 and 4 giving signals at Rahway, N. J. C. A. Morgan, conductor; C. E. Ebe, engineer.

December 30th—R. Vacarrella, struck and killed by light engine No. 683, with cabin, while working on tracks at Meadows, N. J., Hackensack bridge. W. B. Fenton, conductor; J. J. Sankey, engineer.

Memorandum—All of the above-mentioned enginemen and firemen are still in the employ of the Pennsylvania Railroad Company, with the exceptions of Enginemen H. A. Martindale and Isaiah R. Walton, and Conductors Daniel J. Kilfoyle and E. C. Reynolds, deceased.

Persons Killed by Trains While Crossing Tracks.

January 7th, 1911—Gertrude Lynch, killed at State street crossing, Camden. W. G. Morgan, engineer; T. A. Robertson, conductor.

March 15th—Miss Louisa Broker, killed at Palmyra. F. Dickson, engineer; J. B. Peterson, conductor.

June 22d—Norman Cottrell, killed near Runyon. E. H. King, engineer; W. L. Jobes, conductor.

Persons Injured by Trains While Crossing Tracks.

January 7th, 1911—John Lynch, injured about head and body. Elizabeth Lynch, badly bruised at State street crossing, Camden. W. G. Morgan, engineer; T. A. Robertson, conductor.

May 18th—Miss Marie Lippincott, foot sprained on crossing at Beverly.

June 22d—Joseph Cottrell, Mrs. Joseph Cottrell, both injured about head and body near Runyon. E. H. King, engineer; W. L. Jobes, conductor.

October 13th—P. B. Culver, injured about head and body at Helmetta. L. Jones, engineer; D. R. Blizard, conductor.

October 21st—Joseph E. Mogul, injured about head and body at Burlington. H. Crispin, engineer; C. A. Nesbitt, conductor.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

November 4th, 1911—William Cole, killed at South Amboy. Loaded car.

November 9th—Unknown man, killed near Delair. J. F. Boone, engineer.

December 12th—W. H. Harding, injured about head and body at South Amboy. Empty car.

Persons Killed or Injured by Other Causes.

January 2d, 1911—Mrs. W. R. Duffield, head injured by fall in station, Camden.

January 10th—Nathan Grashim, injured about arm and head getting off train at Pavonia. Frank Dixon, engineer; S. G. Crockford, conductor.

February 13th—Francis Kelly, leg fractured by fall at Bordentown.

April 8th—Mrs. Nichols, back injured by a fall getting off train, Palmyra. J. B. Watts, engineer; E. Deacon, conductor.

May 1st—Frank B. Jones, leg injured by fall in station at Camden.

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May 14th—Mrs. C. W. Morrow, hand injured by broken car window at Camden. H. Fine, engineer; J. Allen, conductor.

May 23d—Mrs. Mary B. Austin, back injured by fall alighting from train at Camden. Geo. Wilkinson, engineer; A. L. Johnson, conductor.

June 10th—Mrs. Kaura Kraut, ankle sprained getting off train, Camden. H. Fine, engineer; Jos. Dowell, conductor.

June 27th—J. S. Rice, knee injured by fall in station, Camden.

July 6th—Elizabeth M. Erquhart right arm bruised by fall getting off train, Camden. H. Swain, engineer; E. W. Slimm, conductor.

July 16th—Essie Smith, back and right leg injured by fall alighting from train, Beverly. W. B. Jobes, engineer; J. L. Richey, conductor.

July 30th—Mrs. Hay, injured about the head; Frank McGettigan, injured about the leg by a sudden stoppage of train, Camden. J. English, engineer; W. J. Clark, conductor.

July 27th—Mrs. G. W. Boggs, injured about hip while alighting from train at Palmyra. V. Walker, engineer; F. H. Dodd, conductor.

August 26th—Mrs. R. K. Banks, right leg injured by fall in train, Camden. R. Cashman, engineer; W. C. Montgomery, conductor.

September 4th—Walter Jones, both legs injured by falling from moving train near Edgewater Park. J. Lovett, engineer; J. J. A. Connel, conductor.

September 4th—Mrs. C. Jones, injured about the head and body by fall at station, Camden.

September 6th—Mrs. Chas. Buckholz, arm injured by fall at Camden.

September 11th—Mrs. Mary Augustine, right arm and right hand bruised by car window at Camden. W. B. Wilson, engineer; W. S. Miller, conductor.

September 28th—J. A. Mount, leg injured by fall alighting from train, Camden. W. Reynolds, engineer; W. N. Tapper, conductor.

December 6th—Mrs. M. C. Marsh, leg injured by fall while alighting from train at Jamesburg Junction. E. W. Cain, engineer; A. Davison, conductor.

December 6th—Mrs. T. Widmeyer, injured about the back by fall while alighting from train at Camden. E. S. Thomas, engineer; A. L. Johnson, conductor.

Persons Killed or Injured Getting On or Off Moving Trains.

January 7th, 1911—Margaret Toole, hand injured by fall jumping off at Camden. C. J. McClure, conductor.

May 10th—Herbert Stabler, legs crushed, body injured, jumping on at Pavonia. W. F. Lacy, engineer; F. Lewis, conductor.

June 19th—Richard Nelson, both feet crushed, jumping on at Cranbury. C. A. Jobes, engineer; H. B. McCue, conductor.

August 3d—Unknown man, killed jumping on at Riverside. J. B. Schuyler, engineer; H. Holloway, conductor.

September 4th—Miss E. Potter, right arm and shoulder injured, getting off at Jamesburg Junction. H. Trueax, engineer; D. R. Blizzard, conductor.

October 13th—Stacey Newcombe, knee injured, getting off at Camden. L. Sack, motorman; T. C. Sayres, conductor.

October 30th—Makali Borski, injured about head and body getting off at Burlington. J. B. Watts, engineer; E. Deacon, conductor.

November 28th—Gerardo Codone, left arm broken by fall getting on at Roebling. G. W. Morris, engineer; F. H. Dey, conductor.

December 4th—W. Miller, back injured jumping off at Riverton. J. Crowshaw, engineer; J. B. Peterson, conductor.

Employes Killed or Injured Coupling Cars.

November 16th, 1911—J. R. Frake, laborer, hand injured, Camden coaling station.

December 28th—C. R. Newell, freight brakeman, injured about head and body at Bordentown. J. B. Schuyler, engineer; W. R. Trout, conductor.

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Employes Killed or Injured by Other Causes.

January 1st, 1911—Alexander Wilson, laborer, thumb injured on car door at South Amboy.

January 3d—Maurice Quan, boilermaker, left ankle sprained by fall at Camden engine house.

January 4th—C. Schouten, freight brakeman, injured about head and shoulders, struck by overhead bridge at Cranbury. H. C. Smith, engineer; C. C. Connor, conductor.

January 4th—F. S. Smith, engine inspector, ankle sprained by fall at Camden engine house.

January 4th—John Jaskowiak, freight car repairman, right hand injured handling tools, at South Amboy.

January 4th—B. D. Watts, engineman, right shoulder sprained by slipping off engine, Pavonia.

January 8th—James Cleary, car checker, head injured by falling down embankment at South Amboy.

January 9th—Ezekiel L. Kille, flagman, right arm sprained releasing brakes at Pavonia. W. Lacy, engineer; F. Lewis, conductor.

January 10th—James Doughten, blacksmith, injured about head by fall at Camden engine house.

January 12th—Maurice Quan, boilermaker, right leg injured handling machinery, Camden.

January 13th—Joseph Moran, laborer, side injured by fall at freight station, Camden.

January 14th—Giuseppe Bruno, track laborer, right hand injured throwing switch at Hightstown.

January 16th—John Gano, skull fractured, struck by train at Trenton. T. J. Berrien, engineer; F. H. Dey, conductor.

January 16th—Henry Smith, extra brakeman, right foot injured by fall at Camden.

January 16th—J. V. Hamilton, freight brakeman, hand injured cutting air hose at Roebling. H. Southard, engineer; W. J. Kee, conductor.

January 17th—C. H. Dougherty, passenger yard conductor, ruptured throwing switch, Camden.

January 17th—William Pierce, engine preparer, hand injured handling machinery, Camden.

January 18th—J. M. Milligan, extra brakeman, heels bruised jumping from engine, South Amboy. J. O. Shinn, engineer; C. C. Connor, conductor.

January 20th—C. R. Regn, boilerwasher, face burned while firing locomotive, Camden.

January 21st—V. T. Humbrecht, sponger, right eye cut working about engine, Camden.

January 23d—William Denneler, laborer, sprained left hand handling material, Camden.

January 24th—J. L. Lynn, freight brakeman, ankle sprained getting off car at Pavonia.

January 24th—John R. Bryson, crossing watchman, body injured by mail thrown from train at Roebling. F. Goff, engineer; A. F. Perret, conductor.

January 26th—Paul J. King, topman, shoulder bruised by fall at South Amboy.

January 28th—A. L. Dey, freight brakeman, side and back injured alighting from car at Jamesburg. W. J. Burton, engineer; R. P. Farr, conductor.

January 31st—Federico Gagliardi, laborer, right hand injured by lever on engine, Camden.

January 31st—Joseph E. Becker, laborer, right foot injured by wagon running over same at Pavonia.

February 2d—C. H. Shinn, fireman, leg injured falling from tank of engine, East Burlington. J. O. Shinn, engineer; T. H. Asay, conductor.

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February 6th—Patrick Barrett, laborer, injured about head and legs, struck by train at Camden. W. T. Perry, engineer; J. N. Newell, conductor.

February 7th—P. J. Maggioncalda, freight brakeman, ankle sprained falling from car at Camden. C. Brennan, engineer; W. H. Taylor, conductor.

February 8th—J. A. Fox, freight yard brakeman, killed, stepped in front of train at Camden. W. Klawson, engineer; W. W. Patterson, conductor.

February 8th—Geo. C. Connor, freight car repairman, face injured handling tools at South Amboy.

February 13th—Joseph L. Reading, air brake repairman, ruptured handling material, Camden.

February 15th—Neal E. Welsh, flagman, killed, falling under wheels of car at Dayton. C. T. Hartman, engineer; W. L. VanDewater, conductor.

February 17th—Geo. Sporage, topman, injured about hand and arms, falling from car at South Amboy.

February 18th—Nicola Golangele, track foreman, right hand injured handling ties, Camden.

February 21st—Chas. F. Stabler, freight car inspector, leg sprained by fall from box car at Pavonia.

February 23d—Frank Zepka, topman, head cut handling tools at South Amboy.

February 23d—Howard Benson, engine preparer, ankle sprained getting off engine, Camden.

February 23d—E. J. Donnelly, freight brakeman, left knee sprained jumping off train at West Palmyra. S. Jones, engineer; J. B. Dean, conductor.

February 24th—Thomas E. Love, car repairman, hand injured handling tools at Camden.

March 4th—C. C. Connors, freight conductor, head and legs injured by striking truck on station, Prospect Plains. E. F. Brennan, engineer; C. C. Connors, conductor.

March 7th—Harvey Applegate, freight brakeman, right ankle sprained by fall from car at East Burlington. C. Jobes, engineer; W. S. Thrope, conductor.

March 8th—John Rothermel, machinist helper, hand injured handling tools, Camden.

March 8th—G. B. Heidrick, engine preparer, ankle sprained stepping on piece of coal at Camden.

March 10th—G. C. Bessey, freight yard brakeman, hand injured handling tie at Camden.

March 11th—Francis L. Walker, freight yard brakeman, killed, fell under car wheels at Camden. F. S. Stanton, engineer; F. O. Bacon, conductor.

March 14th—Samuel Simpliar, mill hand, hand injured handling lumber, Camden.

March 9th—T. T. Nicholson, mill hand, hand bruised handling machinery, Pavonia.

March 9th—William Wier, engine preparer, right foot bruised handling machinery, Camden.

March 11th—Clarence Horner, fireman, hand injured by shaking grate on engine at Camden.

March 16th—Vincenzio Buondonno, ash pit laborer, wrist sprained handling machinery, Camden.

March 17th—John Edwards, freight brakeman, back sprained by fall at Camden freight slip.

March 21st—Thomas Reyner, hand injured handling machinery, Camden roundhouse.

March 22d—J. L. Reading, car repairman, ruptured handling timber at Pavonia shops.

April 3d—Filippe Piergentili, track laborer, toe fractured by crowbar, Florence.

April 5th—John M. Warner, freight yard brakeman, back and hip injured by fall from car at Camden.

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April 15th—Geo. H. McKenna, freight yard brakeman, injured about back and face by fall from car at South Amboy. S. H. Campbell, engineer; Wm. Bailey, conductor.

April 19th—R. E. Rogers, crew caller, right foot sprained by fall at Camden engine house.

April 19th—C. M. Bennett, Jr., boilerwasher, legs burned at Camden engine house.

April 24th—D. Boxer, freight flagman, bruised about body by fall from train, East Burlington. T. D. Bunting, engineer; F. D. Deacon, conductor.

May 4th—Henry Smith, freight yard brakeman, left big toe bruised by switch falling on it at Camden.

May 5th—Domenico Tarovilli, track laborer, right groin injured working on track, Camden.

May 5th—E. L. Applegate, freight conductor, hand injured throwing switch at Jamesburg. P. G. Hyers, engineer; E. L. Applegate, conductor.

May 11th—F. A. Merrien, Jr., freight brakeman, wrist sprained applying brakes, Camden. W. McGowan, engineer; L. C. Womer, conductor.

May 12th—R. H. Post, machinist, head injured handling tools, Camden engine house.

May 22d—W. L. Thorp, flagman, right hand bruised slipping from ladder on car at Pavonia. D. J. Massey, engineer; L. W. Phillips, conductor.

May 23d—Domenico Tarovilla, track laborer, head cut against trestle, Camden.

May 31st—E. C. McNiney, yard laborer, right hand mashed handling castings, Pavonia.

June 2d—Charles Sprague, machinist, foot and leg bruised handling machinery at South Amboy.

June 3d—G. S. Good, boilermaker, right arm cut falling on broken bottle, Camden.

June 6th—Lewis Mount, carpenter, finger mashed handling machinery. South Amboy.

June 12th—Wm. Lindsay, tugboat fireman, left hand injured in grate bar, Camden.

June 15th—E. J. Deal, Jr., laborer, left elbow injured handling freight, Camden.

June 15th—W. H. Applegate, helper, ankle sprained handling freight at Florence.

June 23d—Capitani Battisti, track laborer, left foot bruised handling ties, Kinkora.

June 26th—Chas. Sharp, slipman, head injured by apron wheel on freight slip, Camden.

June 30th—John B. Matlack, freight yard conductor, bruised about body by fall from car at Camden. H. P. Wilson, engineer; J. B. Matlack, conductor.

June 30th—John Fallon, messenger, left foot bruised tripping over tracks, Camden.

July 1st—Geo. Saunders, freight car repairman, hand injured handling machinery, South Amboy.

July 2d—Frank P. Opdyke, fireman, head bruised by fall at Newtown. J. M. C. Griffiths, engineer; C. C. Connors, conductor.

July 12th—Howard Smith, freight brakeman, back strained, struck by engine. Camden.

July 13th—Murray Golden, freight yard conductor, right foot bruised in air connection between tracks, Camden. E. Thomas, engineer; M. Golden, conductor.

July 15th—W. J. Tracy, boilermaker, right leg scalded at Camden engine house.

July 17th—Pasquale Tirro, track laborer, hand injured handling rail at Camden.

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July 18—Francesco Capone, track laborer, right arm cut handling tools at Camden.

July 18th—J. H. Heaton, freight car repairman, collar bone fractured by fall at Pavonia.

July 20th—E. Hardie, flagman, rib and right wrist fractured, thrown from car at Camden. P. V. Driscoll, engineer; H. Furth, conductor.

July 25th—Thomas Edwards, fireman, right foot bruised handling an iron plate, Camden.

July 27th—August Lagakos, car cleaner, arms burned by short circuit, Camden Terminal.

July 27th—L. W. LaBree, freight yard brakeman, right shoulder bruised, struck by engine at Pavonia. J. B. Boone, engineer; Neal Call, conductor.

July 29th—P. J. Maggioncalda, freight yard brakeman, back bruised jumping off car in front of engine, Camden. R. Willis, engineer; T. G. Walker, conductor.

July 18th—Augustus Metzer, freight brakeman, face injured by signal lever flying up at Old Bridge. R. B. Kerlin, engineer; S. A. Stokes, conductor.

July 25th—Herbert Anderson, machinist helper, face and shoulder scalded while packing an injector at Camden.

July 29th—N. S. Deith, freight yard brakeman, right hand injured by sliver on car at Camden. E. Thomas, engineer; M. Golden, conductor.

July 29th—David Boxer, flagman, head injured, struck by passing train at East Burlington. A. Fennimore, engineer; E. Stout, conductor.

August 2d—E. E. Warwick, engine preparer, left leg bruised handling fire grate at Camden.

August 3d—Ollie Bradford, fireman, end of finger cut off, caught in sand valve, Camden.

August 3d—Howard P. Stelle, freight brakeman, spine injured by fall at South Amboy. D. Johnson, engineer; E. E. Clayton, conductor.

August 5th—E. Dahm, air-brake repairman, head injured by fire hose at Camden.

August 5th—W. J. McInnis, engine preparer, back sprained by fall at Camden.

August 10th—C. S. Staas, freight brakeman, hand and ankle injured jumping from car at Camden. A. L. Ingling, engineer; C. B. Carr, conductor.

August 10th—J. L. Quirk, extra brakeman, injured about body and hand getting on car at Camden. C. Merfeld, engineer; W. Smith, conductor.

August 11th—C. Mucci, laborer, right foot injured by piece of coal at Camden.

August 13th—Angelo Angeli, track laborer, right leg crushed getting off train at Bordentown. H. Cable, engineer; G. W. Slimm, conductor.

August 14th—Peter Pisseco, ash pit laborer, right leg bruised handling machinery at Camden.

August 11th—J. R. Bryson, crossing watchman, leg injured by mail bag thrown from train at Roebling. E. Emmons, engineer; J. H. Duncan, conductor.

August 14th—E. S. Knoll, fireman, right leg injured, caught between tender and engine at Newtown. J. E. Lacy, engineer; D. Carson, conductor.

August 15th—W. C. Helms, fireman, right arm and hand injured by lever pulling back at Burlington. W. J. Grace, engineer; D. Carson, conductor.

August 18th—J. L. Egan, extra brakeman, right ankle sprained by fall from car at Pavonia. I. K. Perrine, engineer; Neal Call, conductor.

August 18th—J. A. McGrenery, freight brakeman, right knee sprained tripping over wire at Bordentown. C. Meredity, enginer; J. Reed, conductor.

August 22d—William McAlleer, yard laborer, hand injured handling machinery, Camden shops.

August 26th—R. E. Rogers, inspector, hand injured handling grate, Camden engine house.

August 28th—A. V. Danser, fireman, body bruised by fall from tank at Jamesburg. F. M. Stratton, engineer; E. L. Applegate, conductor.

August 31st—F. H. Cronk, freight brakeman, right knee sprained handling freight at Helmetta. F. A. Petty, engineer; C. B. McCue, conductor.

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September 1st—Wm. Sauer, air-brake repairman, side injured by fall at Camden engine house.

September 1st—R. M. McBride, fireman, both eyes scalded by oil blowing out of lubricator, Camden.

September 2d—D. J. Buckley, machinist, left hand bruised handling tools, Camden.

September 6th—W. F. Daneler, extra brakeman, body bruised by fall from train at Pavonia. F. Elbertson, engineer; W. O. Bessey, conductor.

September 7th—C. W. Stephenson, laborer, right arm injured by fall at Camden freight station.

September 7th—W. W. Fredericks, freight flagman, injured about stomach and chest by being thrown against side of car at Old Bridge. Arthur Spicer, engineer; N. Stephenson, conductor.

September 7th—John Mullins, engine cleaner, right ankle injured handling tools, Camden.

September 8th—L. W. Simpson, freight yard brakeman, left ankle sprained jumping from train at Camden. J. T. Pierce, engineer; T. Gleason, conductor.

September 9th—R. P. Hadley, freight brakeman, right wrist sprained releasing brakes at Camden. W. T. McCullough, engineer; J. Golder, conductor.

September 14th—John J. Smith, laborer, left leg bruised handling freight at South Amboy.

September 14th—John Hartman, baggage master, foot injured handling trunk at Bordentown. W. B. Jobes, engineer; C. Ireland, conductor.

September 15th—E. J. Haffey, freight car repairman, right wrist injured handling tools at Camden shops.

September 18th—H. C. Sharpley, engine preparer, chest injured repairing machinery, Camden.

September 19th—W. H. Sasse, boilermaker, thumb bruised handling tools, Camden engine house.

September 22d—James M. Hagar, freight yard brakeman, right knee injured by fall at South Amboy.

September 24th—Guiseppi Mucci, laborer, foot injured handling rail at Camden.

September 26th—Edward Fitzgerald, laborer, right great toe mashed handling material at Pavonia.

October 2d—D. Hayes, air-brake machinist, left hand injured handling tools at Camden.

October 3d—Walter MacDowell, carpenter, left foot injured handling lumber at Ernston.

October 8th—C. H. Shimp, extra brakeman, collar bone fractured getting off train at Camden. H. Trout, engineer; C. L. Steelman, conductor.

October 9th—E. A. Riley flagman, chin cut jumping on train at Camden. McGee, engineer; H. Furth, conductor.

October 10th—A. S. Cassell, freight brakeman, nose broken by end of hose on car at Prospect Plains. F. H. Allen, engineer; E. Patton, conductor.

October 10th—Joseph Schneider, carpenter, injured about head and body, struck by engine, Pavonia. W. VanNest, engineer; W. F. Pittman, conductor.

October 11th—H. H. Thomas, engineman, skull fractured by falling from bridge at Camden. H. H. Thomas, engineer; C. P. Johnson, conductor.

October 12th—G. B. Heidrick, engine preparer, right ankle sprained getting off engine at Camden.

October 14th—J. A. Starkey, engineman, hand injured working about engine at Camden.

October 16th—Moses W. Maulsbury, laborer, leg cut by fall in Bordentown yard.

October 16th—C. G. Wells, sponger and packer, hand injured handling tools at Camden.

October 19th—Maurice Lucitt, yardmaster's helper, injured about body, struck by car at South Amboy. P. P. Anderson, engineer; T. Foster, conductor.

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October 20th—Elias Souders, gang foreman, left knee injured by fall at Camden.

October 21st—Caloquiro Pantomo, track laborer, back sprained handling timber at South Amboy.

October 23d—Frank T. O'Shea, extra freight brakeman, killed, struck by train at Pavonia. J. T. Robbins, engineer; G. H. Carr, conductor.

October 23d—Chas. D. Steward, laborer, injured about body handling freight, Camden.

November 13th—Harry Rotan, yard laborer, left hand injured handling lumber at Pavonia.

November 14th—Felice Pizoglio, laborer, left foot injured handling machinery at Pavonia.

Navember 15th—P. M. Walczak, freight car repairman, hand injured handling tools, South Amboy.

November 15th—A. E. Hains, freight brakeman, left knee sprained getting off train at South Amboy. F. E. Hawes, engineer; C. K. Freeman, conductor.

November 20th—John Dolan, laborer, foot injured handling freight at Camden.

November 22d—Horace Brock, car builder, right foot injured by fall at Camden shops.

November 22d—Pasquale Tirro, laborer, foot injured by tie falling on same, Camden.

November 27th—A. B. Sharp, freight brakeman, back and thigh bruised jumping from train at Fish House Junction. L. R. Jones, engineer; T. R. Quay, conductor.

November 28th—W. H. Johnson, fireman, left arm fractured striking car on adjoining track at South Amboy. J. Lyons, engineer; J. B. Gereghty, conductor.

November 29th—A. E. Conover, fireman, injured about face by brake handle at South Amboy. J. Chasey, engineer.

December 4th—J. B. Thomas, freight brakeman, right foot injured throwing switch at Bordentown. W. Elliott, engineer; H. M. Smith, conductor.

December 9th—Giovanni Zapicchi, laborer, hand injured handling rail at Bordentown.

December 11th—H. Benson, engine preparer, body bruised, struck by engine at Camden.

December 13th—F. Pechmann, fireman, eye injured, struck by crank pin off engine at Camden.

December 15th—W. R. Hall, fireman, injured about head and body by fall at Bordentown.

December 18th—Horace Sewell, freight car repairman, left foot punctured by stepping on nail at Camden

December 19th—D. W. McNeill, passenger car inspector, cut on forehead by end of hose at Camden.

December 20th—W. H. Sasse, boilermaker, hand bruised handling machinery at Camden.

December 22d—W. A. Read, freight yard brakeman, right hand injured by brake wheel at Camden. F. Bender, engineer; T. Gleason, conductor.

December 22d—F. Pizoglio, laborer, head injured handling tools at Camden.

December 22d—W. A. Lacy, freight brakeman, head cut by car window at Pavonia. W. Elliott, engineer; A. J. Steinmetz, conductor.

December 26th—Andrew P. Brickner, laborer, left foot injured handling lumber at Camden.

December 27th—H. P. Jackson, freight yard brakeman, injured about body by fall from car at Camden.

December 27th—Filippo Scianitti, laborer, hand injured handling tools at Camden.

December 28th—Domenico Mazzarella, laborer, right hand injured handling tools at Camden.

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Employes.

Coupling or Uncoupling Cars.

May 24th, 1911—J. J. Dickerson, contusions of left kneecap at Harsimus Cove. H. H. Blore, engineer; H. F. Brennan, conductor.

June 15th—J. W. Greenleaf, left hand bruised at Harsimus Cove. J. W. Boyce, engineer; J. W. Greenleaf, conductor.

August 8th—M. J. Varley, left wrist sprained at Harsimus Cove. S. T. Parker, engineer; M. J. Varley, conductor.

September 7th—J. A. Cunningham, laceration of finger on left hand at Harsimus Cove. G. B. Buzzee, engineer; J. A. Cunningham, conductor.

Collisions.

March 7th, 1911—J. J. Healy, laceration above right eye at Harsimus Cove; Steven Samurkwic, contusion of left knee and back at Harsimus Cove; Carmen Weiman, contusion of back at Harsimus Cove. J. Stebler, engineer; J. J. Healy, conductor.

March 23d—C. A. Speck, right hand bruised at Harsimus Cove. C. E. Cyester, conductor; E. F. Astfalk, engineer.

June 3d—Cornelius Scgouten, contusion of both knees at Harsimus Cove. ————, engineer; ————, conductor.

August 30th—Thomas Craig, Jr., contusion of back at Harsimus Cove. M. Fliegauf, engineer; F. J. Courtney, conductor.

September 2d—Frederick Fickert, contusion of chest at Harsimus Cove. G. D. McCullough, engineer; J. W. McDermott, conductor.

October 17th—T. B. Walsh, contusions of back and neck, and right kidney injured at Harsimus Cove. S. T. Parker, engineer; M. J. Varley, conductor.

December 20th—M. T. Flynn, left shoulder sprained at Harsimus Cove. J. West, engineer; P. J. Norton, conductor.

Falling from Trains, Locomotives or Cars.

January 1st, 1911—F. J. Courtney, right side bruised at Harsimus Cove. H. Fleigauf, engineer; F. J. Courtney, conductor.

January 2d—Andrew Cogan, fractured rib on left side at Harsimus Cove. H. H. Blore, engineer; J. A. Quinn, conductor.

January 16th—Anthony Kanaby, sprained left ankle at Harsimus Cove. L. M. Weller, engineer; W. H. Banfield, conductor.

January 28th—J. E. Westcott, dislocated finger on right hand at Harsimus Cove. G. W. Page, engineer; J. E. Westcott, conductor.

February 5th—W. T. McKinney, ligaments of left foot strained and contusions of left knee at Harsimus Cove. J. Regan engineer; M. Kane, conductor.

February 11th—Thomas Worthington, killed at Harsimus Cove. J. B. Fine, engineer; D. Cullinen, conductor.

February 20th—E. F. Knitter, both ankles sprained at Harsimus Cove. J. B. Mitchell, engineer; W. Corley, conductor.

February 20th—P. T. Sullivan, Jr., killed at Harsimus Cove. J. R. Mitchell, engineer; W. Corley, conductor.

March 31st—William Fleming, right ankle and back injured at Harsimus Cove. H. H. Blore, engineer; J. E. Westcott, conductor.

June 21st—P. J. Walsh, left knee and right arm bruised at Harsimus Cove. J. R. Mitchell, engineer; J. F. Welsh, conductor.

August 5th—H. J. Burns, left knee and back strained at Harsimus Cove. H. Fleigauf, engineer; F. J. Courtney, conductor.

August 14th—W. M. Gingrich, contusion of head at Harsimus Cove. A. Parkerson, engineer; W. D. Gibbons, conductor.

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October 21st—R. P. Jackson, contusion of left hip and ribs at Harsimus Cove. C. Stiles, engineer; R. H. Siggins, conductor.

November 23d—Henry Simons, contusions of left side and hip at Harsimus Cove. C. Stiles, engineer; H. Simons, conductor.

November 25th—J. A. Coman, both feet bruised and injured at Harsimus Cove. H. H. Blore, engineer; J. W. McDermott, conductor.

December 13th—H. A. Mitchell, contusions of left knee and kneecap at Harsimus Cove. H. A. Mitchell, engineer; ————, conductor.

Struck by Trains, Locomotives or Cars.

May 16th, 1911—Henry Palmer, left hip slightly injured at Harsimus Cove. E. S. Astfalk, engineer; C. E. Cyester, conductor.

August 22d—F. C. Gehring, contusions of right knee at Harsimus Cove. T. F. Gillen, engineer; M. J. Frawley, conductor.

September 14th—Abram Reed, laceration of left groin, internal injuries and contusions about the body at Harsimus Cove. J. D. Long, engineer; D. F. McDermott, conductor.

September 25th—Philip Kelly, right foot crushed, had to be amputated in hospital; injured at Harsimus Cove. M. D. O'Connor, engineer; ————, conductor.

Struck by Obstructions Overhead and at Side of Track.

December 19th, 1911—John Haggerty, crushed to death at Harsimus Cove. C. E. Pettit, engineer; H. K. Roberts, conductor.

Other Causes.

January 15th, 1911—Francis J. Marr, right ankle sprained at Harsimus Cove. J. A. Smith, engineer; D. F. McDermott, conductor.

January 20th—Michael McGovern, left wrist sprained at Harsimus Cove. C. Bogert, engineer; M. McGovern, conductor.

January 25th—John Harrison, left ankle sprained at Harsimus Cove.

January 31st—John F. Gernan, left knee bruised at Harsimus Cove. J. Hall, engineer; D. O'Brien, conductor.

February 10th—Joseph F. Howlett, back wrenched at Harsimus Cove. J. W. Hegel, engineer; M. J. O'Rourke, conductor.

March 13th—Patrick Maguire, right ankle sprained at Harsimus Cove. C. Stebler, engineer; W. Sheehan, conductor.

March 17th—Thomas Dempsey, contusions of ribs and abrasions on forehead and nose at Harsimus Cove. J. P. Mason, engineer; T. Dempsey, conductor.

March 23d—Joseph Zaremba, back and right leg injured at Harsimus Cove. J. J. Hoff, engineer; F. C. Hartman, conductor.

March 23d—Andrew J. Rexroth, left arm bruised above elbow at Harsimus Cove. W. H. Hegel, engineer; M. Kane, conductor.

May 15th—James P. Silcox, right wrist sprained at Harsimus Cove. W. H. Dingee, engineer; G. A. McNally, conductor.

May 18th—James J. Dickerson, cut on forehead over left eye at Harsimus Cove. H. H. Blore, engineer; H. F. Brennan, conductor.

June 23d—Michael J. Kenny, left wrist sprained at Harsimus Cove. L. M. Weller, engineer; W. H. Banfield, conductor.

June 28th—Thomas Kenny, cut on head at Harsimus Cove. T. A. Kenny, engineer; J. Casey, conductor.

July 11th—Charles Yoho, right arm injured at Harsimus Cove. J. P. Mason, engineer; T. Dempsey, conductor.

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July 17th—J. J. Cannon, right ankle sprained at Harsimus Cove. C. Cozzens, engineer; M. Spille, conductor.

July 20th—J. J. Cannon, right hand sprained at Harsimus Cove. C. Cozzens, engineer; M. Spille, conductor.

August 5th—James A. Richmond, injury to chest and left arm at Harsimus Cove. G. McCullough, engineer; J. W. McDermott, conductor.

August 20th—Herbert Brennan, back wrenched at Harsimus Cove. H. H. Blore, engineer; H. Brennan, conductor.

August 24th—Albert Miller, right wrist sprained at Harsimus Cove. L. M. Weller, engineer; W. H. Banfield, conductor.

September 12th—John Palmer, right side of face near eye bruised at Harsimus Cove. J. W. Boyce, engineer; J. W. Greenleaf, conductor.

September 18th—Walter Denniston, right knee poisoned, caused by striking his knee against a bolt at Harsimus Cove . H. Fliegauf, engineer; J. M. Boss, conductor.

November 10th—Jos. H. Ochsie, slight scalp wound at Harsimus Cove. W. B. Greene, engineer; J. H. Ochsie, conductor.

November 20th—Michael McGovern, right knee bruised at Harsimus Cove. J. A. Smith engineer; M. McGovern, conductor.

November 27th—James Reilly, left hip and side strained, left ear and left side of face injured at Harsimus Cove. S. T. Parker, engineer; M. J. Varley, conductor.

December 14th—Michael J. Varley, right ankle sprained at Harsimus Cove. S. T. Parker, engineer; M. J. Varley, conductor.

December 23d—Francis J. Marr, left knee bruised at Harsimus Cove. John Regan, engineer; C. M. Robinson, conductor.

Not Employes.

Falling from Trains, Locomotives or Cars.

January 16th, 1911—S. H. Oldham, skull fractured and otherwise injured at Harsimus Cove. G. D. McCullough, engineer; J. W. McDermott, conductor.

Struck by Trains, Locomotives or Cars.

April 13th—Michael Gunther, fatally injured, died in St. Francis Hospital same day injured, at Harsimus Cove. G. W. Page, engineer; G. Crispin, conductor.

Other Causes.

June 14th, 1911—Harry Howard, right hip badly injured and probably internall injured. Dislocation of right elbow and contusion of back. At Harsimus Cove. ————, engineer; ————, conductor.

April 13th, 1911—Michael Gunther, fatally injured, died at St. Francis Hospital same day injured, at Harsimus Cove. G. W. Page, engineer; G. Crispin, conductor.

The enginemen and conductors mentioned above are still in service, with exception of Walter V. Corley, who resigned June 5th, 1911.

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VENICE PARK RAILROAD COMPANY.

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

Cost of road and equipments, ... $10,000 00

Dividends paid during the year 1911, and how paid—None.

The road extends from Marmora and Ohio avenues to Central and Riverside, a distance of about one mile.

RECEIPTS AND EXPENSES FOR 1911.

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, $2,500 00

REMARKS.

This road carries passengers but does not collect fares.

P. O. address of the above company—1319 Atlantic avenue, Atlantic City, N. J. Geo. F. Joly, Jr., Station Agent.

State of New Jersey, Atlantic county, *ss.*—George F. Joly, Jr., being duly sworn, on his oath says, that he is Vice-President of the Venice Park Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

GEO. F. JOLY, JR.

Sworn and subscribed before me, this eighth day of January, A. D. 1912.

MARTIN E. KEFFER,
Notary Public of N. J.

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ACCIDENTS.

About March, 1911, V. P. trolley and wagon of American Ice Company had collision. Suit was brought by American Ice Company and judgment for the amount of $236 was given, which judgment was paid.

VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock paid in,	$25,000 00
Bonded debt,	15,000 00
Floating debt,	907 77
Cost of road and equipments,	$39,727 32

The road extends from Evansville, N. J., to Vincentown, N. J., a distance of 2.77 miles.

It is leased to the United New Jersey Railroad and Canal Company and lease assigned to the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per centum on $15,000 capital stock and taxes. Bonded debt assumed by the Pennsylvania Railroad Company at maturity and interest ceased.

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

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

SAMUEL REA.

Sworn and subscribed before me, this seventh day of February A. D. 1912.

LEWIS NEILSON,

[L. S.] *Notary Public,*

Commission Expires February 26th, 1913.

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RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$1,343 76
Income from freight,	5,299 68
Income from other sources,	1,118 25
Total,	$7,761 69
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$10,002 94

Dividends paid during the year 1911, and how paid—Two of three per cent. each on $15,000 stock, paid in cash.

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

ACCIDENTS.

None.

THE VINELAND RAILROAD COMPANY.

Capital stock paid in, ... $600,000 00

The road extends from Atsion to Bayside, a distance of 46.82 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January A. D. 1912.

[L. S.]

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

* Includes $1,312.40 rental paid for use of road and taxes.

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RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

THE VINELAND BRANCH RAILROAD COMPANY.

Capital stock paid in, ... $8,000 00

The road extends from a point on the Vineland Railroad, near Bowentown Station, to a point in Bridgeton near Broad street, a distance of 3.655 miles.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January, A. D. 1912.

[L. S.]

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

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RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

THE WARREN RAILROAD COMPANY.

Capital stock paid in,	$1,800,000 00
Bonded debt,	1,394,000 00
Floating debt,	2,074 38
Cost of road and equipments,	$3,196,074 38

The road extends from Hampton, N. J., to Delaware River, a distance of 18.82 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds. Report of operation is included in that of The Morris and Essex Railroad Company.

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

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

P. J. FLYNN.

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Sworn and subscribed before me, this sixteenth day of February, A. D. 1912.

LUDWIG R. MILLER,
[L. S.] *Notary Public, Appointed from Kings County, Certificate filed in New York County.*

RECEIPTS AND EXPENSES FOR 1911.

Included in report of the Morris and Essex Railroad Company.

Amounts paid to stockholders during the year 1911, and how paid, $126,000. Paid in cash directly to stockholders by the Delaware, Lackawanna and Western Railroad Company.

P. O. address of this company—90 West street, New York, N. Y.

ACCIDENTS.

February 26th, 1911—Tims, George, trespasser; pusher engine 896, west, found dead body alongside of westbound track, presumably struck by westward train during night. Oxford Tunnel, N. J.

June 28th—Unknown man, trespasser, body found on track cut in half; fatal. Oxford Furnace.

October 18th—Unknown man, trespasser, body was found between tracks by crew of extra 539, east; fatal. Delaware.

THE WEST END RAILROAD COMPANY.

Capital stock paid in, ... $43,700 00

The road extends from East Long Branch to West End, a distance of 1.36 miles.

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

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

W. G. BESLER.

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Sworn and subscribed before me, this twenty-second day of January A. D. 1912.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

WEST JERSEY AND SEASHORE RAILROAD COMPANY.

Capital stock paid in,	$9,681,800 00
Bonded debt,	8,022,000 00

Floating debt—None.

Cost of road and equipments, $19,784,885 77

Dividends paid during the year 1911, and how paid—Two of two and one-half per cent. each on the common capital stock and two of three per cent. each on the special guaranteed stock, all paid in cash.

The road extends from—	Miles.
Camden Electric Terminal to Cape May, Grant street station,	81.62
Connection with Atlantic City Railroad at Mt. Pleasant station, 860 feet north of station, to 4,362 feet north of Mt. Pleasant station,	0.71
Woodbury, 1,759 feet south of station, to 140 feet south of south abutment of bridge 213, south of Pennsgrove station,	21.71
Woodbury, 1,759 feet south of center of station, to Salem, 38 feet north of the station,	28.35
Riddleton Junction, 39 feet north of station, to Elmer, 255 feet north of station,	10.38
Alloway Junction, 428.5 feet north of station, to Quinton, 41 feet south of station,	4.22

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Salem, 1,507 feet north of station, to 1,580 feet south of Broadway, Salem,	1.25
Glassboro, 480 feet north of station, to Bridgeton, 35 feet north of Pearl and Lemon streets station,	20.83
Bridgeton, 323 feet north of center of Penn street, to 242 feet south of old passenger station,	0.53
Newfield, 623 feet north of station, to Atlantic City, 40 feet north of Tennessee avenue station,	34.55
Pleasantville, 568 feet south of station, to Somers Point, 408 feet south of station,	7.20
Manumuskin, 490 feet north of station, to Maurice river, 77 feet south of station, opposite Port Norris,	9.75
Sea Isle Junction, 369 feet north of station, to Ocean City, 230 feet south of Second street station,	16.24
Sea Isle City, 361 feet south of Prospect street station, to Stone Harbor, 6,663 feet south of station,	10.05
Wildwood Junction, 295 feet north of station, to Wildwood Crest, 1,861 feet south of station,	8.36
Camden (Cooper's Point) to Atlantic City,	58.78
Connection with Atlantic City Railroad at Winslow Junction, 173 feet south of station, to Winslow Junction, 3,023 feet south of station,	0.54
Camden, 389 feet south of Starr station, to South Camden, 865 feet north of station,	0.98
Haddonfield, 445 feet south of station, to Medford, 1,423 feet south of station,	11.90
Junction, 410 feet north of Drawbridge station, Atlantic City, to junction with Atlantic City and Longport Branch, 51 feet south of center of Providence avenue,	1.23
Atlantic City, Absecon Inlet, to Longport, 760 feet south of station,	8.38
A total distance of,	337.56

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$4,019,179 74
Income from freight,	1,838,597 71
Income from other sources,	652,366 31
Total,	$6,510,143 76
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$5,800,208 90

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is Vice-President of the West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on

* Includes $803,617.71 interest on bonded debt, taxes and other obligatory charges.

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the said road during the year 1911, are correct and true, to the best of his knowledge and belief.

SAMUEL REA,
Vice-President.

Sworn and subscribed before me, this second day of March, A. D. 1912.

ERNEST H. BROWN,
Notary Public,
[L. S.]
Commission Expires February 21st, 1915.

ACCIDENTS.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

January 8th, 1911—Joseph Dennis, injured at Friendship, N. J. R. F. L. Charles, conductor; R. Cashman, engineman.

February 20th—Rebecca Boresofsky, injured at Bridgeton, N. J. John A. Cashman, engineman.

March 23d—Frank Conover, injured at Elmer, N. J. H. L. Wilson, conductor; W. Barber, engineman.

April 4th—Earl Lewallen, injured at Glassboro, N. J. F. W. Blake, conductor; W. Layton, engineman.

May 25th—Miss Louisa M. Gibbs, killed at Haddonfield, N. J. W. E. Brown, conductor; J. A. Dwyer, engineman.

June 24th—John Rohrbach, injured at Anglesea, N. J. T. H. Anderson, conductor; James Carey, engineman.

July 14th—Boise Penrose Gardener, Harry Bowman, killed at Atlantic City, N. J. A. T. Law, conductor; F. P. Devinney, engineman.

August 2d—Benjamin Smith, injured at Cropwell, N. J. R. Slight, conductor; E. R. Thomas, engineman.

August 5th—Alonzo Crenshaw, killed at Absecon, N. J. C. F. McClure, conductor; James Carter, engineman.

August 15th—Harry Berschler, injured at Atlantic City, N. J. E. E. Wilvert, conductor; S. N. Morton, motorman.

August 30th—Edward McCoy, injured at Atlantic City, N. J. W. E. Brown, conductor; Thomas Fitzgerald, engineman.

September 13th—Thomas Steelman, killed at Franklinville, N. J. J. W. Sharp, conductor; B. C. Madara, motorman.

October 4th—Robert Biddell, killed at Bennett, N. J. B. B. Hughes, conductor; S. Tatem, engineman.

October 25th—John Mulkern, injured at Holly Beach, N. J. C. A. J. Johnson, conductor; W. K. Lovett, engineman.

November 8th—Thomas Cunningham, killed at Westville, N. J. A. E. Prickitt, conductor; W. C. Albertson, engineman.

November 12th—Max Napodensky, injured at Woodbine, N. J. G. C. Taylor, conductor; C. C. Gosling, engineman.

Passengers Injured in the Manner Stated.

July 20th, 1911—Mrs. Elizabeth Haines, cut on forehead by missile coming through car window at Elwood, N. J. Joseph A. Connell, conductor; M. Shute, engineman.

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August 1st—Dr. Lewis L. Sharp, died from over-exertion, Stone Harbor, N. J. I. E. Hartzell, conductor; W. H. Preble, engineman.

November 12th—Charles W. Denn, fell in alighting from baggage car door, Salem, N. J. T. R. Shinn, conductor; P. J. Sullivan, engineman.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

January 3d, 1911—Felix Pio, killed at Bishop's Bridge, N. J. W. S. Miller, conductor; W. B. Wilson, engineman.

March 13th—Thomas Davis, injured at Westville, N. J. N. S. Danenhower, conductor; Thomas Price, motorman.

April 10th—Mrs. Maggie Wilkinson, injured at Camden, N. J. C. W. Beirne, conductor; W. G. Hand, motorman.

May 25th—Edward Kirkman, injured at May's Landing Court House, N. J. George Alexander, conductor; M. Kennedy, motorman.

June 10th—Joseph L. Carroll, injured at Pitman, N. J. J. D. Parks, conductor; Samuel Allen, motorman.

June 10th—George Gaskill, injured at Woodbury, N. J. N. S. Danenhower, conductor; E. S. Horner, motorman.

August 27th—Howard Pettit, killed at Newfield, N. J. H. Heisler, conductor; P. J. Sullivan, motorman.

Persons Killed or Injured by Passing Trains or While Trespassing on Tracks.

February 8th, 1911—James Gallagher, killed at Gibbstown, N. J. Train unknown.

February 11th—Isaac Keats, killed at Elwood, N. J. No train crew involved.

May 3d—Albert E. Tracy, killed at Elwood, N. J. J. J. Connell, conductor; J. C. Shreve, engineman.

May 19th—Joseph Fozzio, killed at Atlantic City, N. J. H. L. Ostrander, conductor; J. J. Horan, engineman.

July 30th—Michael Sheehan, injured at Elmer, N. J. J. C. Sweeten, conductor; T. Stratton, engineman.

August 7th—Unknown man, killed at Camden, N. J. T. F. Higgins, conductor; J. Griner, motorman.

August 17th—Henry Holmes, killed at Camden, N. J. No train crew involved.

August 18th—Charles Shorter, killed at Fenwick.

August 27th—Walter Smith, killed at Atlantic City, N. J. H. Heisler, conductor; P. J. Sullivan, motorman.

October 7th—David Cartwright, killed at Camden, N. J. R. D. Mercer, conductor; R. Cashman, engineman.

October 22d—Peter Lutz, killed at Woodbury, N. J. Train unknown.

November 6th—Edward J. Dewey, injured at Haddonfield, N. J. A. E. Prickitt, conductor; W. C. Albertson, engineman.

November 24th—Hugh Burns, injured at Atlantic City, N. J. J. F. Gaffney, conductor; George Hughes, engineman.

December 20th—Walter Ogden, injured at West Berlin, N. J. A. G. Clement, conductor; W. C. Albertson, engineman.

Employes Killed or Injured as Stated.

January 19th, 1911—John V. Smith, brakeman, injured while coupling cars at Glassboro, N. J. W. Layton, engineman; F. W. Blake, conductor.

March 17th—Clarence D. Dare, brakeman, injured by stumbling over rail at Riga, N. J. E. Hutchinson, engineman; C. H. Baxter, conductor.

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March 22d—John H. Stevenson, messenger, killed while boarding moving train at Haddonfield, N. J. W. S. Miller, conductor; Thomas Crean, engineman.

March 25th—Charles Smith, conductor, killed by being struck by train at Atlantic City, N. J. C. D. Harrold, conductor; F. Husted, engineman.

March 29th—C. N. Booz, brakeman, injured by being caught between car and building at Atlantic City, N. J. J. F. Gaffney, conductor; C. McDonald, engineman.

April 24th—J. W. Cawman, brakeman, injured in raising bolt on car at Woodbury, N. J. W. B. Stratton, conductor; J. Dwyer, engineman.

May 13th—Rocco Carrone, laborer, cut foot with adze at Gloucester, N. J.

May 16th—B. H. Hickey, fireman, injured by crown sheet of engine dropping at Lucaston, N. J. H. H. Smith, conductor; W. Hartman, engineman.

June 10th—Luigi Agreca, laborer, injured by coal falling from tank of passing engine at Greens, N. J. W. Montgomery, conductor; D. C. Hand, engineman.

July 22d—A. Allen, brakeman, injured by falling from freight car at Atco, N. J. H. Anderson, conductor; R. Langley, engineman.

August 9th—James Gilbert, brakeman, injured while coupling cars at Atlantic City, N. J. J. F. Gaffney, conductor; C. McDonald, engineman.

August 20th—Raymond Lloyd, car cleaner, injured in attempting to board a moving train at Ocean City, N. J. W. W. Weeks, conductor; W. G. Preble, engineman.

September 5th—E. D. Horner, brakeman, injured in collision of cars in train at Lucaston, N. J. W. B. Stratton, conductor; E. Hutchinson, engineman.

September 25th—Clarence W. Letts, engineman, injured by collision of trains at Glassboro, N. J. M. A. Fitch, conductor; C. W. Letts, engineman.

October 21st—Frank Schneider, conductor, killed by being squeezed between freight cars at Paradise, N. J. Conductor, Frank Schneider; W. S. Laurie, engineman.

October 24th—T. B. Porch, W. F. Parent, freight brakemen, injured by cars colliding in a freight train at Clayville, N. J. H. L. Van Meter, conductor; W. H. Churchill, engineman.

October 25th—James C. Irons, Russell S. Bosch, linemen, injured by being thrown from motor car at Forrest Grove, N. J.

November 13th—George A. Millward, brakeman, killed by falling from freight car at Manumuskin, N. J. Harry Anderson, conductor; M. W. Reardon, engineman.

December 24th—Employes killed and injured by collapse of bridge being repaired at Haddonfield, N. J.: Killed, C. W. Suiters, William Carey; injured, J. H. McQuigg, George W. Moore, Ellis Hand, J. C. Carpenter, J. P. Ferrell, J. P. Regn, Charles Corson, William Kemble. All bridge carpenters.

Passengers Injured in Collisions of Trains.

July 3d, 1911—Lucaston, N. J., Forest H. Henry, killed; Thomas Ogden, Jr., killed; Charles Myers, injured; George Howell, injured; Hugh Kerrigan, injured; Mrs. Sadie Morgan, injured; Miss K. Morgan, injured; John Leutwaller, injured; Julius Wash, injured; John J. McCormick, injured; W. J. Daly, injured; Frank Magono, injured; David Herbert, injured; Mrs. Laura Pile, injured; Wm. Kohler, injured; Joseph Grimine, injured; Dennie Fennan, injured; Lena Berger, injured.

November 28th—Clayville, N. J., passengers on car of Millville Traction Company, injured at time of collision with shifting engine of W. J. and S. R. R.: Arthur C. Abele, Max Gassel, Miss Mabel Chalmers.

Persons Killed or Injured by Coming in Contact with Third Rail While Trespassing on Tracks.

June 5th, 1911—Herman Needleman, injured at Wenonah, N. J.

June 13th—Mrs. Eliza Hill, killed at Pleasantville, N. J.

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June 13th—Ambrose Reith, killed at Westville, N. J.
June 20th—Elmer Simmons (colored), killed at North Woodbury, N. J.
June 27th—Unknown man, killed at South Glassboro, N. J.
July 9th—Mrs. Mary Naples, killed at Mays Landing, N. J.
August 19th—Charles Ryan (colored), injured at Atlantic City, N. J.
August 19th—Edward Gaskill, Jr., killed at Buena, N. J.
September 11th—Thomas Mitchell, killed at Clayton, N. J.
November 6th—Unknown man killed at Pitman, N. J.

The enginemen and conductors mentioned are still in the service, with the exception of Frank Schneider, conductor, who was killed on October 21st, 1911.

WEST SHORE RAILROAD COMPANY.

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,000,000 00
Floating debt,	10,355,829 51
Cost of property and franchises,	$70,355,829 51

The road extends from Weehawken N. J., to Buffalo, N. Y., a distance of 423.67 miles.

It is leased to the New York Central and Hudson River Railroad Company, at an annual rental of four per cent. per annum upon outstanding bonds secured by a mortgage not to exceed fifty million dollars.

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

State of New York, New York county, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the West Shore Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

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Sworn and subscribed before me, this twenty-third day of February A. D. 1912.

D. H. HOUSE,
Notary Public in and for Westchester County, N. Y.
Certificate Filed in New York County,
My Commission Expires March 30th, 1912.

[L. S.]

RECEIPTS AND EXPENSES FOR 1911.

See affidavit below.

P. O. address of this company—Grand Central Terminal, New York.

State of New York, County of New York, *ss.*—Richard A. White, General Auditor of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad during the year ended December 31st, 1911, is correct and true to the best of his knowledge and belief.

RICHARD A. WHITE,
General Auditor.

Sworn and subscribed before me, this twenty-third day of February, 1912.

D. H. HOUSE,
Notary Public,
Notary Public in and for Westchester County, N. Y.
Certificate filed in New York County.
My Commission Expires March 30th, 1912.

[L. S.]

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ACCIDENTS.

January 3d, 1911—Weehawken, Henry Neisel, employe, car repairer. Yard engine 536 backed up to train while he was uncoupling hose between engine 3912 and coach; injured.

January 5th—Weehawken, Nicholas Johns, employe, yard brakeman, injured. Was descending side ladder of moving car and fell, account rung of ladder missing.

January 10th—Weehawken, Abraham S. Smith, employe, yard brakeman, injured. In getting down from standing car he missed grab iron and fell against switch stand.

January 17th—West New York, Charles T. Castello, employe, yard brakeman, injured. Engine coupled onto cars hard enough to break knuckle off engine, which flew and struck him.

January 17th—West New York, Hugh E. Kennedy, employe, yard brakeman, injured. Engine he was riding on struck quite hard and he was struck by a broken piece of equipment.

January 24th—Granton, non-injured. Train O. & W., extra, engine 275, east, with 24 cars, entering west end of track "A" at Granton, moving six to seven miles per hour, collided with tank of engine 2103, standing about three and one-half rail lengths east of derail switch at west end of siding. Operator at Granton tower considered responsible, inasmuch as he did not take definite precautions to notify engineman of extra 275 that an engine had just preceded going into track "A," and to be doubly careful on account of the foggy weather existing at the time. He was reprimanded. Amount of damage, $243.

January 31st—Little Ferry, G. A. Dart, brakeman on N. Y. O. & W., injured. While coupling air hose he was caught and dragged.

February 2d—Weehawken, Edw. T. Convery, employe, yard brakeman, injured. Engine ran through switch while he was lighting switch light and ball was forced onto his foot.

February 3d—Weehawken, Hiram Kuydenkall, employe, engineman, injured. While engine 368 was standing on track 5, O. & W. employes employed on coal dock allowed ten empty cars to run down off dock and into engine, the jar throwing engineman over the reverse lever.

February 7th—Weehawken, Wm. F. Harra, passenger, injured. Thrown down in smoker account sudden stop of train.

February 10th—West View, John Pappereno, trespasser, killed. Struck by train while walking on track.

February 25th—Weehawken, Ernest H. Dannenberg, employe, yard brakeman, injured. Caught between side of tank of engine and car which fouled track.

February 26th—Teaneck, Marian K. Everett, Nellie Lee, travelers on highway, injured. A freight train was passing over crossing, and automobile which they were in ran into train; crossing bell ringing.

March 4th—Granton, Edw. Reilly, trespasser, killed. Walking on track and was struck by train.

March 12th—Weehawken, Jno. J. Hilliard, employe, yard brakeman, injured. Standing on foot board of engine, and when close to car he saw that coupling would not make, and he raised his foot to push coupler over, but the couplers passed and he was caught.

March 26th—Little Ferry, Li Fung, attempted to cross tracks ahead of train and was struck.

March 26th—Harrington Park, Leonard Thorton, employe, brakeman, injured. Sudden stop of train threw him down in caboose.

April 2d—Harrington Park, Mary E. Flint, Wallace S. Flint, passengers, injured. Struck by steam and hot water from rear of passing train.

April 8th—Weehawken, Jacob Vogel, employe, yard brakeman, injured, switching cars. Sudden stop threw him from top of car to ground.

April 16th—Bogota, Thomas Lavan, trespasser, killed. Found dead on track; evidently struck by train.

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April 27th—Granton, unknown man, trespasser, killed. Fell and was run over while attempting to board moving freight train.

May 4th—Ridgefield Park, Wm. Y. Smith, Benj. B. Stern, Raymond Wilcox, passengers, injured. They were standing in front of station waiting to board train, and as train was pulling into station a rake fell from engine and struck them.

May 5th—Little Ferry, Lewis Bagley, employe, brakeman, injured. Standing on top of box car as train was passing over crossing was struck and knocked down on top of car by sagging live trolley wire.

May 20th—Weehawken, Carl E. Lind, employe, brakeman, injured. While alighting from moving car he stumbled over a tie and fell, striking on his knee.

May 28th—Weehawken, Thomas Quinn, employe, yard brakeman, injured. Attempted to board moving train and railing around U. T. L. car 7380 gave way and he fell to ground.

May 31st—Weehawken, Harry W. Geyer, employe, brakeman, injured. Cut-off lever was broken; went in between cars to pull pin and slack came back and caught his hand.

June 2d—Harrington Park, E. H. Wilson, employe, trainman, injured. Ash-pin slide of engine came off, rolled under train, and broke step of coach. Step appeared to be in good condition, but when trainman stepped on it it gave way and he fell, and was dragged about a mile.

June 9th—Bogota, Patrick Finnegan, trespasser, injured. Attempted to board moving freight train and fell.

June 14th—Granton, Geo. Slavik, trespasser, injured. Struck by train while walking on tracks.

June 14th—Little Ferry, Philip Heinrich, trespasser, killed. Found dead on track. Evidently struck by some train.

June 14th—Weehawken, Frank Pfannenschmidt, trespasser, injured. Stealing a ride on freight train and fell off, his head being caught between wheel and bottom arch bar of car.

July 1st—New Durham, Angelo Dososto, stood too close to track and was struck by engine.

July 2d—Ridgefield Park, Gustave Schoenberger, traveler on highway, injured. Milk wagon he was driving struck by train.

July 7th—Weehawken, Harry Corwin, employe, engineman, injured. Scalded by steam account injector pipe bursting.

July 8th—Granton, Joseph Hines, trespasser, injured. Walking on track, struck and injured by train.

July 9th—Weehawken, John May, employe, brakeman, injured. While adjusting coupler caught his finger between drawhead and end sill of car.

July 12th—Harrington Park, Joseph Rossi, trespasser, killed. Struck by train while trespassing on tracks.

July 12th—Weehawken, William Rapp, trespasser, injured. Jumping on and off moving freight train and went under wheels.

July 15th—Weehawken, Myron L. Hotaling, employe, engineman, injured. While reversing engine lever slipped from quadrant and in reversing the motion the lever struck his elbow.

July 26th—Weehawken, Wm. C. Miller, employe, freight conductor, injured. Supposed to have been squeezed by cars. Found dead on track.

July 27th—Granton, Rowland Galliers, employe, car inspector, injured. Went to work under car without protecting himself and car was moved when other cars were shoved in on same track.

July 30th—Weehawken, Cornelius Buckley, trespasser, killed. Supposed to have been struck by overhead bridge while stealing a ride on top of car.

July 31st—Little Ferry, J. B. Colton, employe, yard brakeman, injured. Engine was derailed account of track sinking due to being laid on new fill.

August 3d—Weehawken, John C. Yound, employe, fireman, injured. Was switching cars on siding and engine struck a telegraph pole which leaned toward track. Pole is owned by Public Service Corporation. Clearance, 5′ 8″ from center of siding.

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August 3d—Weehawken, John Nagle, employe, yard brakeman, injured. While climbing to top of refrigerator car in moving train, took hold of hook on cover of ice box thinking it was the grab handle; it was loose and he lost his balance and fell to ground.

August 10th—Weehawken, H. A. Sinsabaugh, O. and W. employe, killed. Fell off tank of engine and was run over.

August 15th—Granton, Elmer E. Emmet, employe, conductor, injured. Was in the act of fastening up brake beam when air was set from rear of train and his finger was caught.

August 21st—Weehawken, J. F. Dodge, employe, yard brakeman, injured. Was standing on top of car when train came to a stop and jar threw him off.

August 23d—New Durham, G. Hinkley, employe, fireman, injured. Alighting from moving train and fell.

August 28th—Weehawken, Jos. W. Colton, Jr., employe, yard brakeman, injured. Attempted to board moving cars, slipped and fell.

September 1st—Weehawken, Joseph C. Hutchinson, employe, brakeman, injured. Fell from car in moving train.

September 5th—Dumont, Nelson Earl, employe, crossing flagman, killed. Struck by train.

September 5th—New Durham, Pietro Iovino, trespasser, injured. Struck by train while trespassing on tracks.

September 10th—Weehawken, William Walsh, employe, switchman, killed. Fell under wheels while trying to board moving car.

September 16th—Teaneck, Henry Benedict, traveler on highway, killed. Struck by train while crossing tracks at public crossing.

October 7th—Weehawken, George Mason, John Flood, licensees, injured. Car they were working in was struck by other cars.

October 7th—New Durham, William Maag, trespasser, injured. Was crawling under train just as car was kicked against it, catching his leg.

October 11th—Weehawken, Ellen Fallen, passenger, injured. Rough coupling of cars caused her to fall.

October 13th—Weehawken, H. Douglas Hislop, employe, yard switchman, injured. Kicked coupling over with his foot, and foot caught.

October 20th—Ridgefield Park, Frederick J. Mitchell, passenger, injured. Walking along edge of station platform and was struck by pilot beam of engine.

November 9th—Weehawken, John Garvey, employe, yard brakeman, injured. Fell from car to ground when engine started up.

November 15th—Weehawken, none injured. Switchman gave train WD-3 signal to proceed, and because of switch being set for cross-over movement, instead for westbound freight lead, the train ran into train RW-2, engine 2164, which was crossing over, derailing five cars in that train and derailing engine 2097 of train WD-3.

December 2d—Ridgefield Park, James Boyce, trespasser, injured. Struck by train while trespassing on tracks.

December 10th—Weehawken, none injured. Yard engine 536, when switching on yard 2 base line, had collar connecting injector steam pipe to globe valve on boiler blow off, knocking engineman and fireman out of cab while in back motion, slightly injuring them. Engine continued to move backward with no one in charge, and collided with cars on track 7. Investigation disclosed that braising which held collar to end of injector steam pipe let go suddenly, without warning, and that it had caused no previous trouble since engine came new from shop. Extent of damage, $669.00.

December 12th—Weehawken, Charles Signall, employe, trimmer, killed. Struck by car shoved in on pier by engine 113.

December 26th—Bogota, Lily Anderson, passenger, injured. Car door closed on her hand.

December 29th—Ridgefield Park, Lehman H. Edward, Wm. H. Sunderland, licensees, killed. Struck by train while crossing West Shore after having alighted from Susquehanna train.

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THE WEST SIDE CONNECTING RAILROAD COMPANY.

Capital stock paid in, ... $125,400 00

The road as constructed extends from Danforth avenue, to a connection with the Newark and New York Railroad, all in the city of Jersey City, a total distance of .94 of a mile.

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

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-second day of January A. D. 1912.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1911.

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

Dividends paid during the year 1911, and how paid—None.

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

ACCIDENTS.

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

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WHARTON AND NORTHERN RAILROAD COMPANY.

Capital stock paid in,	$500,000 00
Bonded debt,	350,000 00
Floating debt,	101,565 21
Cost of road and equipments,	$951,565 21

Dividends paid during the year 1911, and how paid—None.

The road extends from Wharton to Green Pond junction, a distance of 20.64 miles.

RECEIPTS AND EXPENSES FOR 1911.

Income from passengers,	$6,405 06
Income from freight,	42,392 65
Income from other sources,	444 00
Total,	$49,241 71
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$43,313 66

REMARKS.

In addition to the $43,313.66, should be added account of taxes $5,932.98.

P. O. address of the above company—Wharton, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—Harrison S. Morris, being duly sworn, on his oath says, that he is President of the Wharton and Northern Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

HARRISON S. MORRIS.

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Sworn and subscribed before me, this second day of February, A. D. 1912.

JOHN CARBARY,
Notary Public,
Commission Expires January 16th, 1915.

[L. S.]

ACCIDENTS.

No accidents.

WILDWOOD AND DELAWARE BAY SHORT LINE RAILROAD COMPANY.

Capital stock paid in,	$82,150 00
Bonded debt,	23,900 00

Floating debt—None.

Cost of road and equipments—In course of construction.

Dividends paid during the year 1911, and how paid—Road not yet in operation.

The road extends from city of Wildwood to Delaware Bay shore, a distance of 7¾ miles.

RECEIPTS AND EXPENSES FOR 1911.

Not in operation.

REMARKS.

The road is now being built and will not be in operation before June 15th, 1912.

P. O. address of the above company—Office of Baker Bros., Wildwood avenue and Boardwalk, City of Wildwood, N. J.

State of New Jersey, Cape May county, *ss.*—J. Thompson Baker, being duly sworn, on his oath says, that he is President of the Wildwood and Delaware Bay Short Line Railroad Com-

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pany, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1911 are correct and true, to the best of his knowledge and belief.

J. THOMPSON BAKER.

Sworn and subscribed before me, this second day of March, A. D. 1912.

OLIVER I. BLACKWELL,
Master in Chancery of N. J.

ACCIDENTS.

No accidents to report.

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Tabular Statemen

COMPANIES.

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...of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1911.

	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 1911.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad,	166.71	$3,625,000 00	$4,539,017 00	.....	$8,949,978 80	$1,209,912 07	$756,774 40	$146,062 18	$2,112,748 65	$2,204,283 19	None,	.....	.....
Atlantic City and Ocean City Railroad,	2.61	180,000 00	180,000 00	.....	330,904 86	.....	.....	19,748 22	19,748 22	.....	$9,000 in cash,	.....	Atlantic City and Shore Railroad Company.
Atlantic City and Shore Railroad,	24.	1,000,000 00	995,000 00	.....	1,930,362 01	592,589 66	.....	14,682 25	607,271 91	280,005 93	.....	See remarks in report as to receipts and expenditures,	.....
Baltimore and New York Railway,	5.35	350,000 00	350,000 00	$191,795 42	891,795 42	.....	395,099 57	.....	395,099 57	359,014 12	None,	.....	.....
Barnegat Railroad,	8.15	50,000 00	.....	24,347 71	49,727 35	1,590 30	1,679 49	991 19	4,260 98	11,712 41	None,	.....	Tuckerton Railroad Company.
Bay Shore Connecting Railroad,	1.194	34,777 06	.....	3,793 31	35,034 47	.....	.....	.....	.....	.....	None,	.....	Lehigh Valley R. R. Co. of N. J. and Central R. R. Co. of N. J.
Belvidere-Delaware Railroad,	81.08	1,253,000 00	2,637,000 00	.....	4,181,100 47	439,978 28	1,369,933 81	111,222 62	1,921,134 71	1,906,807 47	One of 10 per cent., paid in cash,	.....	Pennsylvania Railroad Company.
Bergen County Railroad,	9.821	200,000 00	200,000 00	213,216 78	613,216 78	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
Bergen and Dundee Railroad,	2.45	40,000 00	.....	6,971 30	40,000 00	.....	.....	.....	.....	.....	.....	Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
Brigantine Transportation Company,	7.	.....	.....	.....	.....	.....	.....	.....	.....	.....	None,	See remarks in report,	.....
Buena Vista Railroad,	1.03	21,400 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	New Jersey Southern Railway Company.
Camden and Burlington County Railroad,	29.85	381,925 00	350,000 00	102,229 71	826,274 71	205,157 28	115,315 48	55,643 05	376,115 81	442,533 99	Two of 3 per cent. each, paid in cash,	.....	Pennsylvania Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	6.29	150,000 00	150,000 00	389,387 89	324,296 63	15,391 00	5,979 65	1,624 14	22,994 79	41,870 58	.....	.....	.....
Carteret Extension Railroad,	1.82	23,600 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	.....
Carteret and Sewaren Railroad,	1.25	24,800 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Central Railroad Company of New Jersey,	156.59	27,436,800 00	44,874,000 00	.....	.....	4,908,028 58	9,861,842 19	2,128,564 51	16,898,435 28	10,336,305 54	Six of 2 per cent. each, in all 12 per cent. in cash,	Report includes receipts and expenditures of the Carteret and Sewaren R. R., Carteret Extension R. R., Dover and Rockaway R. R., Elizabeth Extension R. R., Hibernia Mine R. R., Lafayette R. R., Manufacturers' Extension R. R., Middle Brook R. R., Middle Valley R. R., New Jersey Terminal R. R., Ogden Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R.,	Central Railroad Company of New Jersey.
Chester Railroad,	10.04	98,500 00	.....	127,453 78	227,987 91	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Morris and Essex R. R. Co.; scrip stock, $2,034.13,	.....
Cumberland and Maurice River Railroad,	21.20	252,900 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	Delaware, Lackawanna & Western R. R. Co.
Cumberland and Maurice River Extension Railroad,	1.23	,200 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Delaware and Bound Brook Railroad,	30.73	,000 00	1,800,000 00	.....	3,545,688 83	.....	.....	.....	287,718 91	291,312 75	Four quarterly of 2 per cent. each, Feb., May, Aug. and Nov.,	.....	New Jersey Southern Railway Company.
Delaware River and Atlantic Railroad,	*52.	04,000 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	See remarks in report,	Philadelphia and Reading Railway Company.
Delaware River Railroad and Bridge Company,		00,000 00	1,293,000 00	.....	2,600,000 00	162,633 51	151,677 28	3,209 01	317,519 80	226,184 45	June 24, $39,000; Dec. 21, $39,000,	.....	Pennsylvania Railroad Company.
Docks Connecting Railroad,		9,000 00	.....	.....	9,187 50	.....	.....	.....	.....	.....	.....	.....	Erie Railroad Company.
Dover and Rockaway Railroad,		50,000 00	35,000 00	.....	.....	.....	.....	.....	.....	.....	6% paid in cash,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
East Jersey Railroad and Terminal Company,		82,000 00	.....	64,953 38	97,103 00	.....	123,318 13	4,311 91	127,630 04	117,829 09	None,	.....	.....
East Trenton Railroad,		59,000 00	.....	.....	59,000 00	.....	.....	.....	.....	.....	.....	Operations and rental included in report of Delaware and Bound Brook Railroad,	Philadelphia and Reading Railway Company.
Elizabeth Extension Railroad,		30,000 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jersey.
Elizabeth, New Brunswick and Trenton Ra		00,000 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	.....	.....
Elizabeth and Trenton Railroad,		1,650 00	.....	15,088 73	960,973 60	49,380 99	48 85	3,967 23	53,397 07	44,187 68	None,	.....	.....
Erie Railroad,	1868.66	17 ,300 00	205,722,216 23	11,165,141 11	269,929,358 78	8,945,801 39	36,386,188 25	6,365,076 03	51,697,015 67	36,035,047 74	None,	Report includes earnings and expenses of Long Dock Co., Paterson and Hudson River R. R., Paterson and Ramapo R. R., Bergen County R. R., Bergen and Dundee R. R., Docks Connecting R. R., Paterson, Newark and New York R. R., Newark and Hudson R. R., New York and Greenwood Lake Ry., Northern R. R. of New Jersey,	.....
Ferro Monte Railroad,	2.52	,000 00	.....	.....	50,309 27	.....	.....	687 01	687 01	.....	None,	.....	.....
Freehold and Atlantic Highlands Railroad,		00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Freehold and Jamesburg Agricultural Railroad,	21.31	293,725 00	382,000 00	.....	816,092 78	157,974 95	113,838 35	38,309 86	310,123 16	289,281 35	Two of 6% each, paid in cash,	.....	Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000 00	.....	.....	25,000 00	.....	.....	.....	.....	.....	.....	Operations and expenditures included in report of New York, Susquehanna and Western Railroad,	New York, Susquehanna & Western R. R. Co.
Harrison and East Newark Connecting Railroad,	.21	25,000 00	.....	.....	25,000 00	.....	.....	.....	.....	.....	None,	Receipts and expenses included in those of the United New Jersey Railroad and Canal Co.,	Pennsylvania Railroad Company.
Hibernia Mine Railroad,	4.20	200,000 00	.....	.....	179,941 17	.....	.....	6,989 65	6,989 65	6,513 73	$6,000 in cash,	.....	.....
Hoboken Manufacturers' Railroad,	.06	400,000 00	300,000 00	481,813 72	831,891 93	.....	123,656 96	10,131 07	133,788 03	197,674 02	None,	.....	.....
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.833	300,000 00	164,500 00	.....	196,762 45	.....	.....	22,000 00	22,000 00	.....	1¾% in June and 2% in Dec.,	.....	Hoboken Manufacturers' R. R. Co.
Hopatcong Railroad,	.89	10,000 00	.....	7,485 25	17,485 25	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Hopatcong Shore Railroad,	1.22	47,000 00	9,000 00	.....	31,000 00	.....	.....	1,470 83	1,470 83	1,470 83	None,	See remarks in report,	.....
Hudson and Manhattan Railroad,	18.775	45,249,950 00	72,602,000 00	1,947,049 39	117,163,860 02	2,846,945 10	.....	1,792,519 17	4,639,464 27	4,630,594 59	None,	.....	.....
Hudson Railroad and Transportation Company,	†	20,000 00	.....	.....	2,000 00	.....	.....	.....	.....	.....	None,	.....	.....
Inter-City Link Railroad,	‡	6,000 00	.....	2,066 81	4,066 81	.....	.....	.....	.....	.....	.....	Road not operated,	.....
Jersey City and Bayonne Railroad,	*5.	13,500 00	.....	1,195 92	1,195 92	.....	.....	.....	.....	.....	.....	Road not constructed,	.....
Jersey City Belt Line Railway,	8.251	56,800 00	.....	83 76	47,403 76	.....	.....	.....	.....	.....	None,	Construction work not yet completed,	.....
Kinkora and New Lisbon Railroad,	10.46	40,000 00	.....	92,354 80	46,127 70	10,333 71	12,716 62	6,268 99	29,319 32	39,984 92	None,	.....	Pennsylvania Railroad Company.
Lafayette Railroad,	.55	61,800 00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	73.90	897,800 00	1,867,944 55	90,498 58	3,443,294 72	27,382 79	1,081,052 19	9,774 54	1,118,209 52	787,814 12	None,	Report includes receipts and expenses of South Easton and Phillipsburg R. R.,	.....
Lehigh and New England Railroad,	169.77	1,000,000 00	6,926,500 00	150,000 00	7,366,685 63	12,244 93	842,722 52	8,364 09	863,331 54	865,053 54	None,	Receipts and expenses given cover operation of entire line,	.....
Lehigh Valley Railroad Company of New Jersey,	85.87	20,433,000 00	17,814,500 00	.....	29,050,525 53	904,916 46	5,810,788 45	305,608 49	7,021,313 40	4,519,185 55	None,	See remarks in report as to net income,	.....
Lodi Branch Railroad,	.32	60,000 00	.....	.....	60,000 00	.....	.....	.....	.....	.....	.....	.....	.....
Long Dock Company,	2.561	800,000 00	7,500,000 00	.....	8,300,000 00	.....	.....	.....	.....	.....	.....	Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Lucaston Railroad,	1.62	16,000 00	.....	.....	16,000 00	682 95	1,181 65	203 64	2,068 24	2,068 24	None,	Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Macopin Railroad,	1.50	60,000 00	44,000 00	.....	104,000 00	.....	.....	.....	.....	.....	.....	Road operated solely in the interests of John Lucas & Co.,	.....

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Harrison and East Newark Connecting Railroad,	.21	25,000 00			25,000 00						None,	Railroad and Canal Co.,	Pennsylvania Railroad Company.
Hibernia Mine Railroad,	4.20	200,000 00			179,941 17			6,989 65	6,989 65	6,513 75	$6,000 in cash,		
Hoboken Manufacturers' Railroad,	.06	400,000 00	300,000 00	481,813 72	831,891 93		123,656 96	10,131 07	133,788 03	197,674 02	None,		Hoboken Manufacturers' R. R. Co.
Hoboken Railroad, Warehouse and Steamship Connecting Company,	1.833	300,000 00	164,500 00		196,762 45			22,000 00	22,000 00		1¾% in June and 2% in Dec.,		Delaware, Lackawanna & Western R. R. Co.
Hopatcong Railroad,	.89	10,000 00		7,485 25	17,485 25						None,	Receipts and expenses included in report of Morris and Essex R. R.,	
Hopatcong Shore Railroad,	1.22	47,000 00	9,000 00		31,000 00			1,470 83	1,470 83	1,470 83	None,	See remarks in report,	
Hudson and Manhattan Railroad,	18.775	45,249,950 00	72,602,000 00	1,947,049 39	117,163,869 02	2,846,945 10		1,792,519 17	4,639,464 27	4,630,594 59	None,		
Hudson Railroad and Transportation Company,	†	20,000 00			2,000 00						None,		
Inter-City Link Railroad,	‡	6,000 00		2,066 81	4,066 81							Road not operated,	
Jersey City and Bayonne Railroad,	*5.	13,500 00		1,195 92	1,195 92							Road not constructed,	
Jersey City Belt Line Railway,	8.251	56,800 00		83 76	47,403 76						None,	Construction work not yet completed,	Pennsylvania Railroad Company.
Kinkora and New Lisbon Railroad,	10.46	40,000 00		92,354 80	46,127 70	10,333 71	12,716 62	6,268 99	29,319 32	39,984 92	None,		
Lafayette Railroad,	.55	61,800 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Lehigh and Hudson River Railway,	73.90	897,800 00	1,867,944 55	90,498 58	3,443,294 72	27,382 79	1,081,052 19	9,774 54	1,118,209 52	787,814 12	None,	Report includes receipts and expenses of South Easton and Phillipsburg R. R.,	
Lehigh and New England Railroad,	169.77	1,000,000 00	6,926,500 00	150,000 00	7,366,685 63	12,244 93	842,722 52	8,364 09	863,331 54	865,053 54	None,	Receipts and expenses given cover operation of entire line,	
Lehigh Valley Railroad Company of New Jersey,	85.87	20,433,000 00	17,814,500 00		29,050,525 53	904,916 46	5,810,788 45	305,608 49	7,021,313 40	4,519,185 55	None,	See remarks in report as to net income,	
Lodi Branch Railroad,	.32	60,000 00			60,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Long Dock Company,	2.561	800,000 00	7,500,000 00		8,300,000 00							Operations and expenditures included in report of Erie R. R. Co.,	Erie Railroad Company.
Lucaston Railroad,	1.62	16,000 00			16,000 00	682 95	1,181 65	203 64	2,068 24	2,068 24	None,	Road operated solely in the interests of John Lucas & Co.,	
Macopin Railroad,	1.50	60,000 00	44,000 00		104,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Manufacturers' Extension Railroad,	1.23	53,700 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Brook Railroad,	1.85	4,000 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Middle Valley Railroad,	1.38	9,900 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Millstone and New Brunswick Railroad,	6.56	95,750 00			113,404 42	5,486 36	3,131 55	877 64	9,495 55	25,081 28	None,		Pennsylvania Railroad Company.
Morris Railroad,	2.68	6,000 00		15,000 00	1,400 00						None,	No construction work yet done,	
Morris and Essex Railroad,	118.99	15,000,000 00	33,477,000 00	348,592 88	47,684,405 62	4,493,523 39	5,463,318 21	785,261 15	10,742,102 75	6,863,535 91	$1,050,000 paid in cash by lessee,		Delaware, Lackawanna & Western R. R. Co.
Morris and Essex Extension Railroad,	1.92	221,000 00		73,253 66	294,253 66						$8,840 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Morristown and Erie Railroad,	10.68	400,000 00	300,000 00	3,802 58	743,267 38	11,224 05	73,329 43	3,151 58	87,705 06	48,759 55	None,	See remarks in report,	
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650 00	75,000 00	4,496 36	175,146 36	3,624 18	6,964 29	713 76	11,302 23	23,360 26	Two of 3% each on $44,750 stock, paid in cash,		Pennsylvania Railroad Company.
Mount Hope Mineral Railroad,	4.28	160,000 00		3,421 30	163,421 30		27,906 45	245 65	28,152 10	17,766 93	8% Dec. 20, 1911, $12,800,		New Jersey Southern Railway Company.
Navesink Railroad,	4.66	701,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	
Newark Bay Railway,	4.91	13,000 00		180 83	5,180 83							Construction work not yet completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		1,263,648 05	1,367,498 05						$6,231 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	3.99	250,000 00	250,000 00	45,637 31	355,056 18							Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,754,936 62							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	37.87	2,228,600 00	1,026,500 00	131,964 61	3,146,775 65	582,238 76	170,856 28	33,605 60	786,700 64	509,069 21	None,	See remarks in regard to income and expenses,	
New Jersey and Pennsylvania Railroad Company,	24.	400,000 00	200,000 00	109,847 98	709,323 57	5,629 85	37,857 51	1,651 66	45,139 02	28,151 34	None,		
New Jersey Shore Line Railroad,	1.02	31,000 00		495,660 43	497,752 18			1,212 93	1,212 93	20,851 36			
New Jersey Southern Railway,	75.66	2,590,600 00				573,081 34	551,366 19	399,480 33	1,523,927 86	1,302,396 30	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., Vineland Branch R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	500,000 00	250,000 00								None,	Receipts and expenses included in report of Central R. R. of N. J.,	Central R. R. Co. of N. J.
New York Bay Railroad,	13.56	6,000,000 00	4,185,000 00		10,200,987 18				591,764 12	495,839 12	One of 1½ per cent., paid in cash,		
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21								The remaining portion of constructed road is included in report of West Shore R. R. Co.,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	54.27	100,000 00	1,471,600 00		1,571,600 00						None,	Operations and expenses included in report of Erie Railroad Co. Includes Arlington R. R., Caldwell R. R., Roseland Ry. and Watchung Ry.,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	2,500,000 00									Receipts and expenses assumed by operating companies,	Road operated by Central R. R. Co. of N. J. and Penna. R. R., under agreement.
New York, Susquehanna and Western Railroad,	148.18	26,000,000 00	12,434,000 00	782,043 40	34,177,574 16	597,610 58	2,117,226 10	521,566 09	3,236,402 77	2,097,789 61	None,	Report includes receipts and expenses of Middletown, Unionville and Water Gap R. R., Macopin R. R. and Passaic and New York R. R. See remarks in report.	
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	808,000 00	639 17	1,706,993 31							Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
North Jersey Rapid Transit Company,	14.52	800,000 00	800,000 00	112 75	1,600,000 00	47,348 86		1,241 75	48,590 61	37,763 54	None,		Central Railroad Company of New Jersey.
Ogden Mine Railroad,	9.86	450,000 00			450,000 00							$5,552.50 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R., Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Railroad,	14.11	111,050 00		31,172 73	142,222 73							$4,000 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R., Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00								
Passaic and New York Railroad,	3.05	70,000 00	70,000 00		140,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	§	7,700 00									None,	No construction done. See report.	
Paterson and Hudson River Railroad,	13.95	630,000 00			630,000 00						8 per cent., paid in cash, $50,400,		Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00	812,577 97	545,433 29							Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						6 per cent., paid in cash, $17,880,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.37	342,150 00	160,000 00		502,150 00						None,		Union Transportation Company.
Pennsylvania, Lackawanna and Erie Connecting Railroad,	1.964	4,000 00			800 00					350 00	None,	Road not operating,	
Pennsylvania Tunnel and Terminal Railroad,	11.89	25,000,000 00		86,534,230 57	109,391,681 27	75,012 82		222,824 37	297,837 19	1,279,205 11	None,		Pennsylvania Railroad Company.
Perth Amboy and Woodbridge Railroad,	6.43	228,400 00			359,385 65	153,828 84	136,992 13	36,650 16	327,471 13	234,982 77	10 per cent. in cash, extra 10 per cent. in cash,		Pennsylvania Railroad Company, Tuckerton Railroad Company.
Philadelphia and Beach Haven Railroad,	12.80	200,000 00		302,584 55	203,695 00	11,120 37	8,807 76	2,755 52	22,683 65	53,256 37	None,		
Philadelphia and Brigantine Railroad,	14.										None,	See remarks in report,	Pennsylvania Railroad Company,
Philadelphia and Long Branch Railroad,	48.74	765,000 00	750,000 00	889,081 10	1,613,862 69	150,375 66	67,494 10	17,191 84	235,061 60	323,193 49	None,		
Pohatcong Railroad,	1.75				34,234 52						None,	See remarks in report,	
Port Reading Railroad,	21.04	2,000,000 00	1,500,000 00		3,840,267 93		1,197,210 22	234,828 89	1,432,039 11	1,048,956 43	Dec. 9, 1911, $240,000,		
Rahway Valley Company, Lessee,	.75	3,505 10			3,547 82	3,479 82	25,583 04	1,297 79	30,360 65	30,145 12	None,		Rahway Valley Company, lessee.
Rahway Valley Railroad,	10.	49,200 00	72,000 00	409,191 49	421,614 64			4,000 00	4,000 00		None,		
Raritan North Shore Railroad,	4.28	66,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	21.83	440,000 00	400,000 00		1,013,834 52	7,944 15	207,552 66	14,102 54	229,599 35	136,197 82	Two, of 3% each, with 1% extra each, in		

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Mount Hope Mineral Railroad,	4.28	160,000 00		3,421 30	163,421 30							Dec. 20, 1911, $12,800,	
Navesink Railroad,	4.66	701,900 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Newark Bay Railway,	4.91	13,000 00		180 83	5,180 83							Construction work not yet completed,	
Newark and Bloomfield Railroad,	4.24	103,850 00		1,263,648 05	1,367,498 05						$6,231 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
Newark and Hudson Railroad,	3.99	250,000 00	250,000 00	45,637 31	355,056 18							Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
New Jersey Junction Railroad,	4.43	100,000 00	1,700,000 00		1,754,936 62							See affidavit as to earnings and expenses,	N. Y. Central & Hudson River R. R. Co.
New Jersey and New York Railroad,	37.87	2,228,600 00	1,026,500 00	131,964 61	3,146,775 65	582,238 76	170,856 28	33,605 60	786,700 64	509,069 21	None,	See remarks in regard to income and expenses,	
New Jersey and Pennsylvania Railroad Company,	24.	400,000 00	200,000 00	109,847 98	709,323 57	5,629 85	37,857 51	1,651 66	45,139 02	28,151 34	None,		
New Jersey Shore Line Railroad,	1.02	31,000 00		495,660 43	497,752 18			1,212 93	1,212 93	20,851 36			
New Jersey Southern Railway,	75.66	2,590,600 00				573,081 34	551,366 19	399,480 33	1,523,927 86	1,302,396 30	None,	Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., Vineland Branch R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands,	
New Jersey Terminal Railroad,	5.61	500,000 00	250,000 00								None,	Receipts and expenses included in report of Central R. R. of N. J.,	Central R. R. Co. of N. J.
New York Bay Railroad,	13.56	6,000,000 00	4,185,000 00		10,200,987 18				591,764 12	495,839 12	One of 1½ per cent., paid in cash,		
New York and Fort Lee Railroad,	.24	1,000,000 00		14,506 21								The remaining portion of constructed road is included in report of West Shore R. R. Co.,	N. Y. Central & Hudson River R. R. Co.
New York and Greenwood Lake Railway,	54.27	100,000 00	1,471,600 00		1,571,600 00						None,	Operations and expenses included in report of Erie Railroad Co. Includes Arlington R. R., Caldwell R. R., Roseland Ry. and Watchung Ry.,	Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000 00	2,500,000 00									Receipts and expenses assumed by operating companies,	Road operated by Central R. R. Co. of N. J. and Penna. R. R., under agreement.
New York, Susquehanna and Western Railroad,	148.18	26,000,000 00	12,434,000 00	782,043 40	34,177,574 16	597,610 58	2,117,226 10	521,566 09	3,236,402 77	2,097,789 61	None,	Report includes receipts and expenses of Middletown, Unionville and Water Gap R. R., Macopin R. R. and Passaic and New York R. R. See remarks in report.	
Northern Railroad Company of New Jersey,	26.05	1,000,000 00	808,000 00	639 17	1,706,993 31							Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
North Jersey Rapid Transit Company,	14.52	800,000 00	800,000 00	112 75	1,600,000 00	47,348 86		1,241 75	48,590 61	37,763 54	None,		
Ogden Mine Railroad,	9.86	450,000 00			450,000 00								Central Railroad Company of New Jersey.
Passaic and Delaware Railroad,	14.11	111,050 00		31,172 73	142,222 73						$5,552.50 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and Delaware Extension Railroad,	7.41	100,000 00			100,000 00						$4,000 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R.,	Delaware, Lackawanna & Western R. R. Co.
Passaic and New York Railroad,	3.05	70,000 00	70,000 00		140,000 00							Operations and expenditures included in report of New York, Susquehanna and Western R. R. Co.,	New York, Susquehanna & Western R. R. Co.
Passaic River Extension Railroad,	§	7,700 00									None,	No construction done. See report.	
Paterson and Hudson River Railroad,	13.95	630,000 00			630,000 00						8 per cent., paid in cash, $50,400,		Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000 00	500,000 00	812,577 97	545,433 29							Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
Paterson and Ramapo Railroad,	14.413	298,000 00			350,000 00						6 per cent., paid in cash, $17,880,		Erie Railroad Company.
Pemberton and Hightstown Railroad,	24.37	342,150 00	160,000 00		502,150 00						None,		Union Transportation Company.
Pennsylvania, Lackawanna and Erie Connecting Railroad,	1.964	4,000 00			800 00					350 00	None,	Road not operating,	
Pennsylvania Tunnel and Terminal Railroad,	11.89	25,000,000 00		86,534,230 57	109,391,681 27	75,012 82		222,824 37	297,837 19	1,279,205 11	None,		Pennsylvania Railroad Company.
Perth Amboy and Woodbridge Railroad,	6.43	228,400 00			359,385 65	153,828 84	136,992 13	36,650 16	327,471 13	234,982 77	10 per cent. in cash, extra 10 per cent. in cash,		Pennsylvania Railroad Company,
Philadelphia and Beach Haven Railroad,	12.80	200,000 00		302,584 55	203,695 00	11,120 37	8,807 76	2,755 52	22,683 65	53,256 37	None,		Tuckerton Railroad Company.
Philadelphia and Brigantine Railroad,	14.										None,	See remarks in report,	
Philadelphia and Long Branch Railroad,	48.74	765,000 00	750,000 00	889,081 10	1,613,862 69	150,375 66	67,494 10	17,191 84	235,061 60	323,193 49	None,		Pennsylvania Railroad Company,
Pohatcong Railroad,	1.75				34,234 52						None,	See remarks in report,	
Port Reading Railroad,	21.04	2,000,000 00	1,500,000 00		3,840,267 93		1,197,210 22	234,828 89	1,432,039 11	1,048,956 43	Dec. 9, 1911, $240,000,		
Rahway Valley Company, Lessee,	.75	3,505 10			3,547 82	3,479 82	25,583 04	1,297 79	30,360 65	30,145 12	None,		
Rahway Valley Railroad,	10.	49,200 00	72,000 00	409,191 49	421,614 64			4,000 00	4,000 00		None,		Rahway Valley Company, lessee.
Raritan North Shore Railroad,	4.28	66,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Raritan River Railroad,	21.83	440,000 00	400,000 00		1,013,834 52	7,944 15	207,552 66	14,102 54	229,599 35	136,197 82	Two, of 3% each, with 1% extra each, in all 8%, in cash.		
Raritan Terminal and Transportation Company,	§	40,000 00			30,065 35			2,000 00	2,000 00	551 14	None,		
Rockaway River and Montville Railroad,	1.79	30,000 00		30,000 00	60,000 00						None,		Morris and Essex Railroad Company.
Rocky Hill Railroad and Transportation Company,	2.84	45,600 00		969 84	46,623 98	2,005 08	11,015 81	1,256 50	14,277 39	16,228 51	Two of 3 per cent. each on $18,700 stock, paid in cash,		Pennsylvania Railroad Company.
Sound Shore Railroad,	6.17	149,200 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
South Easton and Phillipsburg Railroad,	.35	75,000 00		189,079 65	264,079 65						None,	Earnings and expenses included in report of Lehigh and Hudson River Railway Company,	
Sussex Railroad,	30.55	1,638,600 00			1,919,522 60	66,228 29	69,826 66	37,552 20	173,607 15	143,664 27	None,		
Toms River Railroad,	7.57	240,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Toms River and Barnegat Railroad,	14.71	75,300 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Trenton, Lawrenceville and Princeton Railroad,	9.59	200,000 00	100,000 00	57,655 99	407,655 99	44,616 03	8,835 92		53,451 95	38,050 50	None,	See remarks in report,	
Trenton Terminal Railroad Company,	.875	15,000 00	15,000 00		30,000 00								Camden and Trenton Railway Company.
Tuckerton Railroad,	29.	552,241 54	100,000 00	5,446 60	639,371 91	36,070 26	40,518 78	5,817 34	82,396 38	76,571 31	None,		
Union Transportation Company,	24.42					45,564 00	27,734 86	11,059 43	84,358 29	82,351 50	2½%, Feb. 12, 1911, $506.25; 2½%, Aug. 12, 1911, $506.25,		
United New Jersey Railroad and Canal Company,	524.68	21,240,400 00	20,000,000 00		67,778,829 53	13,071,178 99	18,534,587 90	7,147,078 54	38,752,845 43	40,865,423 54	$2,124,040, 10 per cent. on capital stock paid quarterly by Pennsylvania R. R. Co.,		Pennsylvania Railroad Company.
Venice Park Railroad,	§	2,000 00			10,000 00					2,500 00	None,	Road carries passengers but does not collect fares,	
Vincentown Branch Railroad,	2.77	25,000 00	15,000 00	907 77	39,727 32	1,343 76	5,299 68	1,118 25	7,761 69	10,002 94	Two of 3 per cent. each on $15,000 stock, paid in cash,		Pennsylvania Railroad Company.
Vineland Railroad,	46.82	600,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.	New Jersey Southern Railway Company.
Vineland Branch Railroad,	3.655	8,000 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
Warren Railroad,	18.82	1,800,000 00	1,394,000 00	2,074 38	3,196,074 38						$126,000 paid in cash by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R. Co.
West End Railroad,	1.36	43,700 00									None,	Receipts and expenses included in report of N. J. Southern Ry. Co.,	New Jersey Southern Railway Company.
West Jersey and Seashore Railroad,	337.56	9,681,800 00	8,022,000 00		19,784,885 77	4,019,179 74	1,838,597 71	652,366 31	6,510,143 76	5,800,208 90	Two of 2½ per cent. each on common stock and two of 3 per cent. each on special guaranteed stock; all paid in cash,		
West Shore Railroad,	423.67	10,000,000 00	50,000,000 00	10,355,829 51	70,355,829 51							See affidavit in regard to receipts and expenses,	N. Y. Central and Hudson River R. R.
West Side Connecting Railroad,	.94	125,400 00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,	Central Railroad Company of New Jersey.
Wharton and Northern Railroad,	20.64	500,000 00	350,000 00	101,565 21	951,565 21	6,405 06	42,392 65	444 00	49,241 71	49,246 64	None,		
Wildwood and Delaware Bay Short Line Railroad,	7.75	82,150 00	23,900 00									Road not yet in operation,	

* As projected.
† About 1,900 feet.
‡ Between 1 and 2 miles.
§ About 1 mile.