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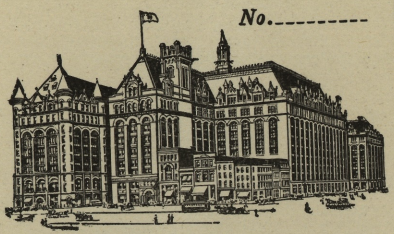
State of New Jersey.

Railroad and Canal Reports.

1915

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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 1913

UNION HILL, N. J.
DISPATCH PRINTING COMPANY

1914

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, March 25, 1914.

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 1913, and the reports of all railroads and canal companies for said year.

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

Very respectfully,

E. I. EDWARDS,
Comptroller of the Treasury.

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State Director's Report

MORRISTOWN, NEW JERSEY, February 9th, 1914.

To His Excellency, James F. Fielder, Governor of the State of New Jersey, Trenton, New Jersey :

SIR—I have the honor to submit my annual report for the year 1913 as State Director of the United New Jersey Railroad and Canal Company. The statements herewith attached show:

1. The charges and credits on account of property of the United New Jersey Railroad and Canal Company from January 1st, 1872, to December 31st, 1913, inclusive, showing a debit balance of $33,892,060.79.

2. 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, 1913.

3. 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 1913.

The terms of the lease have been fully complied with. The property is maintained in a highly efficient condition.

Respectfully,

ROBERT D. FOOTE,
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 1913, 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 & Jamesburg Agricultural R. R. at Jamesburg Junction, N. J.,	.28
Connection with Kinkora & New Lisbon R. R. at Kinkora, N. J.,	.31
Connection with Delaware River R. R. & Bridge Co's. Branch No. 1 at Fish House, N. J.,	.25
Connection with Camden & Burlington County R. R. at Pavonia, N. J.,	.19
Connection with West Jersey & Seashore R. R., 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.,	.92
	148.46

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	Miles.
Pennsylvania Tunnel & Terminal Railroad,	11.81
Perth Amboy & Woodbridge Railroad,	6.53
Millstone & New Brunswick Railroad,	6.56
Rocky Hill Railroad and Transportation Company,	2.84
Belvidere-Delaware Railroad,	80.98
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 & 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,	458.73
Delaware and Raritan Canal (U. N. J. R. R. & C. Co.),	66.00
Grand Total New Jersey Division,	524.73

In addition to above, the New Jersey Division operates 75.84 miles of line under trackage rights.

Statement of Charges and Credits on Account of Property of the United New Jersey Railroad and Canal Company from January 1st, 1872, to December 31st, 1913, Inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1912, ...	$36,258,723 22	
Amount expended in 1913, ...	1,998,943 36	
		$38,257,666 58

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1912, ...	8,594,702 10	
Proceeds from sales in 1913, ...	23,364 27	
Value of property abandoned and not replaced, less salvage, to December 31st, 1912, ...	263,181 24	
Value of property abandoned and not replaced, less salvage, in 1913, ...	111,839 80	
		8,993,087 41
Debit balance, January 1st, 1914, ...		$29,264,579 17

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REAL ESTATE.

Dr.

To Amount expended to December 31st, 1912, ...	$3,653,813 57	
Amount expended in 1913, ...	Nothing.	
		3,653,813 57

Cr.

By Proceeds from sale of real estate, materials, etc., to December 31st, 1912, ...	1,127,834 39	
Proceeds from sales in 1913, ...	Nothing.	
		1,127,834 39
Debit balance, January 1st, 1914, ...		$2,525,979 18

HARSIMUS COVE CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1912, ...	$3,960,744 41	
Amount expended in 1913, ...	35,363 13	
		$3,996,107 54

Cr.

By United New Jersey Railroad & Canal Company's stock, ...	$2,258,708 55	
Proceeds from sale of building and materials to December 31st, 1912, ...	127,796 08	
Proceeds from sales in 1913, ...	Nothing.	
		2,386,504 63
Debit balance, January 1st, 1914, ...		$1,609,602 91

HARSIMUS COVE RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1912, ..	$1,236,046 47	
Amount expended in 1913, ...	Nothing.	
		$1,236,046 47

Cr.

By United New Jersey Railroad & Canal Company's stock	$741,291 45	
Proceeds from sale of building and materials to December 31st, 1912, ...	2,855 49	
Proceeds from sales in 1913, ...	Nothing.	
		744,146 94
Debit balance, January 1st, 1914, ...		$491,899 53

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SUMMARY.

Dr.

To Cost of Construction,	$38,257,666 58	
Real Estate,	3,653,813 57	
Harsimus Cove Construction,	3,996,107 54	
Harsimus Cove right of way and real estate,	1,236,046 47	
		$47,143,634 16

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property,	$9,876,552 33	
United New Jersey Railroad & Canal Company's stock,	3,000,000 00	
Value of property abandoned and not replaced, less salvage,	375,021 04	
		13,251,573 37
Debit balance, January 1st, 1914,		$33,892,060 79

E. A. STOCKTON,
Deputy Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa.

February 3rd, 1914.

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, 1913.

GROSS REVENUE FROM OPERATION.

From Freight Revenue,	$20,911,429 30	
Passenger Revenue,	14,863,558 89	
Mail Revenue,	599,754 39	
Express Revenue,	1,883,648 35	
Other Transportation Revenue,	587,239 24	
Non-Transportation Revenue,	808,671 12	
Auxiliary Operations,	3,442,554 58	
Total,		$43,096,855 87

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OPERATING EXPENSES.

For Maintenance of Way and Structures,	$6,028,545 63	
Maintenance of Equipment,	6,018,115 51	
Traffic,	698,077 08	
Transportation,	18,157,711 26	
General,	1,004,026 45	
Auxiliary Operations,	5,159,385 69	
Total,		$37,065,861 62
Taxes,		2,886,430 43
Operating Expenses, Including Taxes		$39,952,292 05
Net Revenue from Operation,		3,144,563 92
Deduct Rental of Equipment, Terminal Facilities, etc.,		1,521,609 83
		$1,622,953 99

To which add—

Dividend on Belvidere Delaware Railroad Co. Stock,	$60,504 00	
Philadelphia & Camden Ferry Co. Stock,	29,801 00	
Camden & Burlington County Railroad Co. Stock,	11,418 00	
Paterson & Ramapo Railroad Co. Stock,	300 00	
Associates of the Jersey Co. Stock,	30,000 00	
Freehold & Jamesburg Agricultural Railroad Co. Stock,	9,594 00	
Trenton Delaware Bridge Co. Stock,	7,912 00	
Perth Amboy & Woodbridge Railroad Co. Stock	6,000 00	
Interest on Freehold & Jamesburg Agricultural Railroad Co. Bonds,	3,400 00	
Rents,	431,491 32	
		590,420 32
Total Income,		$2,213,374 31

From which deduct payments as follows:

United New Jersey Railroad & Canal Co.

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	
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	

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Organization,	10,000 00	
Interest on Mortgages and Ground Rents,	22,644 88	
Interest on $2,000,000.00 P. R. R. Co. 1st Mortgage four per cent. bonds, issued account of purchase of New York Pier properties,	80,000 00	
		$3,008,339 88

Philadelphia & Trenton Railroad Company—

Dividend on $494,100.00 stock at ten per cent.,	$49,410 00	
Interest on Mortgages and Ground Rents,	324 00	
		$49,734 00

Camden & Burlington County Railroad Company—

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

Vincentown Branch of the Burlington County Railroad—

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

Mt. Holly, Lumberton & 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 & Transportation Company—

Dividend on $18,700.00 Stock at six per cent.,	$1,122 00	
Organization,	85 26	
		$1,207 26

Connecting Railway Company—

Dividend on $3,613,650.00 Stock at four per cent.,	$144,546 00	
Interest on $2,459,000.00 Bonds at four per cent.,	98,360 00	
Interest on $1,000,000.00 Bonds at four per cent. (for 8 months)	26,666 67	
Interest on $1,000,000.00 Bonds at four and one-half per cent (for 4 months)	15,000 00	
Interest on Mortgages and Ground Rents	2,561 67	
		$287,134 34

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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, less taxes, ...	$117,908 65	
Perth Amboy and Woodbridge Railroad Company—		
Net earnings, less taxes, ...	57,579 97	
Freehold and Jamesburg Agricultural Railroad Company—		
Net earnings, less taxes, ...	25,049 86	
	$200,538 48	
Less:		
Belvidere Delaware Railroad Company—		
Excess of Taxes over Net Earnings,....	$65,692 47	$134,846 01
Construction Expenditures on United New Jersey Railroad & Canal Company and lines operated in connection therewith, ...		2,146,413 78
Floating Equipment—Tug Boats and Car Floats, ...	494,389 48	
Shop Tools and Machinery, ...	17,450 24	
		511,839 72
		$6,448,115 49
Loss, ...		$4,234,741 18

E. A. STOCKTON,
Deputy Comptroller.

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa.

February 3rd, 1914.

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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, 1913. In each case these facts and statements are sworn to by the Railroad Officer making the Report.

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Report of Railroad Companies

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller by the Railroad Companies of the State, Atlantic City Railroad Company presents the following Report for the year ending December 31, 1913:

Capital stock paid in,	$3,625,000 00
Bonded debt,	4,539,017 00
Floating debt—None.	
Cost of road and equipments,	9,122,516 33

Dividends paid during the year, 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 166.73 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$1,467,487 83
Income from freight,	771,752 25
Income from other sources,	217,697 44
Total,	$2,456,937 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$2,596,417 77

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

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State of Pennsylvania, Philadelphia County, *ss.*—W. H. White, 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 1913, are correct and true, to the best of his knowledge and belief.

W. H. WHITE.

Sworn and subscribed before me, this twenty-seventh day of February, A. D. 1914.

[L. S.]

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

ACCIDENTS.

January 4, 1913—Elmer Miller, non-employe, non-fatally injured, Runnemede, N. J. Jumping off train. B. F. Gillespie, conductor; John Buchanan, engineer.

March 10, 1913—Chas. A. McMechen, non-employe, killed, Camden, N. J. Struck by train. E. E. Smith, conductor; Philip Stohlberger, engineer.

March 17, 1913—Charles Rader, employe, non-fatally injured, Camden, N. J. Caught between cars. A. Scarduzio, conductor; A. B. Davis, engineer.

March 25, 1913—John Rimke, non-employe, killed, Camden, N. J. Struck by train. W. J. Cartwright, conductor; F. P. Lantry, engineer

April 5, 1913—James Bittle, non-employe, non-fatally injured, Atlantic City, N. J. Auto struck by train. J. W. Dungan, conductor; D. R. Williams, engineer.

April 12, 1913—Richard Clark, non-employe, killed, Lawnside, N. J. Probably struck by train. ————conductor; ————engineer.

April 14, 1913—Edward F. Wooden, employe, fatally injured; John Keller, employe, non-fatally injured; Camden, N. J. Rope of scaffold breaking. ————conductor; ————engineer.

May 24, 1913—Frank A. Williams, employe, non-fatally injured, Wildwood Jct., N. J. Struck by baggage truck. John S. Little, conductor; John F. Palmer, Jr., engineer.

June 3, 1913—Geo. Sayres, employe, non-fatally injured, Camden, N. J. Attending locomotive fire. Walter Gibson, conductor; John Black, engineer.

June 16, 1913—August Sheetz, non-employe, non-fatally injured, Glassboro, N. J. Motorcycle struck. E. S. Ireland, conductor; W. H. Mearns, engineer.

June 17, 1913—Geo. Egner, employe, non-fatally injured, Atlantic City, N. J. Struck by side obstruction. J. W. Dungan, conductor; D. R. Williams, engineer.

June 18, 1913—Jas. Timmons, Jr., employe, non-fatally injured, Camden, N. J. Falling off tender. P. E. Smith, conductor; H. Leupold, engineer.

June 19, 1913—William Arthur, employe, non-fatally injured, Camden, N. J. Reversing engine. Harry Pavor, conductor; Wm. Arthur, engineer.

June 28, 1913—John D. Hodson, employe, non-fatally injured, Grenloch, N. J. Turning engine. Thos. Phillips, conductor; Ed. Holland, engineer.

June 29, 1913—Peter Majane, non-employe, non-fatally injured, Atlantic City, N. J. Team struck. A. A. Johnston, conductor; M. Rattigan, engineer.

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June 30, 1913—Jos. Hickman, employe, non-fatally injured, Cedar Brook, N. J. Jumping from car. Jos. Hickman, conductor; Walter Westcott, engineer.

July 1, 1913—Domenico D'Mara, employe, non-fatally injured, Winslow Jct., N. J. Unloading rail bender. ————————conductor; ———————— engineer.

July 1, 1913—Camele Buccirelli, non-employe, non-fatally injured, Hammonton, N. J. Struck by train, Jos. E. Tredell, conductor; Albert Pine, engineer.

July 1, 1913—George Wallace, employee, non-fatally injured, W. Collingswood, N. J. Fell on car. E. O. Parker, conductor; Chas. Gudykunst, engineer.

July 5, 1913—O. W. Stetser, employe, non-fatally injured, Blue Anchor, N. J. Attending locomotive fire. E. O. Parker, conductor; Chas. Gudykunst, engineer.

July 5, 1913—B. C. Cheeseman, non-employe, killed, Albion, N. J. Team struck. E. Haines, conductor; B. Treadway, engineer.

July 11, 1913—Geo. T. Getley, employe, non-fatally injured, Camden, N. J. Sudden stop. E. O. Parker, conductor; Chas. Gudykunst, engineer.

July 13, 1913—H. D. Gray, employe, killed, Camden, N. J. Struck by car. A. Scardazio, conductor; John Kennedy, engineer.

July 16, 1913—Samuel Price, employe, non-fatally injured. Hammonton, N. J. Jumping from engine. Samuel Price, conductor; Wm. H. Price, engineer.

July 21, 1913—John Hampton, employe, non-fatally injured, Camden, N. J. Stepping from paint shop. ————————conductor; ————————engineer.

July 25, 1913—Geo. H. Dunwoody, employe, fatally injured, Grenloch, N. J. Jumping on tender. H. J. Foust, conductor. John Buchanan, engineer.

July 28, 1913—Jos. A. Humphries, employe, non-fatally injured, Atlantic City, N. J. Attending locomotive fire. Floyd Overton, conductor; D. G. Thomas, engineer.

August 2, 1913—Alfred Letts, employe, non-fatally injured, Tuckahoe, N. J. Uncoupling cars. M. Keegan, conductor; H. L. Jones, engineer.

August 2, 1913—A. N. Rizzotte, non-employe, killed, Hammonton, N. J. Struck by train. E. E. Smith, conductor; Frank Lantry, engineer.

August 11, 1913—Jos. Rabzivon, non-employe, non-fatally injured, Camden, N. J. Struck by train. George C. Harr, conductor; Ira D. Fox, engineer.

August 12, 1913—Chas. Rossell, employe, non-fatally injured, Camden, N. J. Caught arm in brake wheel. Chas. Moore, conductor; G. W. P. Wood, engineer.

August 12, 1913—J. B. Waddora, non-employe, non-fatally injured, Camden, N. J. Jumping on train. H. E. Ruthe, conductor; Lucien Mann, engineer.

August 12, 1913—Gilbert Stubbins, employe, non-fatally injured, Atlantic City, N. J. Jumping off engine. W. M. Prosser, conductor; S. M. Stokes, engineer.

August 16, 1913—Samuel Tice, Chas. Nickles and G. W. Toomey, non-employes, non-fatally injured, Clementon, N. J. Drawhead forced through car. John Nace, conductor; Wm. Woodruff, engineer.

August 18, 1913—Wm. Howard, employe, non-fatally injured, Camden, N. J. Jumping on car. G. F. Melvin, conductor; Jos. Cuneo, engineer.

October 24, 1913—Lewis Turner, employe, non-fatally injured, Camden, N. J. Jumping off caboose. E. O. Parker, conductor; E. Bakeley, engineer.

November 6, 1913—Jos. M. Hooper and M. P. Hartshorn, non-employes, non-fatally injured, Glassboro, N. J. Auto struck. Jos. Iredel, conductor; Thos. Wigglesworth, engineer.

November 6, 1913—Fay Handy, employe, non-fatally injured, Audubon, N. J. Unloading freight. C. Handy, conductor; Wm. Boyle, engineer.

November 10, 1913—H. C. Haldeman, employe, non-fatally injured, Camden, N. J. Falling from car. W. P. Gibson, conductor; John Black, engineer.

November 11, 1913—Arthur Foster, non-employe, killed, Camden, N. J. Struck by train. Howard Lummins, conductor; W. H. Cann, engineer.

November 15, 1913—C. P. Warren, employe, non-fatally injured, Tuckahoe, N. J. Door closed on hand. L. C. Snyder, conductor; Stephen Stephenson, engineer.

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November 17, 1913—Wm. Arthur, employe, fatally injured (off duty), Camden, N. J. Struck by train. J. M. Randolph, conductor; L. McLain, engineer.

December 1, 1913—Paul Sturgia, employe, non-fatally injured, Tuckahoe, N. J. Handling freight. ————————, conductor; ————————, engineer.

December 5, 1913—W. C. Mounce, employe, non-fatally injured, Winslow Jct., N. J. Struck hand against cutting lever. J. E. Iredell, conductor; Thos. Wigglesworth, engineer.

December 12, 1913—Jas. H. Walters, employe, non-fatally injured, Glassboro, N. J. Handling freight. J. E. Iredell, conductor; Thos. Wigglesworth, engineer

December 16, 1913—Howard Metzler, employe, non-fatally injured, Camden, N. J. Handling freight. ————————, conductor; ————————, engineer.

December 24, 1913—Milton Dilger, Emile Dunkle and Cliffort Olt, non-employes, killed, Hammonton, N. J. Team struck. J. S. Coleman, conductor; D. W. Short, engineer.

December 29, 1913—D. Castaldi, employe, non-fatally injured, Camden, N. J. Handling freight. ————————, conductor; ————————, engineer.

August 23, 1913—Chas. Boles, non-employe, fatally injured, Glassboro, N. J. Struck by train. E. S. Ireland, conductor; W. H. Mearns, engineer.

August 25, 1913—Herbert Baxter, employe, fatally injured, Atlantic City, N. J. Falling from car. W. Gunzenhauer, conductor; B. Wright, engineer.

September 1, 1913—Irving McIntire, employe, non-fatally injured, Atlantic City, N. J. Jumping off engine. ————————conductor; Irving McIntire, engineer.

September 3, 1913—Harry A. Shinn, employe, non-fatally injured, Orston, N. J. Struck by side construction. F. W. Weigand, conductor; Elwood Storms, engineer.

September 10, 1913—Onda Edwards, employe, non-fatally injured, Camden, N. J. Stepping off float. Irving Turner, conductor; Frank Sterner, engineer.

September 12, 1913—Chas. R. Welch, employe, non-fatally injured, Glassboro, N. J. Attending locomotive fire. Wilbert Reed, conductor; Chas. P. Bell, engineer.

September 18, 1913—Elwood Storms, employe, non-fatally injured, Williamstown Jct., N. J. Reversing engine. F. W. Weigand, conductor; Elwood Storms, engineer.

September 23, 1913—Jno. H. Shallcross, employe, non-fatally injured, Williamstown Jct., N. J. Falling from engine. Samuel Price, conductor; J. W. Collins, engineer.

September 24, 1913—Wm. H. Harrison, employe, non-fatally injured, Palermo, N. J. Hot spark in eye. E. R. Lloyd, conductor; J. M. Randolph, Jr., engineer.

September 25, 1913—F. W. Weigand, employe, non-fatally injured, Audubon, N. J. Overtread ankle. F. W. Weigand, conductor; M. Black, engineer.

September 26, 1913—James Reardon, employe, non-fatally injured, Winslow Jct., N. J. Poling cars. E. E. Clark, conductor; Wm. Boyle, Engineer.

September 27, 1913—E. A. Cook, employe, non-fatally injured, Williamstown Jct., N. J. Attending locomotive fire. Chester Gandy, conductor; M. Black, engineer.

September 28, 1913—Jos. Osbarms and John Povelo, non-employes, non-fatally injured, Williamstown, N. J. Team struck. F. W. Young, conductor; F. Laird, Jr., engineer.

October 1, 1913—Clarence Sadler, employe, non-fatally injured, Egg Harbor, N. J. Loading freight. Samuel Price, conductor; J. W. Collins, engineer.

October 9, 1913—F. G. Ladd, employe, non-fatally injured, Camden, N. J. Falling from car. Wm. Lodge, conductor; Thos. Mahney, engineer.

October 9, 1913—Raymond Young, employe, non-fatally injured, Camden, N. J. Jumping off car. ————————conductor; ————————engineer.

October 14, 1913—Jacob Price, non-employe, non-fatally injured, Blackwood, N. J. Team struck. Thos. H. Ashton, conductor; Theo. J. Leupold, engineer.

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October 17, 1913—Marion Fish, non-employe, killed, Audubon, N. J. Struck by train. A. J. Johnson, conductor; D. V. Smith, engineer.

October 21, 1913—J. M. DuBois and Mrs. J. M. DuBois, non-employes, non-fatally injured, Atlantic City, N. J. Team struck. W. M. Prosser, conductor; D. R. Williams, engineer.

ATLANTIC CITY AND OCEAN CITY RAILROAD COMPANY.

Capital stock paid in.	$180,000 00
Bonded debt,	180,000 00
Floating Debt—None.	
Cost of road and equipments,	338,533 93

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 and Shore Railroad Company at an annual rental of $19,500 and a contingent rental based upon earnings.

It is equipped and operated by the Atlantic City and 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 and 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 28th day of January A. D. 1914.

JOSEPH F. COTTER,
Notary Public.

[L. S.]

Commission Expires May 14, 1915.

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RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$19,991 33
Total,	$19,991 33

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

Dividends paid during the year 1913, 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,	950,000 00
Floating Debt—None.	
Cost of road and equipments,	1,931,352 84

Dividends paid during the year 1913, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$618,839 10
Income from freight—None.	
Income from other sources,	14,770 05
Total,	$633,609 15
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$320,484 33

REMARKS.

This report includes receipts and expenditures, also the accidents of the Atlantic City and Ocean City Railroad Company and Atlantic

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Avenue Line, Atlantic City, N. J., the former being operated under a lease and the latter under a trackage rights agreement with the West Jersey and Seashore Railroad Company.

P. O. address of the above company—8 South Virginia Avenue, Atlantic City, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—W. A. Stern, being duly sworn, on his oath says, that he is President of the Atlantic City and Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

W. A. STERN.

Sworn and subscribed before me, this 5th day of February, A. D. 1914.

JOSEPH F. COTTER,
Notary Public.

[L. S.]

Commission Expires May 14, 1915.

ACCIDENTS.

March 2, 1913—Carrie Judge, contusion of back and injury to kidneys, claimed car started as she was in the act of boarding. J. Shanahan, conductor; J. Russell, motorman. Motorman still employed.

March 20, 1913—Mrs. Tonstall, contusions of arm and side and injured internally, claimed car started as she was in the act of boarding. J. McCarthy, conductor; J. Ryan, motorman. Not employed.

April 15, 1913—Mrs. J. Ireland, loss of memory and internal injuries, stepped in front of moving car. J. Lofland, conductor; R. Grice, motorman. Still employed.

June 4, 1913—Mrs. Leatherberry, bruises, concussion of the brain and internal injuries, stepped off backwards of moving car. W. Zacheis, conductor; J. Fehilly, motorman. Still employed.

July 4, 1913—George Gaunt (employe), fractured three ribs, tried to board moving car. S. Booye, conductor; E. Fraas, motorman. Motorman still employed.

July 5, 1913—Thos. Keeling, foot cut and shock, collision of cars. J. McCarthy, conductor; T. Callan, motorman. Motorman still employed.

July 5, 1913—Mrs. T. Keeling, bruises on knee, collision of cars. J. McCarthy, conductor; T. Callan, motorman. Motorman still employed.

July 5, 1913—Mrs. Connolly, bruises of elbow and shock, collision of cars. J. McCarthy, conductor; T. Callan, motorman. Motorman still employed.

July 18, 1913—J. Rogers, ribs fractured and contusions of body, stepped in front of moving car. J. Donaldson, conductor; C. Albrecht, motorman. Still employed.

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July 23, 1913—Miss S. Dickson, broken arm, stepped off moving car. H. Fort, conductor; C. Smith, motorman. Conductor still employed.

August 14, 1913—Conrad Hein, fractured skull, jumped off moving car, backwards. E. Hogg, conductor; H. Bahel, motorman. Motorman still employed.

October 7, 1913—H. Darby, death four days after accident, lying on station platform with feet in path of car. N. Smiley, conductor; E. Fraas, conductor. Still employed.

THE BALTIMORE AND NEW YORK RAILWAY COMPANY.

Capital stock paid in,	$350,000 00
Bonded debt,	350,000 00
Floating debt,	195,633 63
Cost of road and equipments,	895,633 63

Dividends paid during the year 1913, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1913.

Income from freight and other sources,	$414,156 72
Total,	$414,156 72
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	442,281 48
Net loss,	$28,124 76

REVENUE.

Merchandise,	$241,485 23
Bituminous coal,	124,828 59
Anthracite coal,	47,297 56
Coke,	545 34
Total revenue,	$414,156 72

OPERATING EXPENSES.

Maintenance of way and structures,	$ 38,473 12
Maintenance of equipment,	75,313 71
Traffic expenses,	2,755 17
Transportation expenses,	291,399 43
General expenses,	3,621 42
	$411,562 85

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Net revenue,	$ 2,593 87
Taxes accrued,	13,218 63
Operating loss,	$10,624 76
Interest accrued on funded debt,	17,500 00
Net loss,	$28,124 76

P. O. address of the above company—17 State Street, New York City.

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 & New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

C. C. F. BENT.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1914.

R. N. STEVENS,

[L. S.] *Notary Public, Rockland County, N. Y.*

Certificate Filed in New York County.

ACCIDENTS.

January 2, 1913—C. J. Faulkner, while cleaning fire on engine 611, ran against hook in hand of assistant, inflicting wound on left side of temple. Fireman, Ralph Logan, P. & R. R. R.

May 7, 1913—Auto truck No. 579-M, driven by Arthur Lynch and J. M. Gray, going north, attempted to cross track over Rahway avenue, in front of engine No. 1634, drawing 31 cars, and collided with engine. Conductor, Halsey J. Hayes; Engineman, Charles Farley.

July 11, 1913—Guilio Dfelice, check No. 217, section laborer, left foot injured. At 9:15 this A. M., July 11th, auto bus No. 14806, N. J., which handles passengers between Elizabeth and Rahway, struck hand car containing Section Foreman Christmas and 7 men at Rahway avenue crossing, injuring left foot of Guilio Dfelice, one of section men.

July 19, 1913—Track No. 6, West Yard, Cranford Jct., N. J. After extra freight train, engine No. 612, with 45 empty freight cars, had pulled out of yard, W. H. Carson, of Sheffield, England, reported to Yardmaster J. J. Holman that W. Foley had been squeezed to death by train. These men had been hanging around since 8.30 P. M. and were trying to beat their way to Philadelphia. Conductor, Ewing; Engineer, Van Zandt.

December 26, 1913—E. Hough, trainman, while setting turntable in Cranford yard, tried to stop same with his foot, which resulted in crushing of his foot. Conductor, H. J. Hayes.

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BARNEGAT RAILROAD COMPANY.

Capital stock paid in,	$50,000 00
Bonded debt—None.	
Floating debt,	43,658 51
Cost of road and equipments,	53,826 45

The road extends from 3186 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.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me, this fourteenth day of February, A. D. 1914.

ERNEST H. BROWN,
[L. S.] *Notary Public.*
Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$1,357 48
Income from freight,	1,848 82
Income from other sources,	648 94
Total,	$3,855 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	*$11,948 64

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

None.

*Includes $1,189.01 taxes and other obligatory charges.

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BAY SHORE CONNECTING RAILROAD COMPANY.

Capital stock paid in,	$40,000 00
Floating debt,	1,296 07
Cost of road and equipments,	41,296 07

Dividends paid during the year 1913, 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 statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this 18th day of February, A. D. 1914.

C. L. MALCOLM,

[L. S.] *Notary Public, Kings County, No. 192.*

Certificate Filed in New York County No. 53.

ACCIDENTS.

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

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BELVIDERE-DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$1,253,000 00
Bonded debt,	2,585,000 00
Floating Debt—None.	
Cost of road and equipments,	4,281,728 78

The road extends from Trenton, N. J., to Manunka Chunk, N. J.; 67.32 miles. Connection with Delaware, Lackawanna and Western Railroad in Manunka Chunk, N. J., 0.09 miles; Coalport in Trenton, N. J., to East Trenton, N. J., 1.73 miles; Lambertville, N. J., to Flemington, N. J., 11.55 miles; Martin's Creek, N. J., to junction with Delaware, Lackawanna and Western Railroad in Martin's Creek, 0.29 miles; a total distance of 80.98 miles.

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

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

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

State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me, this fourteenth day of February, A. D. 1914.

ERNEST H. BROWN,
Notary Public.

[L. S.]

Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$517,582 64
Income from freight,	1,465,681 29
Income from other sources,	89,491 87
Total,	$2,072,755 80

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... *$2,327,129 26

Dividends paid during the year 1913, and how paid—One of six per cent., paid in cash.

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

ACCIDENTS.

Employes Killed or Injured by Other Causes.

January 2, 1913—Michael Migrella, M. W. laborer, right foot bruised by switch at Phillipsburg, N. J.

January 4, 1913—Isidore Spoletini, M. W. laborer, side sprained handling tools at Trenton, N. J.

January 4, 1913—Harry S. Thatcher, car repairman, left heel bruised handling material at Phillipsburg, N. J.

January 8, 1913—Stefino Pitrella, M. W. laborer, side bruised against car at Trenton, N. J.

January 9, 1913—Charles Catanzare, M. W. laborer, left hand bruised handling rail at Belvidere, N. J.

January 10, 1913—Wm. H. Smith, freight yard brakeman, left knee bruised by fall at Trenton, N. J. J. B. Salter, engineer; J. J. Cruise, conductor.

January 21, 1913—Francesco Ellimo, boilerwasher, left ankle and foot sprained by fall at Phillipsburg, N. J.

January 23, 1913—Frederick Schwartz, warehouseman, left foot bruised handling freight at Trenton, N. J.

January 23, 1913—Jonathan Holden, boilerwasher, left ankle sprained by fall at Trenton, N. J.

January 25, 1913—John Herbert Hamilton, coal crane operator, leg bruised by fall at Trenton, N. J.

January 25, 1913—William H. Hutchins, warehouseman, left foot bruised handling freight at Trenton, N. J.

January 27, 1913—William I. Miller, freight brakeman, right wrist sprained by fall in car at Niece, N. J. H. Marjarum, engineer; E. N. Porter, conductor.

January 28, 1913—Angelo Muratare, M. W. laborer, left knee cut by handling rail at Lambertville, N. J.

January 31, 1913—Wm. G. Kitchin, car builder, both feet bruised jumping from car at Phillipsburg. A. Vanatta, engineer; J. Heitzman, conductor.

February 2, 1913—Herbert Rapp Purdy, engine inspector, left knee injured by fall at Trenton, N. J.

February 3, 1913—Joseph W. Leaver, freight brakeman, head slightly injured by fall from car at Trenton. R. Reed, engineer; E. C. Fajoli, conductor.

February 11, 1913—Michael Paganelli, laborer, ankle bruised handling rail at Trenton, N. J.

February 11, 1913—H. W. Manners, freight yard brakeman, ankle sprained by falling from train at Frenchtown, N. J. H. Myers, engineer; M. Salter, conductor.

February 12, 1913—Giovanni Arfieri, M. W. laborer, cut over left eye handling tools at Kent, N. J.

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*Includes $291,067.06 interest on bonded debt, taxes and other obligatory charges.

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February 16, 1913—Archillo Ricciardi, M. W. laborer, right hand injured handling material at Lambertville, N. J.

February 17, 1913—Guido Veleri, engine cleaner, head injured by fall at Trenton, N. J.

February 18, 1913—George Caus, M. W. laborer, right leg bruised handling tools at Roxburg, N. J.

February 22, 1913—Frank Dougherty, machinist helper, back wrenched handling material at Trenton.

February 25, 1913—Ira S. Adams, machinist, right foot bruised handling material at Phillipsburg, N. J.

February 27, 1913—Henry A. Shafer, foreman, side injured handling freight at Phillipsburg, N. J.

February 28, 1913—Samuel J. Duckworth, engineman, injured about head and legs by collision at Phillipsburg. S. J. Duckworth, engineer; no conductor.

March 3, 1913—John O'Connell, warehouseman, right hand cut handling freight at Trenton, N. J.

March 5, 1913—Theodore Lewis, yard brakeman, right ankle sprained getting off car at Flemington Jct., N. J. E. J. Foran, engineer; P. J. Condry, conductor.

March 6, 1913—Chas. M. Van Norman, yard brakeman, left wrist sprained getting off car at Trenton, N. J. R. H. Head, engineer; E. C. Fajoli, conductor.

March 7, 1913—Geo. R. Cook, Jr., warehouseman, right foot cut handling material at Trenton, N. J.

March 6, 1913—Willard Reading, special officer, arm injured by fall at Trenton, N. J.

March 8, 1913—Steve Kovacs, M. W. laborer, bruise and cut over eye handling tools, Martin's Creek, N. J.

March 8, 1913—Geo. R. Walker, car inspector, left hand injured handling tools at Belvidere, N. J.

March 14, 1913—Walter E. Lippincott, trackman, killed; struck by train at Holland, N. J. E. Fenton, engineer; S. A. Hendrickson, conductor.

March 13, 1913—John S. Rogers, conductor, left knee injured by fall at Trenton, N. J. H. M. Ayers, engineer; J. S. Rogers, conductor.

March 16, 1913—Vernon M. Jones, carpenter, left hand injured handling tools at Trenton, N. J.

March 18, 1913—James Bambrick, M. W. laborer, right ankle sprained by fall at Trenton, N. J.

March 24, 1913—Harry Albright, warehouseman, left knee and both feet bruised handling freight at Trenton, N. J.

March 24, 1913—Chas. E. Miltenberger, fireman, eye burned by hot cinder at Trenton, N. J. C. Mayhew, engineer; E. E. Wilvert, conductor.

March 28, 1913—Archibald Green, assistant yard master, bruised about back and arms by fall from car at Trenton, N. J.

March 29, 1913—Henry C. Cody, freight brakeman, right ankle sprained getting off car at Phillipsburg, N. J. John Bray, engineer; C. A. Metzger, conductor.

March 30, 1913—Giovanni Martino, M. W. laborer, right leg bruised handling material at Trenton.

March 2, 1913—Albert E. Cassidy, freight brakeman, right shoulder dislocated by falling from car at Manunka Chunk, N. J. C. F. Shrader, engineer; F. K. Young, conductor.

March 21, 1913—Roger O'Gara, warehouseman, body bruised by fall at Trenton, N. J.

April 2, 1913—William F. Jones, fireman, left tibia fractured falling from tender at Coal Port. J. M. Mullen, engineer; no conductor.

April 10, 1913—John Whelahan, M. W. foreman, right foot bruised handling material at Trenton, N. J.

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April 29, 1913—Jas. Farley, night clerk, injured at W. 8th St., Bayonne. Engineer, M. Wall; conductor, J. J. Kennedy.

June 13, 1913—Kostamty Smotensky, track walker, killed at Lincoln. Engineer, Geo. Cobson; conductor, E. C. Evans.

June 16, 1913—James Killett, car inspector, killed at Oak Island Junction. Engineer, R. H. Willever; conductor, Wm. J. Paulmenn.

July 9, 1913—John E. Mahoney, conductor, injured at High Bridge. Engineers, Jas. Spence, H. Weisel; conductor, J. E. Mahoney.

July 14, 1913—Hugh O'Donnell, fireman, injured at Jersey City. Engineer, S. L. Jones; conductor, J. W. Eggers.

July 19, 1913—Frank Rurecrker, car cleaner, killed at Jersey City. Engineer, J. O'Neil; conductor, D. P. Kirk.

July 24, 1913—Michael Pasterick, track walker, killed at Elizabethport. Engineer, George Burke; conductor, A. P. Poore.

October 1, 1913—John Oplarie, section workman, killed at West Side Ave., Jersey City. Engineer, ————; conductor. ————.

October 6, 1913—Elmer Nickerson, driller, injured at Elizabeth. Engineer, T. Bowe; conductor, D. McCormack.

October 20, 1913—Harry Dziuba, car inspector, killed at Elizabethport. Engineer, A. Schanck; conductor, A. A. Bender.

October 28, 1913—Gabor Hallenauer, sectionman, killed at Dunellen. Engineer, W. L. Smith; conductor, George Marx.

November 7, 1913—J. Martonis, laborer, injured at Elizabethport. Engineer, ————; conductor, ————.

December 10, 1913—John Muhaw, laborer, injured at Plainfield. Engineer, H. Klein; conductor, Wm. Meyers.

December 11, 1913—Wm. Doty, signalman, killed at Plainfield. Engineer, J. E. Haynes; conductor, ————.

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

January 2, 1913—Alexander McQuillan, passenger, killed at Claremont. Engineers, D. T. Rosenbaum, J. Regan; conductors, D. Hickey, D. P. Kirk.

January 6, 1913—Patsy Ford, non-employe, injured at Passaic drawbridge. Engineer, Howard Horn; conductor, ————.

January 9, 1913—Antone Okofski, trespasser, injured at Woodbridge draw, Maurer. Engineer, Wm. Dick; conductor, Wm. H. Voit.

January 12, 1913—Anthony Marcinkezicius, trespasser, killed at Elizabethport. Engineer, A. Neigert; conductor, W. J. Tench.

January 14, 1913—Alexandria Sasnowski, trespasser, killed at Bayway. Engineer, Thos. Ferguson; conductor, Frank.

January 15, 1913—Robt. H. Sheehan, trespasser, injured at Cranford. Engineer, W. Taylor; conductor, Thos. Lukens.

January 21, 1913—Robt. McIntosh, trespasser, killed at Roselle. Engineer, L. J. Laub; conductor, B. C. Durnin.

February 4, 1913—Michael Berardi, trespasser, injured at Bound Brook. Engineer, John E. Logan; conductor, H. Kaufman.

February 12, 1913—Helbert Peckl, trespasser, injured at Dunellen. Engineer, J. Logan; conductor, J. Flaherty.

February 18, 1913—Lewis C. Kleinhaus, trespasser, killed at E. Ferry St., Newark. Engineer, S. L. Jones; conductor, J. W. Eggers.

March 12, 1913—John Howinske, non-employe, injured at Jersey City. Engineer, S. Eckman; conductor, J. McDermott.

March 24, 1913—Miss Jene Karalska, trespasser, injured at Elizabeth. Engineer, Jas. Thompson; conductor, A. B. Phillips.

March 25, 1913—Thos. Nastonska, trespasser, killed at Newark (East Ferry St.). Engineer, Wm. Koehler; conductor, J. H. Van Middlesworth.

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Struck by Overhead Obstructions—Employes.

February 27, 1913—Roy A. Bitler, fireman, injured at Annandale. Engineer, M. Holman; conductor, David E. Ross.

April 3, 1913—Louis Mars, brakeman, killed at Elizabeth. Engineer, Charles Montgomery; conductor, Howard Fenwick.

June 22, 1913—Gilbert Rustay, brakeman, injured at E. 49th St., Bayonne. Engineer, Chas. Hagenbach; conductor, J. Disler.

June 23, 1913—Jos. L. Boyce, brakeman, injured at W. 8th St., Bayonne. Engineer, A. E. Wilson; conductor, W. Mullen.

November 24, 1913—John Hamley, brakeman, injured at Grasselli. Engineer, P. H. Williver; conductor, E. H. Bonasch.

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

February 15, 1913—Richard E. Cogan, trespasser, injured at Garwood (Centre St. crossing). Engineer, Wm. Lavenberg; conductor, Edw. McEwen.

February 17, 1913—John C. Gernandt, trespasser, killed at Trumbull St. crossing, Elizabethport. Engineer, J. V. Osmun; conductor, ————.

March 2, 1913—Albert Matero, non-employe, John Matero, non-employe, Mike Hornack, Jr., non-employe, injured at Bayway. Engineer T. Cavanaugh; conductor, W. Voit.

June 2, 1913—Joseph Furcak, non-employe, injured at Bayonne. Engineer, Wm. Grant; conductor, Jerry Harrington.

June 25, 1913—Bert Ingelman, non-employe, injured at Hoey St. crossing, Dover. Engineer, Geo. F. Braman; conductor, J. B. Cannon.

July 1, 1913—John Sabia, non-employe, injured, Alfonso Mascarelli, non-employe, injured at Bayway. Engineer, C. Hodge; conductor, F. P. Fairbanks.

September 17, 1913—A. Mickelson, non-employe, injured at Jersey City (Pacific Ave.). Engineer, W. Creveling; conductor, H. Lewis.

September 17, 1913—A. Czaplinski, non-employe, John Moororez, non-employe, injured at Bayway. Engineer, Wm. German; conductor, F. A. Shepherd.

October 25, 1913—Mrs. Gertrude A. Armour, non-employe, Mr. M. S. DeMagny, non-employe, injured at Sewaren. Engineer, J. Mann; conductor, G. H. Van Note.

November 9, 1913—Peter Danyluk, passenger, injured at Garwood. Engineer, P. Quick; conductor, L. Fritts.

November 12, 1913—Mr. Kassimer Zymba, non-employe, injured at Bayway. Engineer, John Coyne; conductor, Ed. M. Davis.

November 25, 1913—Jos. Tomeek, trespasser, Chas. Lisney, trespasser, killed at Manville. Engineer, C. B. Henry; conductor, Milton Weller.

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

January 8, 1913—Patrick Conley, track walker, killed at Hampton. Engineer, Edw. Stephen; conductor, Frank Shipe.

January 20, 1913—Thos. A. Ellison, fireman, injured at Elizabethport. Engineer, J. Mohan; conductor, N. Gallagher.

February 3, 1913—Michael Smith, laborer, injured at Hampton. Engineer, Henry Schmidt; conductor, ————.

February 8, 1913—Edw. F. McGrath, driller, injured at Jersey City. Engineers, J. P. Butler, P. Snyder; conductor, T. B. Connor.

March 29, 1913—Bernard J. Bergkamp, assistant foreman, killed at Newark. Engineer, William Koehler; conductor, Cyrene Warman.

April 4, 1913—Virgil Berry, driller, injured at Jersey City. Engineers, J. Cramer, N. O'Neil; conductors, F. E. Collins, J. J. Howley.

April 10, 1913—Sigmund Olszesky (alias Jos. Black), car inspector, injured at Jersey City. Engineer, Wm. Stillwagon; conductor, Felix McGorry.

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September 14, 1913—Roderick Rigby, trespasser, injured at Elizabethport. Engineer, Chas. Holmes; conductor, J. P. Turnbach.

September 16, 1913—Bernard Schreiber, passenger, injured at Jersey City. Engineer, W. E. Creveling; conductor, Frank J. Casey.

September 23, 1913—Child of Mrs. Mandize, passenger, injured at Elizabethport. Engineer, F. Miller; conductor, W. J. Sheehan.

September 24, 1913—Harry Butler, trespasser, injured at Jersey City. Engineer, C. Montgomery; conductor, Howard Fenwick.

September 26, 1913—Robt. J. Hall, passenger, injured at Johnson Ave., Jersey City. Engineer, Edw. Jones; conductor, Luther Fritts.

September 27, 1913—John Mandel, passenger, injured at W. 8th St., Bayonne. Engineer, D. Hance; conductor, W. Gilp.

October 1, 1913—Mrs. A. Judd, passenger, injured at Jersey City. Engineer, F. Jones; conductor, H. Lewis.

October 2, 1913—Mrs. Catherine Hiler, passenger, injured at Rockaway. Engineer, Geo. Braman; conductor, J. J. Cannon.

October 17, 1913—Mr. J. L. Sauerbrun, passenger, injured at Jersey City. Engineer, Ed. Huff; conductor, W. W. Barnes.

October 21, 1913—James Kelly, passenger, injured at Elizabethport. Engineer, E. Jones; conductor, A. F. Pine.

October 25, 1913—Samuel H. Crosby, trespasser, injured at Elmora. Engineer, F. Vanzant; conductor, B. Hinkle.

October 28, 1913—C. B. Cutler, passenger, injured at Newark. Engineer, S. L. Jones; conductor, J. W. Eggers.

October 29, 1913—Benj. Earnest, passenger, injured at Plainfield. Engineer, Wm. Walsh; conductor, F. S. Lewis.

November 1, 1913—J. E. Whyte, passenger, injured at Plainfield. Engineer, N. Sheridan; conductor, Frank Casey.

November 1, 1913—E. Purcy, passenger, injured at Netherwood. Engineer, F. Beck; conductor, S. J. Johnston.

November 8, 1913—John Zablotnik, passenger, injured at Warners. Engineer, R. Wolverton; conductor, L. Homler.

November 21, 1913—N. W. Conklin, passenger, injured at Ave. A, Bayonne. Engineer, Edw. Butler; conductor, Wm. Nolan.

November 28, 1913—Patrick Kavanaugh, passenger, injured at Jersey City. Engineer, J. Gallagher; conductor, Aug. B. Prawl.

November 29, 1913—Tony Garofola, non-employe, injured at Arlington Ave., Jersey City. Engineer, ————; conductor, ————.

December 1, 1913—Joseph Bosmuk, passenger, injured at Dunellen. Engineer, Peter Quick; conductor, Eugene Brower.

December 6, 1913—P. Trabulsi, passenger, injured at Van Nostrand Place, Jersey City. Engineer, C. Foster; conductor, J. L. Shearn.

December 7, 1913—John Mohalaka, passenger, injured at Glen Gardner. Engineer, Wm. Casper; conductor, Chas. Getzinger.

December 8, 1913—Melvin Fritts, passenger, injured at Hackensack drawbridge, Jersey City. Engineer, ————; conductor, ————.

December 10, 1913—Wm. O'Toole, passenger, injured at Jersey City. Engineer, W. Suter; conductor, J. P. English.

December 11, 1913—Miss Margaret Craig, passenger, injured at West Side Ave., Jersey City. Engineer, J. R. Hill; conductor, W. H. Snyder.

December 23, 1913—Miss Ridke, passenger, injured at Phillipsburg. Engineer, F. French; conductor, T. Flanagan.

December 31, 1913—Arnold Bosman, passenger, injured at Flemington. Engineer, Frank Miller; conductor, Geo. Jenkins.

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March 3, 1913—Mrs. G. Batchelor, passenger, injured at Garwood. Engineer, M. Moynihan; conductor, M. Durling.

March 5, 1913—Alexander Windgen, passenger, injured at E. 49th St., Bayonne. Engineer, J. Crowley; conductor, F. W. Reed.

March 8, 1913—Jas. Graham, passenger, injured at Elizabeth. Engineer, F. Wilcox; conductor, H. N. Amerman.

March 17, 1913—Mr. Julius Palyon, passenger, injured at Broad St., Newark. Engineer, E. Jones; conductor, A. S. Wooding.

March 24, 1913—John J. A. Nolan, trespasser, injured at Elizabethport. Engineer, Geo. Wertman; conductor, John Conley.

March 26, 1913—Unknown man, passenger, injured at Elizabeth. Engineer, ————; conductor, ————.

April 5, 1913—John Juring, Jr., trespasser, killed at Chrome. Engineer, G. Byrnes; conductor, W. I. Breese.

April 7, 1913—Miss Ellen Scott, passenger, injured at Westfield. Engineer, Geo. Cameron; conductor, J. H. Van Middlesworth.

April 12, 1913—John Rauvaulin, passenger, injured at Communipaw. Engineer, S. Watson; conductor, Geo. Jenkins.

April 17, 1913—Nora V. LeStrange, passenger, injured at Van Nostrand Place, Jersey City. Engineer, Jos. Reagan; conductor, D. P. Kirk.

April 24, 1913—Horace Perry, passenger, injured at Plainfield. Engineer, J. Butler; conductor, J. T. Dolbeer.

April 28, 1913—Nicholas Powisko, passenger, injured at Carteret. Engineer, R. Wolverton; conductor, C. Warman.

May 10, 1913—Josiah N. Cole, passenger, injured at Somerville. Engineer, Frank Beck; conductor, S. J. Johnston.

May 26, 1913—Mrs. Eliza J. Ellis, passenger, injured at Newark. Engineer, Edw. Jones; conductor, Elvin Lake.

July 4, 1913—Mrs. Eliza Hellman, passenger, injured at Broad St., Newark. Engineer, T. F. Brown; conductor, Frank Bills.

July 10, 1913—Wm. F. Kaiser, passenger, injured at Jersey City. Engineer, J. Koehler; conductor, E. Lake.

July 16, 1913—Wm. L. Waldemor, trespasser, injured at High Bridge. Engineer, W. H. Condit; conductor, J. W. Bragg.

July 17, 1913—P. J. Cunningham, passenger, injured at Elizabeth. Engineer, J. McCann; conductor, J. P. English.

July 20, 1913—H. Mullins, passenger, injured at Elizabethport. Engineer, J. Gallagher; conductor, A. B. Prawl.

July 23, 1913—Ethel Loozoz, passenger, injured at Elizabethport. Engineer, G. Jackson; conductor, E. Stevens.

July 24, 1913—J. Enright, passenger, injured at Dunellen. Engineer, R. McCloud; conductor, C. Dowdell.

August 5, 1913—W. J. Crosby, passenger, injured at Jersey City. Engineer, Geo. Burke; conductor, A. P. Poore.

August 6, 1913—Neel Evans, passenger, injured at Plainfield. Engineer, W. J. Smith; conductor, Geo. Terrill.

August 10, 1913—Jos. Andelfinger, passenger, injured at Jackson Ave., Jersey City. Engineer, H. Horn; conductor, Luther Fritts.

August 20, 1913—Zeita Tiemel, passenger, injured at Broad St., Newark. Engineer, C. Van Middlesworth; conductor, J. P. English.

August 22, 1913—Frank Brown, passenger, injured at Elizabethport. Engineer, Fred Wilcox; conductor, Morgan Durling.

September 3, 1913—Mrs. I. McKennon, passenger, injured at Jersey City. Engineer, Henry Dumke; conductor, J. E. Hess.

September 4, 1913—Benj. Scherb, passenger, injured at Jersey City. Engineer, Geo. Coffee; conductor, Wm. E. Case.

September 13, 1913—Child (boy) of Mrs. Anne Romoneck, passenger, injured at Elizabethport. Engineer, John Coyne; conductor, Edw. M. Davis.

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August 26, 1913—Wm. H. Bodine, brakeman, injured at Lebanon. Engineer, F. Bickel; conductor, W. Johnson.

August 30, 1913—Frank Edwards, driller, injured at Jersey City. Engineer, H. Wilson; conductor, W. J. Jordan.

September 8, 1913—Joseph Burnejke, machinist's helper, injured at Elizabethport. Engineer, M. Daily; conductor, ————.

September 9, 1913—John Reidy, conductor, injured at Jersey City. Engineer, J. Harrigan; conductor, J. Reidy.

September 10, 1913—S. Ronoski, section workman, injured at West Side Ave., Jersey City. Engineer, W. Creveling. Conductor, H. Lewis.

September 14, 1913—Thos. E. Kiley, conductor, injured at White House. Engineer, C. Roth; conductor, Thos. E. Kiley.

September 25, 1913—Jacob Seifts, driller, injured at Elizabethport. Engineer, George Hague; conductor, J. Mackey.

September 30, 1913—Mitchell Lyman, conductor, injured at W. 8th Street, Bayonne. Engineer, H. Prime; conductor, M. Lyman.

October 9, 1913—John Dunn, driller, injured at Jersey City. Engineer, I. Funk; conductor, R. Coogan.

October 17, 1913—John F. Heins, brakeman, injured at Somerville. Engineer, Thos. Hartnett; conductor, Leo Kinsley.

October 19, 1913—Wm. G. Dohn, brakeman, injured at Brills. Engineer, J. Hutchinson; conductor, W. J. Connelly.

October 22, 1913—Edgar F. Loper, brakeman, injured at Phillipsburg. Engineer, E. Brutzman; conductor, J. Hulsizer.

October 25, 1913—John Gerngross, brakeman, injured at Elmora. Engineer, F. Vanzant; conductor, B. Hinkle.

October 28, 1913—Jas. Harrigan, engineer, injured at Jersey City. Engineers, H. Beever, J. Harrigan; conductors, J. Adams, H. Doherty.

November 15, 1913—Wm. F. Brady, driller, injured at Elizabethport. Engineer, Wm. O'Brien; conductor, J. J. Tiernan.

November 19, 1913—Gene A. Drew, driller, injured at Elizabethport. Engineer, D. Wenke; conductor, A. D. Fullerton.

November 28, 1913—Ignatius Bohn, driller, injured at Jersey City. Engineer, A. Pecklers; conductor, A. Talbot.

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

January 5, 1913—George P. Spittall, passenger, injured at E. 33rd St., Bayonne. Engineer, C. Spear; conductor, F. Casey.

January 8, 1913—Frank D. Hatfield, passenger, injured at Jersey City. Engineer, Jos. Reagan; conductor, Wm. Hayes.

January 14, 1913—Mrs. Barbara S. Morrison, passenger, injured; Mrs. Marguerite Dulaney, passenger, injured, at Broad Street, Newark. Engineer, M. Ahearn; conductor, F. W. Reed.

January 27, 1913—Mrs. Adelaide M. L. Bernard, passenger, injured at Jersey City. Engineer, F. Miller; conductor, T. Flanagan.

January 28, 1913—Miss Margaret Daly, passenger, injured at Jersey City. Engineer, Frank Miller; conductor, Wm. Sheehan.

February 10, 1913—John Conlin, passenger, injured at Morse's Creek. Engineer, S. L. Jones; conductor, J. W. Eggers.

February 10, 1913—Mathew O'Brien, passenger, killed at Elizabethport. Engineer, David Hance; conductor, F. Vannatta.

February 10, 1913—Dr. Robert W. Rodgers, passenger, injured at Bound Brook. Engineer, M. Moynihan; conductor, M. Durling.

February 15, 1913—Andrew R. Parkhurst, Jr., passenger, injured at Jersey City. Engineer, W. McLaughlin; conductor, H. E. Dowdell.

February 19, 1913—Wm. McGee, passenger, injured at Newark. Engineer, Geo. Jackson; conductor, J. Herbert.

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

January 2, 1913—Wm. Carroll, driller, injured at Jersey City. Engineer, S. Eckman; conductor, Jas. McDermott.

January 4, 1913—Harry P. Grimin, brakeman, injured at Elizabethport. Engineer, G. P. Hague; conductor, Jos. Bradley.

January 10, 1913—William L. McMahon, engineer, injured at Claremont. Engineer, W. L. McMahon; conductor, T. Steever.

February 1, 1913—Samuel L. Piatt, conductor, injured at Roselle. Engineer, Frank Mooney; conductor, S. L. Piatt.

February 13, 1913—Philip Herman, car inspector, injured at Jersey City. Engineer, C. Patterson; conductor, F. C. Woolley.

February 19, 1913—Edw. Morris, fireman, injured at Fiddlers. Engineer, ————; conductor, ————.

March 1, 1913—Albert J. Baumgartner, driller, injured at Elizabethport. Engineer, J. Shannon; conductor, H. Krause.

March 10, 1913—Peter A. Bloom, brakeman, injured at Phillipsburg. Engineer, Wm. Kelley; conductor, M. Rissmiller.

April 11, 1913—Geo. F. A. Koehl, brakeman, injured at Bound Brook. Engineer, H. Kugler; conductor, F. C. Keen.

April 13, 1913—Thos. Ryan, driller, injured at Elizabethport. Engineer, W. H. Brown; conductor, Ed. Rickett.

April 16, 1913—Albert Barber, brakeman, injured at Bartley. Engineer, Wm. Condit; conductor, Thos. Hill.

May 1, 1913—Aaron Martin, engineer, injured at Bloomsbury. Engineer, A. Martin; conductor, ————.

May 16, 1913—Frank P. Kendall, brakeman, injured at Elizabeth. Engineer, Fred Wilcox; conductor, H. N. Amerman.

May 17, 1913—Pierre J. Smith, driller, injured at Jersey City. Engineer, A. Pecklers; conductor, H. Driesbach.

May 23, 1913—Walter J. O'Brien, driller, injured at Elizabethport. Engineer, Jos. Osmun; conductor, J. J. Bonner.

May 27, 1913—John A. Coyle, brakeman, injured at Phillipsburg. Engineer, W. Herman; conductor, J. Wismer.

June 5, 1913—Peter Knieriemen, laborer, injured at Newark. Engineer, ————; conductor, ————.

June 7, 1913—Christian Scholl, driller, injured at Jersey City. Engineer, F. Funk; conductor, J. Judge.

June 10, 1913—T. J. Vanderhoof, brakeman, injured at Cranford. Engineer, S. Watson; conductor, W. Durling.

July 1, 1913—Owen Carrigan, driller, injured at E. 22nd St., Bayonne. Engineer, W. Ludwig; conductor, A. F. Hoppe.

July 2, 1913—Jas. S. Reidy, brakeman, injured at Elizabethport. Engineer, T. McCarthy; conductor, H. Cook.

July 2, 1913—Frank Murray, driller, injured at Jersey City. Engineer, T. Behan; conductor, M. Lee.

July 5, 1913—Lester L. Craveling, brakeman, injured at Phillipsburg. Engineer, Wm. Herman; conductor, J. J. Wismer.

July 20, 1913—Raymond Sanderson, air brake inspector, injured at Jersey City. Engineer, ————; conductor, ————.

July 23, 1913—Edward Rickett, conductor, injured at Elizabethport. Engineer, L. Taylor; conductor, E. Rickett.

July 26, 1913—Wm. T. Bevans, brakeman, injured at Jersey City. Engineer, T. Behan; conductor, P. Higgins.

August 12, 1913—Benj. Schroeder, signal maintainer, injured at Elizabeth. Engineer, Jos. Reagan; conductor, Daniel P. Kirk.

August 19, 1913—Oliver Kinsey, brakeman, injured at White House. Engineer, Martin J. Kane; conductor, T. J. Curtis.

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February 14, 1913—August Stockton, driller, injured at Jersey City. Engineer, B. Loshen; conductor, Walter McClow.

February 26, 1913—John T. McGee, fireman, injured at Fiddlers.

March 8, 1913—Roy W. Borden, brakeman, injured at Perth Amboy. Engineer, M. Dailey; conductor, P. Woltman.

March 11, 1913—Geo. Force, brakeman, injured at White House. Engineer, Charles Montgomery; conductor, Titus Alpaugh.

June 13, 1913—Peter A. Bloom, brakeman, injured at Phillipsburg. Engineer, A. Freyling; conductor, M. Rissmiller.

June 27, 1913—Louis Bergheim, baggage master, injured at Somerville. Engineer, J. O'Neill; conductor, M. Durling.

July 15, 1913—Wm. Clark, fireman, injured at Elizabethport.

July 22, 1913—Thos. Crater, fireman, injured at High Bridge. Engineer, L. Smith; conductor, J. Banghart.

August 7, 1913—Samuel Eckman, engineer, injured at Jersey City. Engineers, S. Eckman, J. W. Wilson; conductors, J. McDermott, J. Enright.

August 19, 1913—Augustus W. Hill, engineer, injured at Jersey City. Engineer, Aug. W. Hill; conductor, A. Benford.

August 23, 1913—Albert N. Kearns, brakeman, injured at Dover. Engineer, L. Smith; conductor, J. Banghart.

August 26, 1913—Harry Springer, brakeman, injured at Elizabethport. Engineer, W. Hopler; conductor, Ed. Manning.

August 31, 1913—Geo. L. Doll, brakeman, injured at Elizabethport. Engineer, H. O'Reimer; conductor, T. J. Ward.

September 8, 1913—George Gibson, fireman, injured at Jersey City. Engineer, Jas. P. Ryan; conductor, Leo. J. Reed.

September 17, 1913—Elias T. Drake, brakeman, injured at Bloomsbury. Engineer, E. Stephens; conductor, H. Kaufman.

September 26, 1913—Ralph C. Wagner, brakeman, injured at Jersey City. Engineer, G. B. Houston; conductor, J. H. Ireland.

October 3, 1913—Henry Ludwig, brakeman, injured at Jersey City. Engineer, E. Greth; conductor, J. D. Higgins.

November 5, 1913—Alfred Braun, driller, killed at Jersey City. Engineer, Rutherford Loshen; conductor, Abram St. Andrews.

December 16, 1913—Hiram J. Reiman, driller, injured at Elizabeth. Engineer, G. Dowdell; conductor, Edw. C. Doney.

January 3, 1913—Harry G. Gerdes, passenger, killed at Newark Bay Bridge, Elizabethport. Engineer, F. Wynkoop; conductor, Maurice L. Rarick.

January 5, 1913—Geo. P. Spittall, passenger, injured at Bayonne. Engineer, C. Spear; conductor, F. Casey.

February 5, 1913—Edw. F. Beatty, trespasser, injured at Elizabeth. Engineer, T. Bowe; conductor, D. McCormack.

February 8, 1913—Chas. Killian, passenger, injured at W. 8th St., Bayonne. Engineer, F. R. Naylor; conductor, G. F. Trimmer.

March 30, 1913—Frank Schuba, trespasser, injured at Bayway. Engineer, F. C Morris; conductor, A. Reid.

June 22, 1913—Michael Motley, trespasser, injured at Manville. Engineer, J. Potts; conductor, R. Fenwick.

July 8, 1913—Joseph Gately, passenger, killed at Lincoln. Engineer, W. A. Alpaugh; conductor, W. F. Lynn.

July 20, 1913—Geo. Rome, passenger, injured between Elizabeth and Elmora. Engineer, Jas. Moyer; conductor, J. W. Shenk.

July 26, 1913—Geo. Decker, trespasser, injured at Westfield. Engineer, ————; conductor, ————.

October 7, 1913—John McKane, trespasser, injured at High Bridge. Engineer, ————; conductor, ————.

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July 30, 1913—Walter J. O'Brien, driller, injured at Elizabethport. Engineer J. Osmus; conductor, Jas. J. Bonner.

August 15, 1913—Harry Thompson, brakeman, injured at Manville. Engineer, T. Hartnett; conductor, L. Kinsley.

August 27, 1913—Thos. McCabe, flagman, injured at Brills. Engineer, C. Bartow; conductor, H. A. Cranston.

October 23, 1913—Walter Brick, driller, injured at Jersey City. Engineer, Geo. Jones; conductor, Geo. Dumphy.

November 1, 1913—Wm. Sullivan, driller, injured at Elizabethport. Engineer, E. Gordon; conductor, E. Doney.

November 5, 1913—Wilburt C. Brown, driller, injured at Elizabethport. Engineer J. Morahan; conductor, L. H. Boyce.

November 12, 1913—Charles Burns, brakeman, injured at Bayway. Engineer, F. Paulman; conductor, P. J. Kearns.

November 24, 1913—Charles Kelly, brakeman, injured at Garwood. Engineer, C. Husband; conductor, J. S. Murphy.

November 26, 1913—Oscar L. Van Doren, brakeman, injured at Carteret. Engineer, T. McCarthy; conductor, P. M. Harrington.

December 22, 1913—Lloyd Leftwich, conductor, injured at Cranford. Engineer, Wm. Heyse; conductor, Lloyd Leftwich.

Collisions—Employes.

February 21, 1913—Peter H. Paulsen, fireman, injured at Claremont. Engineers, Wm. Taylor, F. Dumke; conductors, Thos. Lukens, J. Kaus.

March 29, 1913—Peter A. Mulhearn, driller, injured at Claremont. Engineer, H. Prime; conductor, J. O'Connell.

May 19, 1913—Owen Carrigan, driller, injured at E. 22nd St., Bayonne. Engineer, W. Ludwig; conductor, A. F. Hoppe.

August 14, 1913—Francis Keating, brakeman, injured; Walter Luyster, fireman, injured; at Brills. Engineer, G. Robinson; conductor, C. C. Bracken.

September 5, 1913—John Valentine, fireman, injured at Jersey City. Engineer, J. P. Ryan; conductor, C. W. Blocksage.

Derailments—Employes.

January 15, 1913—Michael J. Haggerty, assistant yardmaster, injured at Eastport. Engineer, W. Vanderhoof; conductor, J. Mackey.

February 7, 1913—Jas. D. Kane, conductor, injured at Plainfield. Engineer, N. O'Neil; conductor, J. D. Kane.

Falling from Trains, Locomotives or Cars—Employes.

January 4, 1913—Carl N. McKenzie, driller, injured at Jersey City. Engineer, W. Shick; conductor, Wm. Rose.

January 10, 1913—E. W. Moran, brakeman, injured at Brills Junction, Newark. Engineer, H. Smith; conductor, A. B. Struthers.

January 26, 1913—Patrick Norton, engineer, injured at Jersey City. Engineer, P. Norton; conductor, W. J. Jordan.

January 28, 1913—Francis Meehan, driller, injured at Jersey City. Engineer, Robert Loshen; conductor, O. E. Braden.

February 5, 1913—J. Schmon, conductor, injured at Brills. Engineer, S. Brown; conductor, J. Schmon.

February 9, 1913—Wm. H. Smith, driller, injured at Elizabeth. Engineer, Harry Prime; conductor, E. Bethe.

February 12, 1913—Harry W. Neeb, fireman, injured at Hampton. Engineer, John M. Fitzpatrick; conductor, J. F. Snuder, Sr.

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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—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 Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-seventh day of February, A. D. 1914.

[L. S.]

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

ACCIDENTS.

Coupling or Uncoupling—Employes.

February 23, 1913—Wm. E. Sproul, driller, injured at Jersey City. Engineer, Jas. Borden; conductor, F. Eisenhaurer.

February 28, 1913—Jas. A. Ford, brakeman, injured at Grasselli. Engineer, W. H. Murphy; conductor, E. H. Bonasch.

April 12, 1913—Leander J. Mitchell, brakeman, injured at Bayway. Engineer F. Paulman; conductor, A. Reid.

April 29, 1913—E. A. McGuire, conductor, injured at Newark. Engineer, P. Wooley; conductor, E. A. McGuire.

June 6, 1913—Geo. W. Porter, driller, injured at Jersey City. Engineer, P. Snyder; conductor, T. O'Connor.

June 15, 1913—Frank Lee, brakeman, injured at Phillipsburg. Engineer, Edward Woodring; conductor, Martin Young.

June 17, 1913—John D. Meyer, brakeman, injured at Chrome. Engineer, Geo. B. Byrnes; conductor, W. I. Breese.

June 20, 1913—Lawrence E. O'Brien, brakeman, injured at High Bridge. Engineer, L. K. Nunn; conductor, M. Bill.

June 22, 1913—Jos. Conroy, driller, injured at Jersey City. Engineer, W. Jacobus; conductor, R. Rose.

June 23, 1913—John Schaeffer, driller, injured at Jersey City. Engineer, J. Borden; conductor, W. S. Babcock.

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THE CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$27,436,800 00
Bonded debt, outstanding,	43,924,000 00

Dividends paid during the year 1913, and how paid—Six (6) dividends of two (2) per cent. each; in all twelve (12) per cent. on par value of capital 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 & New York Railroad),	6.22
Elizabethport and Perth Amboy and spur (formerly Perth Amboy and Elizabethport Railroad),	12.13
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
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 & Cable Co.'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,	0.15
A total length of,	156.15

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$5,143,500 51
Income from freight,	10,851,678 78
Income from other sources,	1,779,011 52
Total,	$17,774,190 81
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$11,952,191 55

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

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THE CARTERET AND SEWAREN RAILROAD COMPANY.

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

The road extends from Liebig's to Port Reading, 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.

Sworn and subscribed before me, this eleventh day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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ACCIDENTS.

June 27, 1913—Collision. Auto backing out of garage on New Avenue, east of Pittsburg Avenue, got in way of moving car. Slight damage. No injuries.

August 26, 1913—Collision. Two cars moving on eastbound track of New Jersey Avenue siding to allow westbound car to pass. Head eastbound car stopped suddenly, allowing rear eastbound car to strike it. No damage. No injuries.

September 9. 1913—Collision. Auto stopped in front of moving car. Slight damage. No injuries.

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.

Sworn and subscribed before me, this eleventh day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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July 24, 1913—Elizabeth K. Stone, head bruised by baggage falling from truck at Merchantville, N. J.

September 9, 1913—John Buswell, Jr., head slightly injured by fall at station, Moorestown, N. J.

October 30, 1913—Wm. Caldwell, injured about the head at Washington Street crossing, Mount Holly. C. Lott, engineer; C. W. Busby, conductor.

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

Capital stock paid in,	$150,000 00
Bonded debt,	150,000 00
Floating debt,	408,302 62
Cost of road and equipments,	343,972 93

Dividends paid during the year 1913, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$19,815 71
Income from freight,	4,150 71
Income from other sources,	1,215 93
Total,	$25,182 35
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	31,539 91

P. O. address of the above company—P. O. Box 1551, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—Nelson Z. Graves, being duly sworn, on his oath says, that he is President 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 1913 are correct and true, to the best of his knowledge and belief.

NELSON Z. GRAVES.

Sworn and subscribed before me, this 27th day of February, A. D., 1914.

HANS WENIGER,
Notary Public.

[L. S.]

My Commission Expires 12th of February, 1917.

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July 9, 1913—B. A. Aaronson, warehouseman, back bruised by car door at Mount Holly, N. J.

August 1, 1913—H. Snyder, freight brakeman, right eye injured by cinder at Birmingham, N. J. C. Albertson, engineer; W. H. Smith, conductor.

August 9, 1913—J. P. Egan, freight brakeman, right foot injured by fall from car at Ewansville. Ed. Trout, engineer; Ed. Barrett, conductor.

August 13, 1913—W. J. Eppenstine, freight brakeman, head and back bruised by fall from car at Hainesport. Z. Stewart, engineer; W. P. Dey, conductor.

August 20, 1913—E. W. Carty, fireman, left ankle sprained by slipping on engine at Mount Holly.

August 26, 1913—S. R. Rossell, carpenter, left foot injured by rail at Pemberton, N. J.

September 19, 1913—C. R. Akins, signalman, right hand injured handling material at Mount Holly.

October 2, 1913—E. G. Jones, freight conductor, left foot bruised handling freight at Merchantville. E. Trout, engineer; E. G. Jones, conductor.

October 6, 1913—John F. Garon, M. W. laborer, hand injured handling timber at Mount Holly, N. J.

October 18, 1913—Geo. Jackson, M. W. laborer, right foot injured handling timber at South Pemberton, N. J.

October 27, 1913—J. G. Brown, conductor, right foot crushed handling express at Moorestown, N. J. W. Lacey, engineer; J. G. Brown conductor.

November 4, 1913—John A. O'Connor, freight brakeman, left foot injured throwing switch at Mount Holly N. J.

December 9, 1913—Henry Sauter, painter, side injured handling tools at Mount Holly, N. J.

December 9, 1913—John Erhardt, freight brakeman, back injured handling freight at Merchantville, N. J.

Persons Killed by Trains While Crossing Tracks.

March 29, 1913—Wm. N. Evans, killed at Masonville, N. J. W. N. Downs, engineer; F Johnson, conductor,

August 13, 1913—Harry Taylor, killed at Pine Street, Mount Holly, N. J. T. C. Jones, engineer; F. T. Sprague, conductor.

October 20, 1913—Mrs. Oscar Schultz, killed at 36th Street, Camden, N. J. M. Fennimore, engineer; F. T. Sprague, conductor.

Persons Injured by Trains While Crossing Tracks.

November 20, 1913—Thos. Asay, fatally injured; Geo. Witcraft, injured about body; Elsie Witcraft, injured about body; at Pine Street crossing, Mount Holly. U. S. Wills, engineer; A. L. Berkley, conductor.

Persons Killed or Injured While Walking or Standing on Tracks.

June 20, 1913—Unknown man, found dead lying along track at Lenola, N. J. Train unknown.

October 7, 1913—Unknown man, found dead lying along track at Maple Shade. Train unknown.

Persons Killed or Injured by Other Causes.

March 8, 1913—Miss Hage Bordine, knee injured by fall while alighting from train at Merchantville, N. J. A. Fennimore, engineer; J. M. Gordon, conductor.

April 24, 1913—Warren Hankins, hand bruised by car door near Moorestown, N. J. W. M. Riley, engineer; W. B. Gaskill, conductor.

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State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me, this fourteenth day of February, A. D. 1914.

[L. S.]

ERNEST H. BROWN,
Notary Public.
Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$211,549 69
Income from freight,	160,625 12
Income from other sources,	48,792 70
Total,	$420,967 51
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$498,326 73
Dividends paid during the year 1913, and how paid—Two of three per cent. each, paid in cash.	

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

ACCIDENTS.

Employes Killed or Injured by Other Causes.

January 7, 1913—Walter Snell, freight brakeman, bruised about arms, body and legs by fall at West Moorestown, N. J.

January 27, 1913—Harry P. Hamilton, freight flagman, right ankle sprained by fall at Mount Holly, N. J.

February 3, 1913—Albert C. Bealer, freight brakeman, back sprained handling freight at Hartford. J. Stanton, engineer; L. Hansel, conductor.

April 8, 1913—John H. Deith, signalman, right hand bruised handling tools at Mount Holly, N. J.

April 15, 1913—H. E. Cheeseman, freight brakeman, shoulder bruised by switch light at Stanwick. J. Stanton, engineer; L. Hansel, conductor.

April 16, 1913—Robert J. Ford, freight brakeman, hand injured handling freight at South Pemberton. H. Thomas, engineer; C. B. McCue, conductor.

April 23, 1913—P. MacDonald, Jr., freight brakeman, neck bruised by air hose at Stanwick. S. Dicus, engineer; A. L. Berkley, conductor.

June 23, 1913—H. W. Flowers, warehouseman, breast and side strained handling freight at Mount Holly, N. J.

*Includes $50,931.28 rental for the use of road and taxes.

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Sworn and subscribed before me, this eleventh day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock paid in,	$381,925 00
Bonded debt,	350,000 00
Floating debt,	32,162 75
Cost of road and equipments,	753,771 31

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.

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REMARKS.

This road has not been in operation for several years. It was bought in under mortgage foreclosure by Mr. John O. Heald, now deceased. Mrs. Elizabeth M. Heald is the executrix of his will.

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

State of New York, New York County, *ss.*—Henry B. Closson, being duly sworn, on his oath says, that he is attorney for Elizabeth M. Heald, individually and as executrix of the will of John O. Heald, deceased, the purchaser of the Brigantine Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

HENRY B. CLOSSON.

Sworn and subscribed before me, this twenty-fourth day of February, A. D. 1914.

[L. S.]

F. H. MacRobert,
Notary Public.
New York County, No. 2558,
New York Register No. 5202.

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.

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

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this 6th day of March, A. D. 1914.

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

[L. S.]

Dividends paid during the year 1913, and how paid—None.

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

BRIGANTINE TRANSPORTATION COMPANY.

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

Cost of road and equipments—No information available.

Dividends paid during the year 1913, and how paid—None.

The road extends the length of the island of Brigantine originally, a distance of about 7 miles.

RECEIPTS AND EXPENSES FOR 1913.

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

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

It is leased to the Erie Railroad Company at an annual rental of $22,000.00 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 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 6th day of March, A. D. 1914.

A. L. TRAVIS,

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

Dividends paid during the year 1913, and how paid—6 per cent. paid direct to stockholders of record by lessee as part of rent pursuant to terms of lease.

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

BERGEN AND DUNDEE RAILROAD COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt,	None.
Floating debt,	6,971 00
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.

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February 8, 1913—Mrs. J. J. Van Kirk, injured about head and arm by fall at Belvidere, N. J.

March 22, 1913—John Rupp, right hand injured by fall at Trenton, N. J. J. B. Watts, engineer; E. Deacon, conductor.

March 10, 1913—Cinchetti Angelo, scalp and body bruised by falling from train at Martin's Creek, N. J. J. Smith, engineer; C. Flory, conductor.

March 11, 1913—H. L. Welch, eye burned by cinder near Moore, N. J. C. W. Cope, engineer; F A. Kitchen, conductor.

April 22, 1913—Jacob Bacqs, injured about body by falling from bridge at Phillipsburg, N. J.

May 28, 1913—C. Richardson, injured about body, legs and arms by falling at Trenton, N. J.

July 23, 1913—Mrs. Paul Lauer, back bruised by fall alighting from train at Martin's Creek, N. J. W. R. O'Neil, engineer; G. K. Mellick, conductor.

August 19, 1913—A. L. Bergen, left arm broken, right knee and left leg and left side of neck bruised and sprained by falling at Warren St. station, Trenton, N. J. N. Cane, engineer; John Samsie, conductor.

August 23, 1913—Mrs. M. E. McManie, leg bruised by grip in aisle of car near Washington crossing, N. J. J. H. Southwick, engineer; T. J. Dawson, conductor.

September 9, 1913—J. E. Adams, ribs fractured, body and head injured jumping off train at Phillipsburg, N. J. R. Cooley, engineer; S. A. Hendrickson, conductor.

September 13, 1913—Mrs. Bessie Murphy, hand bruised by falling from train at Trenton, N. J. W. R. O'Neil, engineer; G. K. Mellick, conductor.

October 30, 1913—John Waldrom, right foot injured alighting from train at Trenton, N. J. I. T. Rogers, engineer; H. M. Fritzinger, conductor.

December 6, 1913—Peter Vafathes, arm fractured by falling from bridge at Kent, N. J.

December 9, 1913—Pistanasie Biaggio, injured about the head while alighting from train at Martin's Creek, N. J. C. W. Cope, engineer; F. A. Kitchen, conductor.

December 10, 1913—Raymond Dean, right arm bruised by car door at Manunka Chunk, N. J. W. J. Meskill, engineer; P. T. Dawson, conductor.

December 17, 1913—J. R. Zelley, Jr., left foot injured by fall at station at Trenton, N J.

Persons Injured by Trains While Crossing Tracks.

June 7, 1913—Robert Ellis, leg crushed at Trenton, N. J. H. M. Johnson, engineer; J. W. Naylor, conductor.

All engine en and conductors mentioned above are still in the service.

THE BERGEN COUNTY RAILROAD COMPANY.

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

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December 12, 1913—Wm. F. Herbert, freight brakeman, left foot bruised and sprained by fall at Trenton.

December 14, 1913—Antonio Conte, laborer, left foot bruised handling tools at Trenton, N. J.

December 15, 1913—Oliver R. Nixon, freight conductor, right foot sprained turning switch at Phillipsburg. S. J. Duckworth, engineer; O. R. Smith, conductor.

December 15, 1913—Albert Melville, freight flagman, injured about the head by fall from car at Trenton. Thos. Lawrence, engineer; Jacob Rambo, conductor.

December 16, 1913—H. C. Temple, fireman, left hip and right arm injured by fall from tank of engine at Wilburtha. J. K. Perine, engineer. W. W. Eckert, conductor.

December 20, 1913—W. G. Kitchen, car inspector, slightly bruised about the body by fall from car at Carpenterville. Theo. Case, engineer; A. S. Hoffman, conductor.

December 23, 1913—Thos. R. O'Bryan, freight brakeman, right foot bruised handling tools at Milford. T. Stanton, engineer; I. S. Price, conductor.

December 23, 1913—John C. Hunt, machinist, back sprained by fall at Trenton, N. J.

December 23, 1913—John J. Wismer, freight brakeman, right ankle sprained by fall at Phillipsburg. J. B. Nixon, engineer; O. R. Nixon, conductor.

December 23, 1913—H. W. Shaffer, freight brakeman, right shoulder bruised by falling against side of car at Wilburtha. P. W. Skillman, engineer; J. B. Sheppard, conductor.

December 24, 1913—Patrick J. Shaunessy, laborer, hand injured handling freight at Phillipsburg.

December 24, 1913—Chas. E. Jones, fireman, back sprained by fall on engine at Trenton, N. J. B. F. Schaff, engineer; E. Potter, conductor.

December 24, 1913—Chas. O. Moyer, freight brakeman, right eye injured by falling in car at Kent. Ed. Gibney, engineer; N. W. LaRue, conductor.

December 26, 1913—M. F. Pursell, crossing watchman, injured about head and body by fall at Trenton.

FLEMINGTON BRANCH.

Employes Killed or Injured by Other Causes.

January 11, 1913—James J. Callanan, Jr., hoisting engineer, left hand injured handling tools at Murheid, N. J.

August 13, 1913—Bert Holliday, injured about body by falling from freight train near bridge No. 2. W. J. Burton, engineer; David Bell, conductor.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

April 24, 1913—William Lewis, killed, at Phillipsburg, N. J. C. R. Johnson, engineer; C. A. Metzger, conductor.

October 22, 1913—Unknown man, killed, at Holland, N. J. T. S. Case, engineer; A. S. Hoffman, conductor.

November 23, 1913—Antonio Onida, killed, at Prallsville, N. J. Robert Reed, engineer; A. S. Hoffman, conductor.

December 5, 1913—John W. Hoffman, killed, near Raven Rock, N. J. Train unknown.

Persons Killed or Injured by Other Causes.

February 1, 1913—James L. Foreman, wrist injured by fall in car at Stockton, N. J. F. Joiner, engineer; P. J. Dawson, conductor.

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October 24, 1913—J. L. Fitzgerald, car repairman, foot punctured on nail at Phillipsburgh, N. J.

November 3, 1913—Peter Huff, freight brakeman, injured about the body by fall from car at Belvidere. N. Strouse, engineer; B. Roney, conductor.

November 5, 1913—J. H. Hamilton, coal crane operator, left leg bruised by fall at Phillipsburg, N. J.

November 7, 1913—Geo. Eardley, freight brakeman, left hand fractured by fall in car at Phillipsburg. W. W. Barber, conductor; no engineer.

November 6, 1913—J. P. Smith, stationary fireman, left hand injured handling tools at Phillipsburg.

November 7, 1913—Giuseppe LaTacona, M. W. laborer, injured about the back handling timber at Stockton.

November 8, 1913—Harry S. Drake, freight brakeman, injured about the head and body, struck by train at Trenton, N. J. John E. Mathews, engineer; C. T. Dickey, conductor.

November 12, 1913—Roccom Ganni, M. W. laborer, left hand cut handling rail at Phillipsburg, N. J.

November 13, 1913—Colagero Pucci, M. W. laborer, left hand cut handling material at Phillipsburg, N. J.

November 14, 1913—Jamese Bard, station cleaner, knee bruised getting off train at Warren St. station, Trenton. F. J. Raub, engineer; J. H. Gordon, conductor.

November 15, 1913—Roy Smith, M. W. foreman, injured about body handling tools at Manunka Chunk, N. J.

November 18, 1913—E. A. Gregg, car inspector, head injured by a piece of stone at Moore, N. J.

November 19, 1913—Piero Raffaele, M. W. laborer, left foot bruised by fall at Phillipsburg, N. J.

November 21, 1913—W. H. Anderson, freight brakeman, body injured by fall at Kent from car. B. L. Cane, engineer; R. F. Crozen, conductor.

November 24, 1913—Ezra A. Brink, carpenter, left foot injured handling timber at Belvidere, N. J.

November 25, 1913—Michael Evans, freight brakeman, left heel bruised jumping from train at Trenton, N. J. John F. Mongon, engineer; L. T. Errickson, conductor.

November 25, 1913—H. C. Smith, brakeman, neck injured turning switch at Moore, N. J. C. W. Cape, engineer; F. A. Kitchen, conductor.

November 27, 1913—A. C. Hulshizer, freight conductor, severe sprain of left knee and leg bruised by fall at Phillipsburg Junction.

November 28, 1913—Francesco Cesare, M. W. laborer, right hand injured by car door at Phillipsburg Junction.

November 29, 1913—Antonio Conte, laborer, face burned by fixing fire in Engine House at Trenton.

November 29, 1913—R. N. Werkheiser, brakeman, back wrenched applying brake at Trenton, N. J. J. Caffrey, engineer; W. F. Amey, conductor.

December 1, 1913—R. D. Ritter, fireman, injured about the head and body by fall on engine at Trenton. C. W. Cope, engineer; no conductor.

December 1, 1913—Geo. H. Gordon, freight brakeman, left shoulder bruised getting off car, Martin's Creek. E. Edinger, engineer; O. J. Fisher, conductor.

December 4, 1913—Geo. Kerrick, freight brakeman, toe mashed handling freight at Frenchtown, N. J. P. W. Skillman, engineer; J. B. Sheppard, conductor.

December 5, 1913—J. W. Naylor, freight conductor, left leg sprained by misstep at Milford, N. J. S. Titus, engineer; J. W. Taylor, conductor.

December 5, 1913—Patrick F. Rilly, carpenter, head injured by fall from bridge at Lambertville.

December 9, 1913—J. B. Salter, engineman, back sprained reversing lever at Trenton, N. J. J. B. Salter, engineer; W. H. Gibbs, conductor.

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September 18, 1913—R. M. Leighton, car repairman, right hand injured handling tools at Trenton, N. J.

September 17, 1913—H. T. Meyers, fireman, left hand injured handling tools at Phillipsburg, N. J.

September 22, 1913—B. Coleman, laborer, left leg bruised by fall at Rock Cut, N. J.

September 23, 1913—Dominico Disambo, laborer, right hand bruised handling ties at Phillipsburg, N. J.

September 23, 1913—Tonaso Bellardita, M. W. laborer, back sprained handling tools at Lehigh Junction, N. J.

September 25, 1913—Geo. R. Case, engineman, right leg bruised by a piece of coal at Raven Rock, N. J. Engineman, G. R. Case; conductor, J. H. Moore.

September 27, 1913—E. R. Masher, brakeman, left hand mashed by lading shifting at Trenton, N. J. J. E. Mathews, engineer; C. P. Dickey, conductor.

September 29, 1913—E. A. Seyffert, brakeman, right leg broken by fall from car at Trenton, N. J. T. J. Hardy, engineer; J. G. Knowles, conductor.

September 30, 1913—Atrure Scinge, laborer, head cut handling tools at Carpenterville, N. J.

October 1, 1913—Thomas Moser, baggagemaster, right leg bruised by fall at Phillipsburg, N. J.

October 2, 1913—Vito Dimarco, M. W. laborer, right foot bruised handling timber at Stockton, N. J.

October 2, 1913—W. F. Herbert, brakeman, left arm and leg and back bruised by fall at Moore, N. J.

October 2, 1913—Felice Mastrogiovanni, laborer, back and head injured by fall at Phillipsburgh, N. J.

October 4, 1913—W. G. Miller, brakeman, back sprained by fall against car at Phillipsburgh, N. J. A. Niece, engineer; W. H. Young, conductor.

October 9, 1913—Clarence L. Bowman, hostler, left arm bruised by fall at Trenton, N. J.

October 10, 1913—Robert Caton, brakeman, right ankle sprained getting off train at Manunka Chunk, N. J. E. Tennecliff, engineer; F. L. Clifford, conductor.

October 13, 1913—W. I. Miller, brakeman, injured about the head, struck by train at Phillipsburgh, N. J. E. R. Tennecliff, engineer; no conductor.

October 15, 1913—Luigi Miele, M. W. laborer, left hand injured handling tools at Lambertville, N. J.

October 14, 1913—Rueben Carris, track foreman, left foot bruised handling tools at Manunka Chunk.

October 15, 1913—J. S. Smith, carpenter, left knee cut handling tools at Lambertville, N. J.

October 15, 1913—Carmelo Saporito, M. W. laborer, right foot cut by nail at Flemington, N. J.

October 18, 1913—I. E. Snyder, freight brakeman, right side injured by fall from car at Manunka Chunk. J. L. Cherry, engineer; P. H. Quigley, conductor.

October 19, 1913—Nicola Presutti, M. W. laborer, right hand bruised handling tools at Phillipsburgh, N. J.

October 20, 1913—Patrick J. Shaunessy, laborer, right foot bruised handling freight at Phillipsburgh.

October 21, 1913—John Cane, engineer, left leg bruised by fall at Lambertville, N. J.

October 21, 1913—Carl Reese, car repairman, injured about the head handling tools at Phillipsburgh.

October 24, 1913—Harry Van Camp, right wrist sprained releasing brake at Martin's Creek, freight brakeman. P. G. Hires, engineer; A. Martin, conductor.

October 29, 1913—Alfred R. Percy, flagman, right ankle sprained by misstep at Trenton, N. J. H. S. Margerum, engineer; W. W. Barber, conductor.

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July 27, 1913—C. J. Covert, machinist, right hand bruised handling tools at Trenton, N. J.

July 22, 1913—Frank L. Clifford, freight conductor. eye injured by cinder at Trenton, N. J. John Cain, engineer; F. L. Clifford, conductor.

July 31, 1913—James F. Howarth, freight yard brakeman, bruised about the body and hip by fall from car at Trenton. H. M. Ayers, engineer; J. S. Rogers, conductor.

July 31, 1913—Walter B. Appleby, machinist, eye injured by a piece of steel at Phillipsburg.

July 31, 1913—Howard R. Young, flagman, right ankle sprained by fall in car at Stockton, N. J. J. Cherry, engineer; C. B. Solliday, conductor.

August 1, 1913—John Gabert, Jr., conductor, shoulder and knee bruised falling from train at Belvidere. F. J. Raub, engineer; J. Gabert, conductor.

August 4, 1913—Thomas I. Masterson, freight brakeman, legs and hips bruised by fall on car at Frenchtown. B. O. Longstreet, engineer; F. L. Clifford, conductor.

August 12, 1913—P. J. Hardy, engineman, left ankle sprained getting off engine at Trenton, N. J.

August 11, 1913—William P. Miller, fireman, ankle sprained falling from engine at Washington Crossing. C. F. Vanatta, engineer; P. H. Quigley, conductor.

August 13, 1913—Domenico Turdo, M. W. laborer, left foot bruised handling timber at Lambertville.

July 17, 1913—Edward I. Broome, freight yard brakeman, left knee bruised by air hose at Trenton, N. J. Frank Carson, engineer; G. C. Leigh, conductor.

August 18, 1913—Geo. W. Hayes, carpenter, head bruised handling timber at Trenton, N. J.

August 19, 1913—Edward Moser, switchman, left testicle strained handling switch at Phillipsburg.

August 25, 1913—David H. Lutz, brakeman, right foot bruised by car door at Wilburtha, N. J. T. H. Case, engineer; A. H. Hoffman, conductor.

August 31, 1913—Benjamin Gibbs, freight brakeman, left elbow bruised getting off car at Trenton, N. J. H. F. Johnson, engineer; H. E. Merrill, conductor.

August 27, 1913—Robert Caton, freight brakeman, back sprained putting coal on fire in engine at Stockton, N. J.; E. Tennicliff, engineer; J. Heitzman, conductor.

September 3, 1913—Z. A. Ryan, freight brakeman, hand injured by fall at Trenton, N. J.

September 5, 1913—Federico Sargnone, M. W. laborer, right foot injured handling ties at Lambertville.

September 8, 1913—Carmine Rocco, M. W. laborer, right leg fractured; Janario Pasquacio, M. W. laborer, right leg bruised; Antonio Scanone, M. W. laborer, left thigh and left arm bruised; Luigi Muscatiello, M. W. laborer, nose broken, right hand bruised and right leg bruised; Pasquale Pisano, M. W. laborer, right leg bruised; Serfanio Testa, M. W. laborer, right leg broken. The above were injured by train running into hand car at Stockton, N. J. C. Nelson, engineer; E. B. Porter, conductor.

September 8, 1913—John Fadian, engineman, back wrenched handling tools at Trenton, N. J.

September 8, 1913—P. J. Hardy, engineman, left leg scalded by burst air hose at Flemington, N. J.

September 9, 1913—Chas. J. O'Loughlin, M. W. laborer, body bruised by fall at Trenton, N. J.

September 11, 1913—L. J. Gordon, yard clerk, left ankle sprained by misstep at Martin's Creek, N. J.

September 17, 1913—James Henry, warehouseman, left hand injured handling freight at Trenton, N. J.

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June 15, 1913—Chas. L. Farrell, freight brakeman, right arm crushed and left foot crushed, bruise of head and body, struck by car at Phillipsburg, N. J. W. W. Manners, engineer; W. H. Thatcher, conductor.

June 15, 1913—Achillo Ricciardi, M. W. laborer, back injured handling rail at Lambertville, N. J.

June 19, 1913—John J. Falcey, extra serviceman, right ankle bruised by fall at Trenton, N. J.

June 21, 1913—Michael P. Cain, freight yard brakeman, injured about the hand getting on car at Trenton, N. J. D. Potter, engineer; J. H. Burke, conductor.

June 22, 1913—Vincent S. Dagon, hostler, head injured striking against top of door at Phillipsburg, N. J.

June 22, 1913—Vincent M. Walker, fireman, leg bruised by fall at Trenton, N. J.

June 23, 1913—Michael F. Gluth, carpenter, right foot bruised handling iron at Trenton, N. J.

June 24, 1913—Harry G. Latterman, M. W. laborer, stomach strained handling tools, Foul Rift, N. J.

June 26, 1913—Frank Fitzpatrick, fireman, ankle sprained getting off engine at Niece Siding. Harry Myers, engineer; M. Saulter, conductor.

June 27, 1913—Augustus B. Price, switchman, right ankle sprained by fall at Trenton, N. J.

June 28, 1913—Walter A. Anderson, freight brakeman, left ankle sprained getting off car at Phillipsburg Jct., N. J. G. R. Johnson, engineer; B. Rooney, conductor.

June 19, 1913—Antonio Lutre, M. W. laborer, left hand mangled by explosion of dynamite stick at Harmony, N. J.

July 1, 1913—Frank Dougherty, machinist helper, side and back sprained by falling in pit at Trenton, N. J.

July 1, 1913—R. C. Pedrick, freight yard brakeman, left leg and arm bruised by falling in car at Trenton, N. J. J. J. Brophy, engineer; J. H. Rodenbaugh, conductor.

July 3, 1913—James Rosso, M. W. foreman, knee sprained while working on track at Lambertville.

July 4, 1913—Edward L. Ryan, machinist, right hand injured handling tools at Trenton, N. J.

July 7, 1913—W. H. Young, freight conductor, right foot injured rerailing car at Phillipsburg, N. J. R. L. Young, engineer; W. H. Young, conductor.

July 8, 1913—William M. Knight, car repairman, head bruised handling tools at Phillipsburg Jct.

July 15, 1913—Guiseppe Attinello, laborer, head bruised handling timber at Martin's Creek, N. J.

July 17, 1913—James C. Black, freight yard conductor, right leg sprained by fall in car, Trenton. William Hagerman, engineer; James C. Black, conductor.

July 18, 1913—Walter Snell, freight brakeman, ankle sprained jumping off train at Belvidere, N. J. S. J. Duckworth, engineer; G. H. Reading, conductor.

July 23, 1913—Raymond Mills, freight brakeman, body and neck sprained by water scoop at Frenchtown. P. J. Hardy, engineer; R. S. Krosen, conductor.

July 24, 1913—D. C. Conover, carpenter, injured about the body handling telephone booth at Lambertville, N. J.

July 25, 1913—William I. Miller, flagman, left hand burned by matches igniting in his pocket at Trenton, N. J.

July 26, 1913—Giovanni Dianna, M. W. laborer, left hand bruised handling material at Phillipsburg.

July 27, 1913—Charles H. Bradley, freight brakeman, eye burned by cinder at Holland, N. J. Joseph Cherry, engineer; I. S. Price, conductor.

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April 11, 1913—James A. Heitzman, freight yard conductor, right foot badly sprained falling from car at Phillipsburg Jct. A. M. Vanatta, engineer; J. A. Heitzman, conductor.

April 14, 1913—Richard C. Garrison, switchman, right hip bruised getting on car, slipping and falling at Coal Port yard.

April 15, 1913—Forrest P. Weaver, carpenter, big toe on left foot mashed handling tools at Phillipsburg, N. J.

April 16, 1913—Vincent M. Walker, fireman, contusion of toes of right foot, lump of coal rolling on his foot at Milford, N. J. J. V. Nixon, engineer; I. Price, conductor.

April 16, 1913—Chas. M. Disbrow, hostler, left thumb sprained slipping on apron of engine and falling on his hand at Coal Port yard.

April 17, 1913—Barney McGuire, engine preparer, left leg and left large toe bruised handling tools at Lambertville, N. J.

April 18, 1913—Russell S. Miller, machinist helper, right hand punctured handling machinery at Phillipsburg enginehouse.

April 24, 1913—William H. Burk, switchman, eye slightly injured, piece of steel flying in same at Coal Port Meadows.

April 28, 1913—Henry J. Opitz, extra serviceman, middle and ring fingers of left hand lacerated, hand caught between brake wheel and tank of engine at Phillipsburg, N. J. John Cane, engineer; W. H. Young, conductor.

May 2, 1913—Salvatore Lombardi, M. W. laborer, hand and foot bruised handling material at Lambertville, N. J.

May 5, 1913—Albert A. Ege, stevodore, side injured closing car door at Trenton, N. J.

May 5, 1913—Michael F. Gluth, carpenter, left hand cut handling tools at Trenton, N. J.

May 11, 1913—Silvie Bove, blacksmith helper, left hand injured handling tools at Trenton, N. J.

May 20, 1913—W. H. Smith, freight yard brakeman, left rib and left wrist fractured by fall from car at Trenton, N. J.

May 21, 1913—L. V. M. Cain, fireman, right hand injured handling tools at Raven Rock, N. J.

May 22, 1913—Nicola Lombardo, engine cleaner, left foot bruised handling machinery at Trenton.

May 23, 1913—William H. Hagerman, engineman, left side sprained handling tools at Trenton.

May 27, 1913—Tommaso Tricona, M. W. laborer, right hand bruised handling tools at Belvidere.

May 21, 1913—Nicola Gugliuzza, M. W. laborer, back sprained handling ties at Washington's Crossing.

May 31, 1913—G. H. Reading, passenger conductor, back injured by fall at Phillipsburg, N. J. S. J. Duckworth, engineer; G. H. Reading, conductor.

June 3, 1913—Charles B. Reed, M. W. laborer, left hand injured handling tools at Martin's Creek.

June 3, 1913—Frank Gerlach, car repairman, head slightly injured handling tools at Trenton.

June 5, 1913—Pasquale Damelio, M. W. laborer, cut over eye handling tools at Holland.

June 4, 1913—Antonio Comporato, M. W. laborer, back injured handling stone at Phillipsburg.

June 7, 1913—Frank C. Emley, fireman, shoulder sprained by fall at Trenton, N. J.

June 10, 1913—Chas. E. Stratton, laborer, arm injured handling freight at Trenton, N. J.

June 10, 1913—Peter Sheridan, track foreman, left foot bruised handling spikes at Lehigh Jct., N. J.

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April 27, 1913—Thos. Horner, trespasser, killed at Plainfield. Engineer, H. Stem; conductor, H. L. Thomas.

May 20, 1913—Salvatore Digiacomo, non-employe, injured at Jersey City. Engineer, Wm. Gorman; conductor, ————————.

May 31, 1913—Wm. Freeman, trespasser, injured at E. Ferry St., Newark. Engineer, J. Mays; conductor, F. W. Reed.

June 10, 1913—George Bannon, trespasser, injured at Newark. Engineer, P. J. Norton; conductor, C. C. Bracken.

June 12, 1913—Unknown man, trespasser, killed at Bayonne. Engineer F. Riddle; conductor, T. J. Duane.

June 12, 1913—John York, trespasser, killed at Claremont. Engineer, H. Short; conductor, D. S. Horton, Jr.

June 27, 1913—Ole Overson, non-employe, injured at Newark. Engineer, R. Goshen; conductor, J. O'Connell.

June 28, 1913—Wm. J. Butler, non-employe, injured at Jersey City. Engineer, F. Funk; conductor, J. Judge.

July 7, 1913—Chas. Chamberlain, trespasser, injured at Hurd. Engineer, Warren Hopler; conductor, R. Slockbower.

July 9, 1913—Galati Lionaido, non-employe, injured at Cranford Junction. Engineer, J. Potts; conductor, R. Fenwick.

July 11, 1913—Abel Wacki, non-employe, injured at Jersey City. Engineer, ————————; conductor. ————————.

July 13, 1913—J. C. Chambers, trespasser, killed at Newark. Engineer, A. W. Hill; conductor, W. H. Snyder.

July 26, 1913—Unknown man, trespasser, killed at W. 8th St., Bayonne. Engineer, J. Crowley; conductor, W. J. Tench.

July 30, 1913—Wilbur Applegate, passenger, killed at Claremont, Jersey City. Engineer, T. Hartzell; conductor, H. S. Favidson.

August 2, 1913—George Bocis, trespasser, killed at Elizabethport. Engineer, Wm. McMahon; conductor, Elvin Lake.

August 3, 1913—Michael Lynch, trespasser, injured at Elizabeth. Engineer, J. McKeaney; conductor, W. A. Eckert.

August 5, 1913—Earl F. Trimmer, trespasser, injured at Annandale. Engineer, M. Heaney; conductor, Chas. M. Terry.

August 11, 1913—Daniel McGlynn, trespasser, injured at Jersey City. Engineer, G. Ross; conductor, J. C. Medenbock.

August 15, 1913—Richard Walters, trespasser, killed at Wharton. Engineer, Allen Freyling; conductor, ————————.

August 22, 1913—George Olsen, non-employe, injured at Communipaw, Jersey City. Engineer, Frank Fozard; conductor, W. J. Timiney.

September 10, 1913—Guiseppe Campagare, tresspasser, killed, Paulo Campagare, trespasser, injured, at Jersey City. Engineer, Fred Day; conductor, Raymond Rose.

September 11, 1913—Samuel J. Nesbitt, trespasser, injured at Spring St., Elizabeth. Engineer, G. Dowdell; conductor, T. Liddy.

September 29, 1913—Andrew Antonia, trespasser, injured at Bayway. Engineer, W. Curtis; conductor, F. Conley.

September 30, 1913—Charles Adams, trespasser, killed at Vulcanite. Engineer, F. Schuler; conductor, R. T. Slockbower.

October 2, 1913—Frank Bragg, trespasser, killed at Rockaway. Engineer, D. Hance; conductor, J. P. English.

October 7, 1913—Enoch H. Clayton, trespasser, injured at Jersey City. Engineer, G. H. Jones; conductor, Geo. B. Jones.

October 28, 1913—Fejory Olinyk, non-employe, injured at Jersey City. Engineers, G. B. Coffee, Geo. Jackson; conductors, W. E. Case, Ed. Stevens.

December 5, 1913—Simon Barnotesch, trespasser, injured at Newark. Engineer, R. Wolverton; conductor, Aug. B. Prawl.

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December 10, 1913—Michael Flock, trespasser, killed at Woodbridge Junction. Engineer, Jas. Thompson; conductor, A. B. Phillips.

December 11, 1913—Simica Ramesa, trespasser, killed at Elizabethport. Engineer, A. Kirkendall; conductor, Wm. Meehan.

December 12, 1913—Donik Domins, non-employe, injured at Ferry St., Newark. Engineer, A. Heim; conductor, D. Sullivan.

December 12, 1913—John Merte, trespasser, injured at Elizabethport. Engineer, ————————; conductor, ————————.

December 12, 1913—Louis Larsen, trespasser, John Reinston, trespasser, killed, at East 33rd St., Bayonne. Engineer, ————————; conductor, ————————.

December 19, 1913—Mrs. Mary Sabo, trespasser, killed at Perth Amboy. Engineer, J. Reagan; conductor, R. A. Bellis.

December 24, 1913—Andrew Studnirz, trespasser, killed at E. 22nd St., Bayonne. Engineer, J. Smeck; conductor, P. B. Kline.

December 28, 1913—Antone Bobosky, trespasser, injured at Elizabeth. Engineer, T. Ferguson; conductor, L. W. Romeis.

December 30, 1913—Jos. Longo, passenger, injured at Greenville, Jersey City. Engineer, H. Horn; conductor, M. H. Dunn.

December 31, 1913—Wm. Ryan, trespasser, killed at E. 49th St., Bayonne. Engineer, M. Loughery; conductor, E. L. Transue.

On or About Trains, Locomotives or Cars—Employes.

January 2, 1913—John Reinholdt, fireman, injured at Jersey City. Engineer, Wm. E. Curtis; conductor, Frank Eisenhauer.

January 7, 1913—Martin C. Mahnken, fireman, injured at Jersey City. Engineer, Jas. Harrigan; conductor, Raymond W. Brown.

January 9, 1913—John D. Rockafellow, brakeman, injured at Three Bridges. Engineer, Wm. Heilig; conductor, Jos. F. Walsh.

January 9, 1913—John J. Donahue, driller, injured at W. 8th St., Bayonne. Engineer, E. Stevens; conductor, J. McKay.

January 22, 1913—Raymond H. Weaver, brakeman, injured at Claremont. Engineer, Wm. Allen; conductor, Thos. E. Fry.

January 27, 1913—Isaac Praster, conductor, injured at Jersey City. Engineer, Fred. White; conductor, Isaac Praster.

January 27, 1913—Martin A. Allen, fireman, injured at Roselle. Engineer, Howard Horn; conductor, ————————.

January 28, 1913—Frank Edwards, conductor, injured at Jersey City. Engineer, F. Day; conductor, F. Edwards.

February 7, 1913—Frank S. Burckey, fireman, injured at Plainfield. Engineer, Geo. Koehler; conductor, Horace Conrad.

February 21, 1913—John Mark, laborer, injured at Elizabethport. Engineer, Jos. Osmun; conductor, J. J. Benner.

February 28, 1913—Michael Petros, brakeman, injured at Somerville. Engineer, H. Painter; conductor, J. Degnan.

March 10, 1913—John E. Logan, engineer, injured at Dunellen. Engineer, J. E. Logan; conductor, J. J. Flaherty.

March 18, 1913—Frederick Keiber, brakeman, injured at Bound Brook. Engineer, P. Eder; conductor, J. J. Flaherty.

March 21, 1913—Christopher Scholl, driller, injured at Jersey City. Engineer, Frank Funk; conductor, John Judge.

March 25, 1913—Matthew J. Cahill, driller, injured at Jersey City. Engineer, J. Kramer; conductor, F. E. Collins.

March 31, 1913—Lewis Stamets, conductor, injured at Chester. Engineer, Owen Rinker; conductor, Lewis Stamets.

April 1, 1913—Mike Leva, crossing watchman, injured at Elizabethport. Engineer, E. Bowers; conductor, W. A. Eckert.

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April 3, 1913—Raymond L. Durmer, baggage master, injured at E. 22nd St., Bayonne. Engineer, G. B. Houston; conductor, J. H. Ireland.

April 4, 1913—Wm. K. Fehr, brakeman, injured at Bloomsbury. Engineer, Chas. Holmes; conductor. J. E. Carrigan.

April 11, 1913—Frederick Clark, driller, injured at Pt. Johnston. Engineer, J. Rodenbaugh; conductor, H. A. Wise.

April 12, 1913—Martin L. Young, conductor, injured at Phillipsburg. Engineer, Alfred Freyling; conductor, M. L. Young.

April 13, 1913—Wm. Mason, fireman, injured at West Side Ave., Jersey City. Engineer, W. E. Curtis; conductor, J. Lindley.

April 22, 1913—Richard Getshall, brakeman, injured at Elizabethport Engineer, J. Costello; conductor, C. F. McAtee.

April 23, 1913—Wm. F. Turner, brakeman, injured at Jersey City. Engineer, F. Smith; conductor, A. Underhill.

May 3, 1913—Joseph Selvis, laborer, injured at Elizabethport. Engineer, ————————; conductor, ————————.

May 3, 1913—Wm. H. Cornish, engineer, injured at Jersey City. Engineer, J. R. Hill; conductor, W. Nolan.

May 12, 1913—Lewis Stamets, conductor, injured at High Bridge. Engineer, J. Dineen; conductor, L. Stamets.

May 13, 1913—Joseph Bosha, brakeman, injured at White House. Engineer, K. Frazer; conductor, J. H. Meehan.

May 21, 1913—Chas. Siddons, machinist, John May, car repairer, injured, at Jersey City. Engineer, E. Gordon; conductor, J. Herbert.

May 22, 1913—Richard Coogan, conductor, injured at Jersey City. Engineer, J. Wharmby; conductor, R. Coogan.

May 24, 1913—Henry Tomey, engineer, killed at E. 49th St., Bayonne. Engineer, Henry Tomet; conductor, E. M. Davis.

June 8, 1913—Fred Harter, driller, injured at Jersey City. Engineer, E. Witman; conductor, W. S. Babcock.

June 9, 1913—Chas. Murray, driller, injured at Jersey City. Engineer, P. Snyder; conductor, T. O'Connor.

June 21, 1913—Tony Rose, laborer, injured at Elizabethport. Engineer, ————————; conductor, ————————.

June 23, 1913—E. A. McGuire, conductor, injured at Newark. Engineer, E. Horton; conductor, E. A. McGuire.

June 27, 1913—Jas. F. Brennan, brakeman, injured at Bloomsbury. Engineer, Ed. Cossman; conductor, F. McGorry.

July 2, 1913—Fred Wilcox, engineer, Earl D. Stires, fireman, injured, at Lincoln. Engineer, F. Wilcox; conductor, M. Durling.

July 3, 1913—Frank A. Sinclair, fireman, injured at Bloomsbury. Engineer, Edgar Pyatt; conductor, ————————.

July 3, 1913—John Dever, brakeman, injured at Jersey City. Engineer, G. Lewis; conductor, J. Kirk.

July 4, 1913—John Kruk, laborer, injured at Fiddlers. Engineer, ————————; conductor, ————————.

July 5, 1913—Edw. H. Kurtz, fireman, injured at Cranford Junction. Engineer, L. H. Cressman; conductor, C. Searfass.

July 14, 1913—Thos. Reilly, conductor, injured at W. 8th St., Bayonne. Engineer, Wm. Steiner; conductor, Thos. Reilly.

July 14, 1913—Richard La Tourette, head driller, injured at Jersey City. Engineer, S. Eckman; conductor, R. LaTourette.

July 17, 1913—Wm. Putt, baggagemaster, injured at E. 49th St., Bayonne. Engineer, J. Weikley; conductor, Geo. W. Weidel.

July 22, 1913—Mike Arlnskey, section workman, injured at Grasselli. Engineer, Wm. Heilig; conductor, F. L. Dencklau.

July 28, 1913—Paul Selski, hose cutter, injured at Jersey City. Engineer, T. Fox; conductor, S. L. Piatt.

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July 30, 1913—John Hopka, hostler, injured at Fiddlers. Engineer, ————; conductor, ————.

July 30, 1913—John J. Farrell, brakeman, injured at White House. Engineer, H. Gardner; conductor, J. J. Howley.

August 2, 1913—Benj. W. Loshen, engineer, injured at Jersey City. Engineer, B. W. Loshen; conductor, A. Braun.

August 3, 1913—Clarence W. Sands, fireman, injured at East Rahway. Engineer, John T. Meehan; conductor, Chas. Miller.

August 13, 1913—Katie Diegnliez, car cleaner, injured at Jersey City. Engineer, G. Lewis; conductor, J. Kirk.

August 13, 1913—Russell Forrester, car checker, injured at Jersey City. Engineer, A. Hahn; conductor, F. Wagner.

August 21, 1913—John Reinholdt, fireman, injured at Jersey City. Engineer, Wm. Curtis; conductor, F. Conley.

August 27, 1913—Wm. Ford, driller, injured at Elizabethport. Engineer, W. O'Brien; conductor, J. Tiernan.

August 27, 1913—Neal Gallagher, conductor, injured at Elizabethport. Engineer, C. Morganroth; conductor, N. Gallagher.

September 2, 1913—Frank Knittle, brakeman, injured at Butterworth. Engineer, G. Hawk; conductor, C. C. Bracken.

September 2, 1913—Richard Thomas, brakeman, injured at Hampton. Engineer, J. Spence; conductor, H. E. Grube.

September 14, 1913—Jas. Cyphers, brakeman, injured at Phillipsburg. Engineer, Wm. Kelly; conductor, M. Rissmiller.

September 26, 1913—Robt. Draycott, fireman, injured, between Phillipsburg and Hampton. Engineer, B. D. Borden; conductor, J. S. Moyer.

September 29, 1913—Wesley B. Vanderhoof, driller, injured at Jersey City. Engineer, R. Youman; conductor, W. McClow.

September 30, 1913—Carl Smith, laborer, injured at Claremont. Engineer, N. Sheridan; conductor, W. W. Barnes.

October 11, 1913—James Schaefer, tinsmith, injured at Jersey City. Engineer, C. Burrows; conductor, O. McDermott.

October 15, 1913—John Flynn, brakeman, injured at Elizabethport. Engineer, Jos. Osmun; conductor, J. J. Bonner.

October 19, 1913—Frederick Lincoln, conductor, injured at Phillipsburg. Engineer, Wm. Herman; conductor, Fred Lincoln.

October 19, 1913—Wm. H. Davis, fireman, injured at Phillipsburg. Engineer, Wm. Herman; conductor, Fred Lincoln.

October 19, 1913—Edw. J. Lynch, brakeman, injured at White House. Engineer, W. Allen; conductor, T. J. Ward.

October 20, 1913—Howard Fenwick, conductor, injured at Phillipsburg. Engineer, C. Montgomery; conductor, H. Fenwick.

November 5, 1913—Chas. S. Watkins, brakeman, injured at Chrome. Engineer, Thos. McCarthy; conductor, Geo. Souders.

November 10, 1913—Thos. R. Plotts, brakeman, injured at Phillipsburg. Engineer, Paul Carpenter; conductor, Harry Kremer.

November 12, 1913—Wm. Ruge, fireman, injured at Greenbrook. Engineer, Wm. Pengally; conductor, T. E. Riley.

November 15, 1913—Arthur Voorhees, fireman, injured at Manville. Engineer, Thos. Hartnett; conductor, L. Kinsley.

November 25, 1913—Frank Hurley, fireman, injured at Elizabethport. Engineer, J. Shannon; conductor, L. Boyce.

December 1, 1913—W. A. Hendershot, engineer, injured at E. 49th St., Bayonne. Engineer, W. A. Hendershot; conductor, Daniel Hickey.

December 2, 1913—Samuel H. Phipps, conductor, injured at Elizabethport. Engineer, W. Murphy; conductor, S. H. Phipps.

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December 5, 1913—J. W. Green, brakeman, injured at Jersey City. Engineer, B. Munn; conductor, ————————.

December 9, 1913—Paul Coleman, laborer, injured at Greenville, Jersey City. Engineer, E. Jones; conductor, H. Ammerman.

December 10, 1913—Mike Kos, car cleaner, injured at Jersey City. Engineer, ————————; conductor, ————————.

December 16, 1913—Geo. Cullen, driller, injured at Jersey City. Engineer, S. Henry; conductor, A. Underhill.

December 18, 1913—Harry Williams, fireman, injured at Newark. Engineer, Jas. Spence; conductor, Jas. O'Connell.

December 23, 1913—John F. McGinley, fireman, injured at Glen Gardner. Engineer, Robt. Peters; conductor, J. E. Carrigan.

December 28, 1913—Jos. Lokso, car cleaner, injured at Somerville. Engineer, P. Eder; conductor, A. F. Pine.

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

January 5, 1913—James J. Cullinane, passenger, injured at Maurer. Engineer, F. Schultz; conductor, H. L. Houtz.

January 10, 1913—Jacob Cohen, passenger, injured at W. 8th St., Bayonne. Engineer, Frank Miller; conductor, Geo. Jenkins.

January 12, 1913—Chas. Tomey, passenger, injured at E. 22nd St., Bayonne. Engineer, Fred Dumke; conductor, E. Stevens.

January 15, 1913—Pierre J. Smith, passenger, injured at Jersey City. Engineer, Wm. Gorman; conductor, D. C. Randolph.

February 8, 1913—Mrs. Thos. D. Rhodes, passenger, injured, between Westfield and Roselle Engineer, T. Tice; conductor, Jos. T. Ross.

February 16, 1913—Miss Agnes G. O'Shea, passenger, injured at Communipaw. Engineer, Wm. E. Creveling; conductor, Henry L. Houtz.

February 21, 1913—Miss Anna F. Hallingshead, passenger, injured at West Side Ave., Jersey City. Engineer, E. Jones; conductor, Elvin Lake.

February 24, 1913—Frank Tortorello, non-employe, injured at Jersey City. Engineer, J. Tate; conductor, John Doherty.

March 5, 1913—Benj. Korarlenko, non-employe, injured at E. 22nd St., Bayonne. Engineer, F. Shultz; conductor, T. Reilly.

March 6, 1913—Harry Dexter, passenger, injured at Bayway. Engineer, John Manion; conductor, C. A. Wyatt.

March 8, 1913—O. P. Wahlig, passenger, injured at Plainfield. Engineer, Geo. Coffee; conductor, D. B. Aller.

March 11, 1913—Mrs. S. N. Vreeland, passenger, injured at Lincoln. Engineer, John Driscoll; conductor, P. C. Jeffers.

March 15, 1913—Steve Schandal, passenger, injured at E. Ferry St., Newark. Engineer, O. Forner; conductor, F. R. Bills.

March 20, 1913—F. H. Hallock, passenger, injured at Ferry St., Newark. Engineer, John Koehler; conductor, S. W. Dennis.

April 3, 1913—Unknown man, passenger, injured at Elizabeth. Engineer, Geo. H. Jackson; conductor, Wm. Shaw.

April 8, 1913—James Masterson, passenger, injured at Bound Brook Junction. Engineer, Geo. Cobson; conductor, E. C. Evans.

April 22, 1913—Unknown woman, passenger, injured at Jersey City. Engineer, W. Gorman; conductor, W. E. Case.

May 5, 1913—Miss Helen Dwyer, passenger, injured at Plainfield. Engineer, Geo. Irwin; conductor, L. P. Titus.

May 6, 1913—W. W. McFarland, passenger, J. Turner, passenger, injured at Elizabethport. Engineer, B. Loughery; conductor, W. Chambers.

May 9, 1913—H. C. Potts, passenger, injured at Elizabeth. Engineer, James Butler; conductor, Wm. Meehan.

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May 11, 1913—Miss Marguerite T. Morewood, passenger, Alfred P. Morewood, passenger, injured at Elizabeth. Engineer, S. Jones; conductor, E. Lake.

May 17, 1913—J. Tehes, passenger, injured at Newark. Engineer, ————————; conductor, ————————.

May 21, 1913—Charles F. Garrow, Jacob Eginberg, John J. Malone, John Rath, Thos. J. Reid, Jas. H. Collier, Pat. A. O'Neill, Wm. Broadley, Albert C. Miller, John H. Smith, Catherine Collins, Jas. G. Casey, John P. McGregor, Vincent C. LaRosa, Daniel Graff, Harry Yates, Thomas Ryer, Edw. Bolstein, A. Lipp, Jacob Bratter, Frank Deitsch, Jas. S. Coward, Albert W. Meyer, Chas. P. Zancada, L. Sokolinsky, W. H. Begerow, passengers, injured at Jersey City. Engineer, E. Gordon; conductor, J. Herbert.

May 23, 1913—F. Kirkman, passenger, injured at E. 22nd St., Bayonne. Engineer, Wm. Ahle; conductor, W. J. Tench.

May 26, 1913—Robert Heine, passenger, injured at W. 8th St., Bayonne. Engineer, F. Miller; conductor, W. J. Sheehan.

May 30, 1913—Miss Hazel B. E. Conway, Miss Anna S. Nelson, passengers, injured at High Bridge. Engineer, C. White; conductor, F. W. Reed.

June 4, 1913—S. Folk, passenger, injured at Elizabeth. Engineer, C. P. Dampman; conductor, W. A. Eckert.

June 9, 1913—W. Suttman, passenger, injured between Elizabeth and Roselle. Engineer, C. Clapp, conductor, J. T. Dolbeer.

June 11, 1913—Martin Scarish, non-employe, injured at Jersey City. Engineer, R. Loshen; conductor, O. E. Braden.

June 11, 1913—Chas. Newell, passenger, injured at Bayonne. Engineer, Geo. Weller; conductor, H. A. Boyd.

June 11, 1913—Thos. Burke, passenger, injured at Jersey City. Engineer, H. Lovell; conductor, W. G. Cline.

June 16, 1913—Miss Anna Coleman, passenger, injured at E. 49th St., Bayonne. Engineer, S. L. Jones; conductor, J. W. Eggers.

June 17, 1913—Milton Hawthorne, passenger, injured at E. Ferry St., Newark. Engineer, J. Crowley; conductor, Geo. Jenkins.

June 29, 1913—Miss Edna Ruppersburg, passenger, injured at High Bridge. Engineer, F. Dumke; conductor, H. L. Houtz.

July 5, 1913—D. M. Sharp, passenger, injured at Westfield. Engineer, Theo. Tice; conductor, J. T. Ross.

July 5, 1913—Mrs. Bridget Herbert, passenger, injured at Plainfield. Engineer, J. V. Waite; conductor, I. A. Bedell.

July 5, 1913—Mrs. Catherine J. Dumont, passenger, injured at Plainfield. Engineer, W. J. Smith; conductor, D. B. Aller.

July 6, 1913—Wm. H. Rhodes, passenger, injured at Newark. Engineer, A. Abrec; conductor, W. Gilp.

July 6, 1913—Walter Dupenpill, passenger, injured at Jersey City. Engineer, R. Wolverton; conductor, C. Warman.

July 7, 1913—Mrs. Paul B. Howland, passenger, injured at Plainfield, Engineer, J. Creedon; conductor, T. J. Sands.

July 8, 1913—Mrs. Dora Pisick, passenger, injured at Somerville. Engineer, W. Morrison; conductor, J. P. Taylor.

July 15, 1913—Louis Fredenburg, non-employe, Wm. O'Briski, non-employe, injured at W. 8th St., Bayonne. Engineer, W. Grant; conductor, T. Maroney.

July 18, 1913—Matthias Stratton, passenger, injured between East Rahway and Pt. Reading crossing. Engineer, W. Carpenter; conductor, A. F. Pine.

July 29, 1913—C. W. Tremley, passenger, injured at Jersey City. Engineer, W. J. Smith; conductor, Geo. Terrill.

July 30, 1913—John McDonald, non-employe, injured at Jersey City. Engineer, F. Mooney; conductor, F. A. Shepherd.

August 7, 1913—Thos. Lewis, passenger, injured at Plainfield. Engineer, T. Tice; conductor, J. T. Ross.

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August 8, 1913—Alexander Bianas, passenger, injured at Netherwood. Engineer, S. Watson; conductor, Thos. Flanagan.

August 9, 1913—Joe Peter, non-employe, injured at Jersey City. Engineer, ————————; conductor, ————————.

August 11, 1913—Wilford Hoffman, passenger, injured at West Side Ave., Jersey City. Engineer, H. Lovell; conductor, W. G. Cline.

August 18, 1913—Wm. Klingenberg, passenger, injured at Van Nostrand Place, Jersey City. Engineer, N. Sheridan; conductor, W. W. Barnes.

August 23, 1913—G. K. Flautt, passenger, injured at Greenbrook. Engineer, B. Munn; conductor, W. Durling.

August 26, 1913—Margaret O'Connor, passenger, injured at Plainfield. Engineer, Geo. Preisendanz; conductor, John G. Reck.

August 31, 1913—S. Shumsky, passenger, injured at Roselle. Engineers, S. Jones, J. H. Gallagher; conductor, Elvin Lake.

September 8, 1913—Paul Slaunsky, laborer, injured at Elizabethport. Engineer, ————————; conductor, ————————.

September 8, 1913—Walter Schultz, baggage porter, injured at Jersey City. Engineer, ————————; conductor, ————————.

September 20, 1913—Jas. A. Mallay, trespasser, injured at Dover. Engineer, Geo. Braman; conductor, J. B. Cannon.

September 20, 1913—A. Sullivan, passenger, injured at E. 22nd St., Bayonne. Engineer, Theo. Fox; conductor, J. P. English.

September 26, 1913—Chas. Grant, passenger, injured at Jersey City. Engineer, ————————; conductor, ————————.

September 27, 1913—Edward Rickett, conductor, injured at Elizabethport. Engineer, L. Taylor; conductor, Edw. Rickett.

September 30, 1913—Howard Gold, non-employe, injured at Bound Brook. Engineer, Geo. Koehler; conductor, H. G. Conrad.

October 5, 1913—Geo. Miesuk, passenger, injured at Ferry St., Newark. Engineer, S. Jones; conductor, H. N. Amerman.

October 6, 1913—Mrs. Thomas Best, passenger, injured at Roselle. Engineer, Wm. Dunham; conductor, Wm. Meehan.

October 7, 1913—Charles Colson, non-employe, injured at Jersey City. Engineer, ————————; conductor, ————————.

October 14, 1913—Carl Silbert, passenger, injured between Jersey City and W. 8th St., Bayonne. Engineer, W. H. Dunahm; conductor, I. A. Bedell.

October 17, 1913—Miss Inez Nilsson, passenger, injured at Elizabeth. Engineer, T. G. Hartzell; conductor, H. G. Sands.

October 18, 1913—A. Malignon, passenger, injured at E. Ferry St., Newark. Engineer, G. Jackson; conductor, A. B. Prawl.

October 19, 1913—Walter Caughlan, passenger, injured at E. 49th St., Bayonne. Engineer, W. Carpenter; conductor, F. W. Reed.

October 19, 1913—Mrs. Kline, passenger, injured at E. Ferry St., Newark. Engineer, R. Wolverton; conductor, W. Gilp.

October 19, 1913—John Fitzpatrick, passenger, injured between Greenville and Claremont. Engineer, E. Jones; conductor, A. F. Pine.

October 24, 1913—S. D. Cullens, passenger, injured between Fanwood and Westfield. Engineer, Chas. Carey; conductor, Wm. H. Warner.

November 2, 1913—Mrs. Lillian Smith, passenger, injured at Jersey City. Engineer, N. Sherican; conductor, R. A. Bellis.

November 18, 1913—Wm. Ryan, non-employe, injured at Jersey City. Engineer, T. Hartzel; conductor, H. S. Davidson.

November 22, 1913—Al Howell, passenger, injured at Elmora. Engineer, F. Wynkoop; conductor, J. W. Eggers.

November 26, 1913—Miss Clara Krantz, passenger, injured at Cranford. Engineer, P. Eder; conductor, J. Herbert.

November 28, 1913—Jas. G. Knight, passenger, injured at Ferry St., Newark. Engineer, W. W. Snyder; conductor, F. P. Fairbanks.

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

January 23, 1913—Mattavo Ballardello, trespasser, killed at Westfield. Engineer, ————; conductor, ————.

March 12, 1913—Thomas Masterson, trespasser, killed at Springtown. Engineer, ————; conductor, ————.

April 6, 1913—Alexander Ross, trespasser, killed at Elizabethport. Engineer, ————; conductor, ————.

July 19, 1913—Willis Foley, trespasser, killed at Cranford Junction. Engineer, ————; conductor, ————.

July 30, 1913—Mrs. Ida M. DeGraw, trespasser, injured at German Valley. Engineer, ————; conductor, ————.

August 13, 1913—Alexander Botoka, trespasser, killed at Elizabethport. Engineer, ————; conductor, ————.

August 18, 1913—Albert Hoover, trespasser, killed at Vernoy. Engineer, ————; conductor, ————.

October 14, 1913—Miss Annie Antonick, trespasser, killed at Bayway. Engineer, ————; conductor, ————.

October 19, 1913—Mike Burber, trespasser, injured at Elizabethport. Engineer, ————; conductor, ————.

October 23, 1913—Unknown man (colored), trespasser, killed at Cranford. Engineer, ————; conductor, ————.

October 24, 1913—Stephen Steiner, trespasser, killed at Pacific Ave., Jersey City. Engineer, ————; conductor, ————.

November 9, 1913—Mercida Barber, trespasser, killed at Bound Brook. Engineer, ————; conductor, ————.

November 24, 1913—Wm. Wallace, trespasser, killed at Bound Brook. Engineer, ————; conductor, ————.

Injured by Horses Frightened by Trains—Non-Employes.

May 27, 1913—Howard Case, non-employe, injured at Three Bridges. Engineer, ————; conductor, ————.

September 17, 1913—L. Porter, non-employe, injured at Newark. Engineer, O. Frazer; conductor, Jas. Moran.

THE CHESTER RAILROAD COMPANY.

Capital stock paid in,	$98,500 00
Scrip stock,	2,034 13
Bonded debt,	.....
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 4 per cent. on its stock.

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

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of The 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.*—P. J. Flynn, being duly sworn, on his oath says, that he is President of the Chester Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

P. J. FLYNN.

Sworn and subscribed before me, this fourth day of March, A. D. 1914.

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

RECEIPTS AND EXPENSES FOR 1913.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1913, and how paid—No dividends.

P. O. address of this company—90 West St., New York City.

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.

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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.

Sworn and subscribed before me, this eleventh day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1913, and how paid—None.

P. O. address of this company—143 Liberty St., 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 Cum-

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berland 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.

Sworn and subscribed before me, this eleventh day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1913, and how paid—None.

P. O. address of this company—143 Liberty St., 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
Floating debt—None.	
Cost of road and equipments,	3,545,189 83

The road extends from middle of Delaware River, N. J., to Bound Brook, N. J., and from Trenton Junction, N. J., to Trenton, N. J., a distance of 30.73 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.

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

W. H. WHITE.

Sworn and subscribed before me, this twenty-seventh day of February, A. D. 1914.

C. K. KLINK,
Notary Public.

[L. S.]

My Commission Expires April 18, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Total income from passengers, freight and other sources, ...	$215,901 29
Expenditures during the year for working road, including repairs maintenance of way, motive power and contingencies, ...	213,103 22
Dividends paid during the year 1913, and how paid—Four quarterly dividends, 2 per cent. each, February, May, August, November.	

P. O. address of this company—11 West State Street, Trenton, N. J., and Treasurer's Office, 240 South Third Street, Philadelphia, Penna.

ACCIDENTS.

January 2, 1913—Antonio Mundoni, non-employe, killed, Bound Brook Jct., N. J. Struck by train. D. Horton, conductor; Wm. H. Williams, engineer.

January 8, 1913—B. F. Nicholas, non-employe, killed, Harlingen, N. J. Supposed struck by train. ————, conductor; ———— engineer.

January 9, 1913—L. S. Michener, employe, non-fatally injured, Trenton Jct., N. J. Falling from engine. G. Long, conductor; E. Manion, engineer.

January 10, 1913—William H. Love, employe, non-fatally injured, Skillman, N. J. Scalded. Andrew Bacon, conductor; Wm. H. Love, engineer.

January 11, 1913—John Priszun, non-employe, non-fatally injured, Bound Brook, Jct., N. J. Struck by train. W. J. Davidson, conductor; T. Hartzell, engineer.

January 11, 1913—Mrs. H. W. Lawrence, non-employe, non-fatally injured, Hopewell, N. J. Jumping off train. John R. Gerhab, conductor; Chas. Eagle, engineer.

January 15, 1913—Geo. Butterhof, employe, non-fatally injured, Manville, N. J. Working at fire of engine. J. H. Hilferty, conductor; Wm. Schaeffer, engineer.

January 16, 1913—Chas. Philhower, non-employe, killed, Hopewell, N. J. Supposed struck by train. ————, conductor; ————, engineer.

January 22, 1913—F. Belvedere, employe, non-fatally injured, Trenton, N. J. Exploding torpedo. ————, conductor; ————, engineer.

January 22, 1913—Wm. Chamney, employe, non-fatally injured, Trenton, N. J. Falling from engine. ————, conductor; Wm. Chamney, engineer.

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February 5, 1913—Edward Morris, employe, non-fatally injured, Trenton Jct., N. J. Working at locomotive fire. Harry Davidson, conductor; Thos G. Hartzell, engineer.

February 11, 1913—N. Marine, employe, non-fatally injured, Trenton Jct., N. J. Unloading material. W. J. Callahan, conductor; Wm. F. O'Donnell, engineer.

February 15, 1913—W. J. R. King, non-employe, killed, Hamilton, N. J. Struck by train. I. A. Bedell, conductor; John V. Waite, engineer.

February 19, 1913—John J. Hope, employe, non-fatally injured, Skillman, N. J. Fell in tank. Jas. L. Durn, conductor; R. M. Wilkinson, engineer.

February 25, 1913—H. C. Spiegel, employe, non-fatally injured, Glen Moore, N. J. Struck by falling poker. H. A. Ruppe, conductor; R. H. Hallman, engineer.

March 3, 1913—Chas. Gundlach, employe, non-fatally injured, Trenton Jct., N. J. Coupling cars. W. J. Hile, conductor; Chas. Widner, engineer.

March 8, 1913—Thos. Turley, employe, non-fatally injured Glen Moore, N. J. Jumping on caboose. N. Clark, conductor; Edward Greth, engineer.

March 11, 1913—K. F. Horning, employe, non-fatally injured, Manville, N. J. Shaking grates of engine. J. D. Higgins, conductor; Geo. Miller, engineer.

March 27, 1913—W. H. G. Pflugfelder, employe, non-fatally injured, Trenton Jct., N. J. Attending switches. J. G. Wallace, conductor; W. L. Kulp, engineer.

March 28, 1913—R. H. Leming, employe, non-fatally injured, Glen Moore, N. J. Struck by bundle papers. F. A. Tyler, conductor; D. F. Wack, engineer.

March 31, 1913—Antonio Cimbotti, employe, non-fatally injured, Glen Moore, N. J. Falling off car. Arthur Moll, conductor; ————, engineer.

April 4, 1913—P. Calla, employe, non-fatally injured, Trenton Jct., N. J. Adjusting concrete bucket. ————, conductor; ————, engineer.

April 6, 1913—I. Inserville, employe, non-fatally injured, Trenton Jct., N. J. Unloading stone. ————, conductor; ————, engineer.

April 4, 1913—Wm. W. Lewis, employe, non-fatally injured, Manville, N. J. Cutting air hose. C. L. Evans, conductor; J. H. Deemer, engineer.

April 7, 1913—G. Spinelli, employe, non-fatally injured, Trenton, N. J. Struck by coal barrow. ————, conductor; ————, engineer.

April 10, 1913—Jas. C. Boyer, employe, non-fatally injured, Hamilton, N. J. Cinder in eye. W. J. Hile, conductor; C. H. Widner, engineer.

April 12, 1913—Jno. Cassidy, employe, non-fatally injured, Manville, N. J. Coupling cars. T. D. Gallagher, conductor; Wm. Cooper, engineer.

April 13, 1913—John Bush, employe, non-fatally injured, Bound Brook Jct., N. J. Sudden stop. Chas. Berkheimer, conductor; Geo. DeLong, engineer.

April 15, 1913—P. DiFrancesco, employe, non-fatally injured, Trenton Jct., N. J. Loading rail. A. Moll, conductor; M. Berkhardt, engineer.

April 19, 1913—Susan H. Fullmore, non-employe, non-fatally injured, Trenton Jct., N. J. Struck by glass. E. C. Evans, conductor; Geo. Colson, engineer.

April 19, 1913—C. J. Kleinguenther, employe, non-fatally injured, Manville, N. J. Adjusting coupler. G. Bennich, conductor; Wm. Schaeffer, engineer.

April 23, 1913—B. F. Kooperman, employe, non-fatally injured, Hopewell, N. J. Struck by overhead bridge. E. J. Coxey, conductor; John Kerry, engineer.

April 25, 1913—H. W. Robinson, employe, non-fatally injured, Manville, N. J. Falling from engine. J. H. Hoffer, conductor; W. H. Hathaway, engineer.

May 6, 1913—F. R. Ashton, non-employe, non-fatally injured, Hillcrest, N. J. Door closed on hand. L. P. Barr, conductor; R. W. Rodebaugh, engineer.

May 7, 1913—M. Campbell, non-fatally injured, Pennington, N. J. Door closed on hand. W. Craven, conductor; W. J. Propert, engineer.

May 12, 1913—Wm. Howe, non-employe, non-fatally injured, Glen Moore, N. J. Adzing timber. ————, conductor; ————, engineer.

May 21, 1913—P. F. Stanley, employe, non-fatally injured, Trenton, N. J. Falling from engine. M. J. Foley, conductor; C. L. Raup, engineer.

May 27, 1913—J. E. Hines, employe, non-fatally injured, Glen Moore, N. J. Jumping off car. N. Clark, conductor; Patrick Casey, engineer.

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June 2, 1913—Jas. McLaughlin, employe, non-fatally injured, Stoutsburg, N. J. Struck by coal. ————————, conductor; ————————, engineer.

June 11, 1913—Mrs. J. E. McDowell, non-employe, non-fatally injured, Belle Mead, N. J. Fell on platform. P. C. Jeffers, conductor; M. C. Longbery, engineer.

June 14, 1913—G. Grozzille, employe, non-fatally injured, Trenton Jct., N. J. Unloading ties. W. J. Callahan, conductor; Wm. O'Donnell, engineer.

June 18, 1913—Unknown man, non-employe, killed, Glen Moore, N. J. Struck by train. John G. Reck, conductor; G. J. Priesendanz, engineer.

July 2, 1913—Harry E. Johnson, employe, non-fatally injured, Trenton Jct., N. J. Attending locomotive fire. Geo. Zimmerman, conductor; A. H. Thomas, engineer.

July 7, 1913—Harry Bell, employe, non-fatally injured, Skillman, N. J. Struck by timber. ————————, conductor; ————————, engineer.

July 8, 1913—Frank Mendicino, employe, non-fatally injured, Skillman, N. J. Cut by glass. — ————————, conductor; ————————, engineer.

July 10, 1913—J. P. Diamond, non-employe, non-fatally injured, Glen Moore, N. J. Struck by coal. T. J. Sands, conductor; J. Creedon, engineer.

July 11, 1913—Louis Carter, non-employe, non-fatally injured, Bound Brook Jct., N. J. Struck by glass. Wm. Chambers, conductor; Elmer Bowers, engineer.

July 11, 1913—L. B. Ibach, employe, non-fatally injured, Hamilton, N. J. Jumping on car. L. B. Ibach, conductor; Frank Benz, engineer.

July 12, 1913—J. P. Hill, employe, non-fatally injured, Trenton Jct., N. J. Falling from engine. J. T. Carrigg, conductor; J. P. Hill, engineer.

July 15, 1913—Charles Frazier, non-employe, non-fatally injured, Ewing, N. J. Falling off car. A. Gillen, conductor; Chas. Laubach, engineer.

July 17, 1913—Edward Gill, non-employe, non-fatally injured, Trenton, N. J. Team ran away. ————————, conductor; ————————, engineer.

July 19, 1913—Unknown man, non-employe, non-fatally injured, Fernwood, N. J. Jumping off car. L. P. Barr, conductor; R. W. Rodebaugh, engineer.

July 22, 1913—H. C. Longaker, employe, non-fatally injured, Pennington, N. J. Struck by flying wedge. Edward McEwen, conductor; W. H. Lavenburg, engineer.

July 25, 1913—M. F. Conry, non-employe, non-fatally injured, Bound Brook Jct., N. J. Sudden stop. P. B. Kline, conductor; M. Loughery, engineer.

July 28, 1913—Chas. Dress, non-employe, non-fatally injured, Hamilton, N. J. Struck by flying missile. Morris Clair, conductor; F. Diernbach, engineer.

August 4, 1913—J. J. Coburn, employe, non-fatally injured, Hopewell, N. J. Jumping off caboose. C. Y. McFadden, conductor; F. R. Sellers, engineer.

August 6, 1913—Stella Roski, non-employe, non-fatally injured. Hamilton, Jumping off engine. H. Savage, conductor; Morris Gerber, engineer.

August 6, 1913—Stella Roski, non-employe, non-fatally injured, Hamilton, N. J. Struck by glass. Jno. G. Reck, conductor; W. J. Propert, engineer.

August 10, 1913—Wm. Jones, Grace Grover, non-employes, non-fatally injured, Skillman, N. J. Struck by flying brake shoe. X. Searfoss, conductor; L. H. Cressman, engineer.

August 15, 1913—L. DiPasquale, non-employe, non-fatally injured, Skillman, N. J. Struck by coal. P. B. Kline, conductor; Harry Williams, engineer.

August 25, 1913—D. Orsino, employe, non-fatally injured, Trenton Jct., N. J. Loading rail. W. J. Callahan, conductor; W. F. O'Donnell, engineer.

August 27, 1913—J. H. Bowers, employe, non-fatally injured, Trenton Jct., N. J. Falling off bridge. M. P. Cassidy, conductor; J. Hughes, engineer.

August 30, 1913—C. Y. McFadden, employe, non-fatally injured, Trenton Jct., N. J. Hand caught in door. C. Y. McFadden, conductor; F. R. Sellers, engineer.

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September 3, 1913—R. L. Kirkpatrick, employe, non-fatally injured, Trenton Jct., N. J. Jumping off coal. J. J. McCullough, conductor; F. R. Sellers, engineer.

September 9, 1913—N. C. Wyckoff, employe, non-fatally injured, Manville, N. J. Attending locomotive fire. W. J. Hill, conductor; W. Steinhulber, engineer.

September 17, 1913—Herman Knabel, employe, non-fatally injured, Manville, N. J. Scalded. B. C. Hinkle, conductor; J. P. Hill, engineer.

October, 1, 1913—Geo. F. McConnell, non-employe, non-fatally injured, Glen Moore, N. J. Struck by glass. Edward McEwen, conductor; Geo. Koehler, engineer.

October 3, 1913—Ellwood C. Carn, employe, non-fatally injured, Trenton Jct., N. J. Struck by car. Milton Youse, conductor; E. C. Carn, engineer.

October 5, 1913—Geo. W. Griffith, employe, non-fatally injured, Manville, N. J. Attending locomotive fire. E. F. Botzum, conductor; E. L. Jones, engineer.

October 8, 1913—L. DeIgnazio, employe, non-fatally injured, Hopewell, N. J. Handling ties. ————, conductor; ————, engineer.

October 8, 1913—John Johnson, employe, non-fatally injured, Skillman, N. J. Handling ties. ————, conductor; ————, engineer.

October 10, 1913—Frank Murphy, employe, non-fatally injured, Trenton Jct., N. J. Struck by crowbar. J. T. Ross, conductor; J. T. Butler, engineer.

October 10, 1913—Mrs. F. R. Bills, non-employe, non-fatally injured, Hamilton, N. J. Struck by glass. D. S. Horton, Jr., Conductor; H. T. Reader, engineer.

October 10, 1913—N. Cicoria, employe, non-fatally injured, Skillman, N. J. Struck by coal. John Messer, conductor; Harry Stern, engineer.

October 11, 1913—W. S. Swearer, employe, non-fatally injured, Trenton Jct., N. J. Struck by car. M. J. Foley, conductor; Philip McKeaney, engineer.

October 13, 1913—L. S. Matthews, employe, non-fatally injured, Trenton, N. J. Uncoupling cars. T. J. Mulbretton, conductor; Chas. Auman, engineer.

October 18, 1913—R. W. Rodebaugh, employe, non-fatally injured, Trenton, N. J. Repairing engine. ————, conductor; R. W. Rodebaugh, engineer.

October 18, 1913—D. F. Wack, Jr., employe, non-fatally injured, Ewing, N. J. Jumping off bridge. D. F. Wack, Jr., conductor; L. J. Rinker, engineer.

October 26, 1913—W. H. Haldeman, employe, non-fatally injured, Ewing, N. J. Removing drawhead. R. L. Brown, conductor; G. W. Kohl, engineer.

November 2, 1913—D. W. Miller, employe, non-fatally injured, Trenton, N. J. Door closed on hand. Pat. Callahan, conductor; Elwood Rodebaugh, engineer.

November 5, 1913—J. Jasinski, employe, non-fatally injured, Hamilton, N. J. Handling material. ————, conductor; ————, engineer.

November 7, 1913—S. Cimadosi, employe, non-fatally injured, Hopewell, N. J. Laying rail. ————, conductor; ————, engineer.

November 10, 1913—M. Licurgo, employe, non-fatally injured, Hopewell, N. J. Laying rail. ————, conductor; ————, engineer.

November 23, 1913—Jas. Conner, employe, non-fatally injured, Trenton Jct., N. J. Falling from bridge. A. Gillen, conductor; Chas. Laubach, engineer.

November 26, 1913—R. C. Griscom, employe, non-fatally injured, Manville, N. J. Window falling on hand. L. B. Ibach, conductor; Frank Benz, engineer.

November 27, 1913—Harry Harding, employe, non-fatally injured, Manville, N. J. Fell into manhole of tank. ————, conductor; Harry Harding, engineer.

December 5, 1913—J. F. Otto, employe, non-fatally injured, Manville, N. J. Setting switch. J. F. Otto, conductor; H. K. Reese, engineer.

December 7, 1913—J. P. Birkbeck, employe, non-fatally injured, Manville, N. J. Uncoupling air hose. J. L. Nuskey, conductor; Thos. McCullough, engineer.

December 17, 1913—C. W. Gerlig, non-employe, non-fatally injured, Weston, N J. Struck by glass. P. B. Kline, conductor; Jos. Smeck, engineer.

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December 19, 1913—Thomas L. Connelly, employe, killed, Pennington, N. J. Struck by overhead bridge. W. R. Deitzel, conductor; Harry Heyer, engineer.

December 27, 1913—D. H. Leach, employe, non-fatally injured, Bound Brook Jct., N. J. Attending switches. C. W. Peterson, conductor; J. S. Englerth, engineer.

DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

Received by Receiver from State Treasurer in 1908, ... $104,000 00
Bonded debt—None.
Floating debt—All paid except one claim not yet called for.
Dividends paid during the year 1913, and how paid—None.

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

RECEIPTS AND EXPENSES FOR 1913.

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

REMARKS.

4/11/08—Received from State Treasurer, ...		$104,000 00
Interest on deposits, ...		14,009 38
		$118,009 38
Paid premiums on bond, ...	300 00	
Paid postage, advertising, printing, etc., ...	45 80	
Paid stenographer on testimony and report, ..	650 20	
Paid approving bond, ...	5 00	
Paid claims, costs, receiver's compensation, etc., as per order of court, ...	116,665 07	117,666 07
Balance in hands of Receiver, ...		$343 31

WM. S. CASSELMAN, Receiver.

Dated February 25th, 1914.

P. O. address of the above company—Delaware River and Atlantic Railroad Company, S. E. Corner Third 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 of the Dela-

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ware River and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

WM. S. CASSELMAN.

Sworn and subscribed before me, this 26th day of February, A. D. 1914.

HARRY WOTTON,
M. C. C. of N. J.

[L. S.]

ACCIDENTS.

None—Projected road was never constructed except the grading of a small part of the right of way at Ariel, 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, New Jersey, 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.*—A. J. County, 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.

A. J. COUNTY.

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Sworn and subscribed before me, this 25th day of February, A. D. 1914.

LEWIS NEILSON,
[L. S.] *Notary Public.*
My Commission Expires February 26, 1917.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$156,581 80
Income from freight,	162,706 18
Income from other sources,	4,494 44
Total,	$323,782 42
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	168,257 30

Dividends paid during the year 1913, and how paid—June 20, $39,000.00; December 18, 1913, $39,000.00, in cash.

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

ACCIDENTS.

May 9, 1913—J. J. A. Randolph, Delair Junction, N. J., while looking for hot journals on Train No. 493, a hot cinder entered his left eye, causing inflammation. W. E. Brown, conductor; W. E. Hand, engineman.

No other accidents of any kind.

THE DOCKS CONNECTING RAILWAY COMPANY.

Capital stock paid in,	$9,000 00
Bonded debt—None.	
Floating debt—None.	
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 .367 miles.

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

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State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of The Docks Connecting Railway 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 6th day of March, A. D. 1914.

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

RECEIPTS AND EXPENSES FOR 1913.

Dividends paid during the year 1913, and how paid—None.

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

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.

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Sworn and subscribed before me, this eleventh day of February, A. D. 1914.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersy.

Dividends paid during the year 1913, and how paid—Six (6) per cent. paid in cash.

P. O. address of this company—143 Liberty St., 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,	$175,000 00
Bonded debt—None.	
Floating debt,	51,380 69
Cost of road and equipments,	202,342 47
Dividends paid during the year 1913, and how paid—One cash dividend (No. 5) of 3 per cent. paid September 5, 1913,	5,250 00

The road extends in Bayonne a distance of .48 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—None.	
Income from freight,	$175,320 24
Income from other sources,	6,459 67
Total,	$181,779 91
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	150,794 70

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REMARKS.

Gross corporate income,		$30,985 21
Deductions: rental,	$2,500 00	
Taxes,	3,600 00	6,100 00
		$24,885 21
Losses sustained,		1,136 62
		$23,748 59

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 East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

R. D. BENSON.

Sworn and subscribed before me, this 3rd day of February, A. D. 1914.

E. H. SHELLEY,
[L. S.] *Notary Public Kings County.*
Certificate Filed in New York County.
My Commission Expires March 30th, 1914.

ACCIDENTS.

February 5, 1913—Jas. Wirth, employe, injured, fully recovered.
June 14, 1913—L. Whitney, employe, injured, fully recovered.
August 6, 1913—L. Piefer, employe, injured, fully recoverd.
October 22, 1913—Jas. O'Brien, employe, injured, fully recovered.

EAST TRENTON RAILROAD COMPANY.

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

The road extends from a point on the Trenton branch of the Dela-

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ware 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.*—W. H. White, being duly sworn, on his oath says, that he is Comptroller of the East Trenton Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. WHITE.

Sworn and subscribed before me, this 27th day of February, A. D. 1914.

C. K. KLINK,
Notary Public.

[L. S.]

My Commission Expires April 18, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Operations and rental included in the report of Delaware and Bound Brook Railroad Co.

Dividends paid during the year 1913, and how paid—None.

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 17, 1913—Thos. Stryker, employe, non-fatally injured, Trenton, N. J. Coupling cars. John T. Carrigg, conductor; Henry Weyer, engineer.

February 3, 1913—A. J. Malone, employe, non-fatally injured, Trenton, N. J. Falling from engine. J. T. Carrigg, conductor; Henry Weyer, engineer.

March 21, 1913—Edward McCardell, employe, non-fatally injured, Trenton, N. J. Falling from car. ————, conductor; ————, engineer.

June 14, 1913—Wm. B. Boyd, employe, non-fatally injured, Trenton, N. J. Falling off car. J. F. Hilferty, conductor; H. A. Weyer, engineer.

December 30, 1913—Henry S. Weyer, John F. Hilferty, employes, killed, Trenton, N. J. Derailment. J. F. Hilferty, conductor; H. S. Weyer, engineer.

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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 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 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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ELIZABETH, NEW BRUNSWICK AND TRENTON RAILROAD COMPANY.

The Elizabeth, New Brunswick and Trenton Railroad Company was merged with Trenton Terminal Railroad Company forming Public Service Railroad Company by agreement dated June 30th, 1913.

See report of Public Service Railroad Company.

P. O. address of the above Company—Broad and Bank Streets, Newark, N. J.

State of New Jersey, Essex County, *ss.*—George J. Roberts, being duly sworn, on his oath says, that he is Vice-President of the Public Service Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

GEO. J. ROBERTS.

Sworn and subscribed before me, this 28th day of February, A. D. 1914.

WILLARD L. HAYWARD,
Notary Public of New Jersey.

[L. S.]

ELIZABETH AND TRENTON RAILROAD COMPANY.

Capital stock paid in, Preferred,	$180,300.00	
Capital stock paid in, Common,	811,350.00	$991,650 00
Bonded debt,		990,000 00
Floating debt—None.		
Cost of road and equipments, (prior to lease)		982,644 29

It is leased to the Public Service Railroad Company at an annual rental of five per cent. on preferred stock.

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

State of New Jersey, Essex County, *ss.*—George J. Roberts, being duly sworn, on his oath says, that he is Vice-President of the Public Service Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEO. J. ROBERTS.

Sworn and subscribed before me, this 28th day of February, A. D. 1914.

WILLARD L. HAYWARD.
[L. S.] *Notary Public of New Jersey.*

RECEIPTS AND EXPENSES FOR 1913.

Income from other sources (from rentals)	9,015 00
Total,	$9,015 00

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

Dividends paid during the year 1913, and how paid—	
April 1, 1913, on Preferred Stock, paid from rental,	$4,507 50
October 1, 1913, on Preferred Stock, paid from rental,	4,507 50

P. O. address of this company—Broad and Bank Streets, Newark, N. J.

This company was leased to Trenton Terminal Railroad Company, which is now merged into Public Service Railroad Company.

Expenditures for road and equipment and for repairs, operation, superintendence, etc., and its income (other than rentals) are included in reports of Trenton Terminal Railroad Company and Public Service Railroad Company.

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ERIE RAILROAD COMPANY—LESSEE.

Capital stock paid in,	$176,271,300 00
Bonded debt,	211,233,205 63
Floating debt,	14,666,904 67
Book value investment in road and equipment,	287,861,918 51

Dividends paid during the year 1913, and how paid—None.

The road extends from Jersey City, N. J., to Dayton, Ohio, and branches, a distance of 1861.10 miles.

RECEIPTS AND EXPENSES FOR 1913.

Passenger revenue,	$9,694,428 52
Freight revenue,	39,660,691 64
Revenue from other sources (including outside operations)	7,620,163 35
Total revenue,	$56,975,283 51
Operating expenses during the year for working road, including repairs, maintenance of way, motive power, taxes and outside operations,	42,103,198 89

REMARKS.

This company is solely an operating company in New Jersey, and the revenues and expenditures as above shown include the revenues and expenditures of the Docks Connecting Railroad, Long Dock Company, Paterson, Newark and New York Railroad, Paterson and Hudson River Railroad, Newark and Hudson Railroad, Paterson and Ramapo Railroad, New York and Greenwood Lake Railway, Bergen County Railroad, Northern Railroad of New Jersey, Bergen and Dundee Railroad.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this 6th day of March, A. D. 1914.

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

[L. S.]

FERROMONTE 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 1913, and how paid—None.

The road extends from Vanatta to Ferromonte, a distance of 0.898 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$736 36
Total,	736 36

REMARKS.

$21.35 of above income was derived from the sale of old material.

Business address is—Fredk. A. Canfield, Treasurer, Dover, N. J.

State of New Jersey, Morris County, *ss.*—Joseph Hinchman, being duly sworn, on his oath says, that he is President of the Ferromonte Railroad Company, and that the foregoing statement and the

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annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

JOSEPH HINCHMAN.

Sworn and subscribed before me, this 31st day of January, A. D., 1914.

EDWARD KLEISS,
Notary Public of New Jersey.

[L. S.]

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.

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 & Atlantic Highlands Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

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Sworn and subscribed before me, this 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1913, and how paid—None.

P. O. address of this company—143 Liberty St., 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,	850,138 82

The road extends from Jamesburg Junction, N. J., 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 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.*—A. J. County, being duly sworn, on his oath says, that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the

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

A. J. COUNTY.

Sworn and subscribed before me, this 14th day of February, A. D. 1914.

ERNEST H. BROWN,
Notary Public.

[L. S.]

Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$160,501 49
Income from freight,	109,023 79
Income from other sources,	41,220 57
Total,	$310,745 85
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*308,908 65

Dividends paid during the year 1913, and how paid—One of six per cent. paid in cash.

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

ACCIDENTS.

Employes Killed or Injured by Other Causes.

January 1, 1913—W. H. Smith, Sr., freight flagman, cut over right eye by fall at Jamesburg Jct.

March 6, 1913—Chas. W. Burke, freight brakeman, left leg bruised falling from car at Jamesburg. F. Stratton, engineer; F. Read, conductor.

April 31, 1913—William B. Ludlow, conductor, right leg bruised getting off car at Jamesburg, N. J. J. J. Toomey, engineer; W. B. Ludlow, conductor.

May 5, 1913—David Nugent, freight brakeman, left arm fractured and head bruised by a fall from car at Freehold, N. J. F. Stratton, engineer; J. Reed, conductor.

June 17, 1913—William H. Smith, freight brakeman, back wrenched handling tools at Monmouth Jct.

June 30, 1913—P. P. Farr, freight brakeman, right side bruised by fall against side of car at Jamesburg Gravel Pit. R. T. Clayton, engineer; C. Richards, conductor.

July 16, 1913—Geo. W. Jackson, freight brakeman, back sprained handling freight at Dayton.

August 16, 1913—J. Smakavicz, track watchman, right leg and left hand cut and foot, body and head bruised falling from train at Freehold, N. J. A. Millard, engineer; M. J. Mortimer, conductor.

*Includes $41,457.59 interest on bonds, taxes and other obligatory charges.

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August 16, 1913—J. H. Wolfe, freight brakeman, right leg broken falling from car at Freehold, N. J. H. L. Jones, engineer; H. Z. Mount, conductor.

September 9, 1913—R. H. Steiman, clerk operator, both arms and left leg bruised by fall at Manasquan, N. J.

September 25, 1913—F. C. Barrett, signal repairman, leg bruised by piece of ice thrown from train at Tracy.

November 10, 1913—Kazmierz Kranzo, M. W. laborer, head injured handling tools at Tracy.

December 6, 1913—C. C. Conner, freight conductor, left ankle sprained handling freight at Helmetta, N. J. W. B. Tolly, engineer; C. C. Conner, conductor.

Persons Killed or Injured by Trains While Crossing Tracks.

February 3, 1913—Adolph Switzer, killed at South Street, Freehold, N. J. G. E. Morris, engineer; G. Sickles, conductor.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

October 3, 1913—Ed. Jones, killed at Dayton, N. J. F. Jennings, engineer; Jos. Reed, conductor.

November 28, 1913—J. T. Hulse, body found lying on track near Farmingdale, N. J. Train unknown.

Persons Killed or Injured by Other Causes.

July 1, 1913—Miss Helen Davidson, right arm injured by falling, alighting from train at Freehold, N. J. T. J. Berrien, engineer; H. M. VanNest, conductor.

August 19, 1913—A. Schlossbach, left hand bruised by car window, near Freehold, N. J. W. Everhard, engineer; H. M. VanNest, conductor.

NEW JERSEY STATE LIBRARY

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

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It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company.

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this 6th day of March, A. D. 1914.

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

[L. S.]

RECEIPTS AND EXPENSES FOR 1913.

Dividends paid during the year 1913, and how paid—None.

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 205 feet west of the centre of Fourth Street, Harrison, N. J., to north side of Sussex Street, Harrison, N. J., a distance of 0.21 miles.

The property of this company is a siding. No accounts are kept, the receipts and disbursements being included in those of the United New Jersey Railroad and Canal Company.

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It is equipped and operated by the Pennsylvania Railroad Company, lessee of the property and works of 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.—A. J. County, being duly sworn, on his oath says, that he is President of the Harrison and East Newark Connecting Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. J. COUNTY.

Sworn and subscribed before me, this 14th day of February, A. D. 1914.

ERNEST H. BROWN,
[L. S.] *Notary Public.*
Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Dividends paid during the year 1913, 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 Co.

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 1913, and how paid—		
In cash paid April, 1913,	$3,000 00	
In cash paid October, 1913,	3,000 00	6,000 00

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The road extends from Hibernia to Rockaway, a distance of 4.2 miles, with about 4 miles sidings.

RECEIPTS AND EXPENSES FOR 1913.

Income from rental,	$6,500 00
Income from interest,	734 26
Total,	$7,234 26
Expenditures during the year for dividends and maintenance,	6,478 27

REMARKS.

Leased to Central Railroad Company of New Jersey for term of twenty years from Oct. 1, 1910.

P. O. address of the above company—Hibernia Mine Railroad Company, Harry C. Wenner, Secretary and Treasurer, 1421 Chestnut Street, Philadelphia, Pa. General office, No. 3 West Blackwell Street, Dover, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—J. Bertram Lippincott, being duly sworn, on his oath says, that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

J. BERTRAM LIPPINCOTT.

Sworn and subscribed before me, this 14th day of January, A. D. 1914.

JOHN CARBARY,
Notary Public.

[L. S.]

Commission Expires January 16th, 1915.

ACCIDENTS.

None.

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HOBOKEN MANUFACTURERS' RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	648,341 93
Cost of road and equipments,	$893,959 77

Dividends paid during the year 1913, and how paid—None.

The road extends from Hoboken to Hoboken, a distance of 0.6 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—None.	
Income from freight,	$135,225 81
Income from other sources,	8,845 23
Total,	$144,071 04
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$227,626 68

REMARKS.

Cost of road and equipment includes cost of real estate acquired for future right of way.

P. O. address of the above company—Foot of Fifth Street, Hoboken, New Jersey.

State of New Jersey, Hudson County, *ss.*—Chas. D. Boyles, being duly sworn, on his oath says, that he is Vice-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 1913, are correct and true, to the best of his knowledge and belief.

CHAS. D. BOYLES.

Sworn and subscribed before me, this 14th day of March, A. D. 1914.

WALTER B. WILSON,
Notary Public of New Jersey.

[L. S.]

ACCIDENTS.

A few minor accidents, but no fatalities or permanent disabilities.

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HOBOKEN RAILROAD WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

Capital stock paid in,	$300,000 00
Bonded debt,	153,000 00
Floating debt—None.	

Cost of road and equipments,	$196,762 45
This does not include value of land for right of way.	

The road extends from Fifth Street, Hoboken, N. J., to Seventeenth Street, Weehawken, N. J., a distance of 1.607 miles.

It is leased to the Hoboken Manufacturers' Railroad Company at an annual rental of $22,000.00.

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, County of Hudson, *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.

Sworn and subscribed before me, this 29th day of January, A. D. 1914.

EDWIN A. S. BROWN,
[L. S.] *Notary Public of New Jersey.*

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$22,000 00
Total,	$22,000 00

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

Dividends paid during the year 1913, and how paid—One and one-half per cent. in June, 1913, and one and one-half per cent.. in December, 1913, $9,000.00.

P. O. address of this company—Hoboken Railroad Warehouse and Steamship Connecting Company, 1 Newark Street, Hoboken, N. J.

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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, N. J., to Am. Forcite Mfg. Co. Works, a distance of .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.*—Wm. H. Truesdale, being duly sworn, on his oath says, that he is President of the Hopatcong Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this 4th day of March, A. D. 1914.

JOSEPH FIELL,
A Foreign Commissioner of Deeds for the State of New Jersey in New York.

[L. S.]

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the report of the Morris and Essex Railroad Company.

Dividends paid during the year 1913, and how paid—No dividends.

P. O. address of this company—90 West Street, New York City.

ACCIDENTS.

None.

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HOPATCONG SHORE RAILROAD COMPANY.

Capital stock paid in,	$45,400 00
Bonded debt,	9,000 00
Cost of road and equipments,	31,000 00

The road extends from Powder Mills to Bertrand Island, a distance of 1.22 miles.

It is leased to the Morris County Traction Company at an annual rental of cost of maintenance.

It is equipped and operated by the Morris County Traction Company, and the further information required by law is furnished by that company.

State of New Jersey, Morris County, *ss.*—Otto G. Schultz, being duly sworn, on his oath says, that he is Treasurer of the Hopatcong Shore Railroad, and that the foregoing statement is true and correct to the best of his knowledge and belief.

OTTO G. SCHULTZ.

Sworn and subscribed before me, this 16th day of February, A. D. 1914.

NORA C. PRUDEN,
[L. S.] *Notary Public of New Jersey.*

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—None.	
Income from freight—None.	
Income from other sources,	$452 85
Total,	$452 85
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$452 85

Dividends paid during the year 1913, and how paid—None.

P. O. address of this company—Morristown, New Jersey.

ACCIDENTS.

None.

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HUDSON AND MANHATTAN RAILROAD COMPANY.

Capital stock paid in,	$45,249,950 00
Bonded debt,	77,966,133 66
Floating debt,	1,454,624 99
Cost of road and equipments,	$119,593,213 97

Dividends paid during the year 1913, and how paid—No dividends paid.

The road extends between Hoboken, Jersey City and New York City, a distance of 18.775 single track miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$3,478,084 18
Income from freight—None.	
Income from other sources,	2,034,678 41
Total,	$5,512,762 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, interest and taxes,	$5,512,762 59

REMARKS.

That the total expenditure during the year, $5,512,762.59, is in exact agreement with the total income as shown in the above report, is due to the fact that this company has income mortgage 5 per cent. bonds outstanding in the principal amount of $33,102,000, and that the holders of said bonds are entitled to interest up to 5 per cent. per annum before any net income is distributable to stockholders. During the year 1913 said income mortgage bonds earned less than 5 per cent., and therefore, all net income made by the company was distributable as interest to said income mortgage bondholders, thus leaving no net income to the company after the payment of all operating expenses, taxes, rentals, interest, and other income deductions.

P. O. address of the above company—30 Church Street, New York City.

State of New York, New York County, *ss.*—W. C. Fisk, being duly sworn, on his oath says, that he is President of the Hudson

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and Manhattan Railroad Company and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

W. C. FISK.

Sworn and subscribed before me, this 25th day of February, A. D. 1914.

A. M. LINDENSTRUTH,
Notary Public, Westchester County.
Certificate Filed in New York County, No. 54.
Register's Certificate in N. Y., No. 4149.

[L. S.]

ACCIDENTS.

January 1, 1913—Mrs. J. W. Cristie, passenger, Grove St. station; fell in car.
January 7, 1913—Mrs. Agnes Collinson, passenger, Grove St. station; fell on stairs.
January 6, 1913—Miss M. Stevenson, passenger, Summit Ave. station; fell on stairs.
January 6, 1913—James Henderson, trespasser, Summit Ave. station; struck by train.
January 9, 1913—Wm. McClelland, passenger, Summit Ave. station; fell off platform.
January 10, 1913—Miss M. Rymer, passenger, Summit Ave. station; fell on stairs.
January 25, 1913—James McKee, trespasser, Summit Ave. station; struck by train.
January 24, 1913—Mrs. Wm. Koellm, passenger, Hoboken station; fell on stairs.
February 12, 1913—Samuel Winner, passenger, Summit Ave. station; fell on platform.
February 13, 1913—S. Goldstein, passenger, Hoboken station; fell on stairs.
February 14, 1913—Henry Harris, passenger, Henderson St. station; fell on stairs.
February 23, 1913—Mrs. Emma Morrison, passenger, Summit Ave. station; fell on stairs.
February 10, 1913—Mrs. Sophie Putkowski, passenger, Grove St. station; struck by door.
February 27, 1913—Thos. Fallon, Jr., passenger, Summit Ave. station; fell on station floor.
February 24, 1913—Edw. R. Smith, motorman, Summit Ave. station; glass in eye from light bulb.
February 25, 1913—T. W. Baker, passenger, Summit Ave. station; caught finger in elevator gate.
March 7, 1913—Miss E. G. Maples, passenger, Erie station; fell on stairs.
March 8, 1913—James R. Mapletoft, passenger, Exchange Pl. station; caught finger in door.
March 12, 1913—Mrs. Margaret Weishart, passenger, Grove St. station; fell on stairs.

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March 18, 1913—Miss H. W. Moser, passenger, Summit Ave. station; fell on platform.

March 22, 1913—Fritz Meyer, passenger, Hoboken station; fell on stairs.

April 3, 1913—Nat M. Ladd, passenger, Hoboken station; fell in car.

April 2, 1913—Miss L. Limansky, passenger, Hoboken station; fell on stairs.

April 12, 1913—Mrs. J. J. Dillon, passenger, Summit Ave. station; fell on station floor.

April 15, 1913—Richard Mack, passenger, Summit Ave. station; fell on stairs.

April 16, 1913—Konstanty Yerohka, trackman, Henderson St. yard; fell from train; killed.

April 21, 1913—Miss M. McCabe, passenger, Henderson St. station; fell on stairs.

May 7, 1913—Miss G. Jones, passenger, Summit Ave. station; fell on stairs.

May 18, 1913—Silvester Liddy, passenger, Summit Ave. station; caught finger in door.

May 30, 1913—Charles Bartell, passenger, Summit Ave. station; fell from train.

June 1, 1913—William Fitzpatrick, passenger, Summit Ave. station; caught finger in door.

June 2, 1913—Benjamin Staw, passenger, Grove St. station; struck by door.

June 7, 1913—W. A. Grey, passenger, Summit Ave. station; cut finger on glass in door.

June 16, 1913—Mrs. S. A. Archibald, Summit Ave. station; fell on stairway.

June 22, 1913—Mrs. M. Oswicinsky, passenger, Summit Ave. station; fell on stairway.

June 25, 1913—Edw. Smyth, passenger, Exchange Pl. station; caught finger in door.

June 29, 1913—W. J. Kearney, passenger, Exchange Pl. station; caught finger in door.

July 6, 1913—R. Di Foggia, passenger, Exchange Pl. station; caught finger in door.

July 9, 1913—B. L. Barkholz, passenger, Summit Ave. station; caught finger in door.

July 10, 1913—S. Grossbaum, passenger, Exchange Pl. station; caught finger in door.

July 22, 1913—Miss C. E. Rogers, passenger, Erie station; fell on stairs.

July 5, 1913—Nat Elin, passenger, Summit Ave. station; struck by door.

July 5, 1913—Moe Puder, passenger, Summit Ave. station; struck by door.

July 24, 1913—Miss M. Lynch, passenger, Summit Ave. station; fell on stairs.

July 29, 1913—James Beggan, passenger, Exchange Pl. station; struck by door.

July 17, 1913—N. Kozminsky, car inspector, Henderson St. yard; by contact with electricity.

August 9, 1913—Mrs. M. Greenlee, passenger, Summit Ave. station; fell on stairs.

August 11, 1913—Mrs. H. Bloomfield, passenger, Erie station; struck by door.

September 9, 1913—Mrs. M. Shields, passenger, Hoboken station; fell on stairs.

September 20, 1913—J. Brophy, passenger, Henderson St. station; fell off platform.

September 22, 1913—Geo. Duryea, motor instructor, Caisson 2; caught between train and wall.

September 28, 1913—Chas. Hammond, passenger, Grove St. station; caught finger in panel door.

October 4, 1913—Peter Fox, passenger, Erie station; caught finger in door.

October 3, 1913—Mrs. Geo. Hennessy, passenger, Summit Ave. station; fell on stairs.

October 8, 1913—H. Beamish, passenger, Grove St. station; caught finger in door.

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October 16, 1913—Michael Dunz, trespasser, Summit Ave. station; struck by train; killed.

November 29, 1913—Miss Frances Bruhn, passenger, Summit Ave. station; fell on stairway.

November 8, 1913—Mrs. J. A. Briggs, passenger, Summit Ave. station; fell on station floor.

November 13, 1913—Miss Rose Giannosio, passenger, Summit Ave. station; fell on stairway.

November 26, 1913—Miss Winifred Roberts, passenger, Hoboken station; fell on stairway.

November 29, 1913—Miss Della Crane, passenger, Erie station; fell on stairway.

November 29, 1913—C. A. Hollands, switchman, Hoboken station; by contact with electricity.

November 11, 1913—L. Kapland, passenger, Summit Ave. station; caught finger in elevator gate.

December 2, 1913—Mr. Orlinsky, passenger, Grove St. station; caught finger in door.

December 5, 1913—W. J. Travis, passenger, Henderson St. station; fell on stairway.

December 10, 1913—John Douglass, passenger, Henderson St. station; fell off platform.

December 12, 1913—W. T. Taylor, conductor, Henderson St. station; caught between car and wall.

December 9, 1913—Mrs. J. Morello, passenger, Henderson St. station; fell on station platform.

December 21, 1913—Mrs. M. Solodow, passenger, Henderson St. station; struck by door.

December 23, 1913—Miss K. Evans, passenger, Summit Ave. station; caught finger in station door.

December 25, 1913—Patrick Meehan, trackman, Erie station; struck by train; killed.

December 18, 1913—Mrs. M. Hollands, passenger, Grove St. station; fell getting off car.

HUDSON RAILROAD AND TRANSPORTATION COMPANY.

Capital stock paid in, ... $20,000 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments believed to be about, ... $2,000 00
This does not include a small quantity of land and a water right adjoining the track. The whole property was acquired with the proceeds of some of the aforesaid stock and the direct source of the residue thereof.

Dividends paid during the year 1913, and how paid—None.

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The road extends from the Passaic River to the Pennsylvania Railroad, a distance of 2,352 feet.

RECEIPTS AND EXPENSES FOR 1913.

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 Hudson Railroad and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

C. C. RAMSEY.

Sworn and subscribed before me, this 26th day of February, A. D. 1914.

[L. S.]

H. F. KRESS,
Notary Public.
My Commission Expires February 21, 1915.

ACCIDENTS.

None.

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 1913, and how paid—None.

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The road extends from middle of Delaware River to Camden, N. J., a distance of between one and two miles.

RECEIPTS AND EXPENSES FOR 1913.

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

REMARKS.

The company did not operate its railroad during the year 1913.

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 Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

CLARENCE WOLF.

Sworn and subscribed before me, this 27th day of February, A. D. 1914.

CHARLES F. WAGNER, JR.,
Notary Public.

[L. S.]

Commission Expires January 16th, 1917.

ACCIDENTS.

None.

JERSEY CITY AND BAYONNE RAILROAD COMPANY.

Capital stock paid in,	$13,500 00
Floating debt,	1,195 92

The road as projected is to extend from Jersey City to Bayonne, a distance of 5 miles.

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RECEIPTS AND EXPENSES FOR 1913.

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

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the Jersey City and Bayonne Railroad Company and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this 11th day of February, A. D. 1914.

D. H. HOUSE,
[L. S.] *Notary Public in and for New York County, N. Y.*
Certificate Filed in Westchester County.
My Commission Expires March 30, 1914.

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 1913, 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.

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REMARKS.

This corporation was dissolved per certificate of dissolution filed in office of Secretary of State of New Jersey, May 9, 1913.

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 last 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 1913 are correct and true to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this 18th day of February, A. D. 1914.

C. L. MALCOLM,
Notary Public.

[L. S.]

ACCIDENTS.

See statement attached to report for Lehigh Valley R. R. Co. of New Jersey.

KINKORA AND NEW LISBON RAILROAD COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt,	130,694 63
Cost of road and equipments,	49,027 29

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.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me, this 14th day of February, A. D. 1914.

ERNEST H. BROWN,
[L. S.] *Notary Public.*
Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$10,240 07
Income from freight,	11,281 15
Income from other sources,	5,831 15
Total,	$27,352 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$51,245 85

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

Employes Killed or Injured by Other Causes.

July 8, 1913—Chas. W. Poinsett, foreman, leg wrenched by fall at Folwell, N. J.

August 12, 1913—Francesco Saradella, M. W. laborer, left hand injured handling ties at Day.

August 29, 1913—Vincent Lomberty, M. W. laborer, arm injured handling rail at Jobstown, N. J.

November 12, 1913—H. H. Rush, M. W. laborer, foot bruised handling ties at Columbus, N. J.

Persons Injured by Trains While Crossing Tracks.

January 8, 1913—Manning Bolden, injured about head and legs at crossing west of Columbus, N. J. J. G. West, engineer; C. C. Wills, conductor.

*Includes $3,260.24 taxes and other obligatory charges.

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THE LACKAWANNA RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$10,750,000 00
Floating debt,	531,275 26
Cost of road and equipments,	$11,281,275 26

The road extends from Port Morris Junction to Delaware River, a distance of 27.44 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 4 per cent. on its stock.

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 Lackawanna Railroad Company of New Jersey, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this 4th day of March, A. D. 1914.

JOSEPH FIELL,
A Foreign Commissioner of Deeds for the State of New Jersey in New York.

[L. S.]

The Delaware, Lackawanna and Western Railroad Co., Lessee.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$304,772 86
Income from freight,	1,561,375 18
Income from other sources,	137,363 68
Total,	$2,003,511 72

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, ... $656,816 14

Amount paid to stockholders during the year 1913, and how paid—$430,000.00. 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 24th, 1913—David B. Slack, tunnel watchman, Greenville, walking on westbound track to let eastbound train pass and was struck by pusher engine running backwards and fatally injured.

June 14th, 1913—Rudolph Auerbach, trainman, Blairstown, protecting train with flag and in walking back to train slipped and fell on tie, fracturing wrist.

October 21, 1913—Martin McHale, trainman, Greenville, walking over train fell off, run over; fatal.

THE LAFAYETTE RAILROAD COMPANY.

Capital stock paid in, ... $61,800 00

The road extends from Pacific Avenue, in Jersey City, to Griffing 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 11th day of February, A. D. 1914.

[L. S.]

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

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RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

Capital stock paid in,	$897,800 00
Bonded debt,	2,207,970 00
Floating debt,	91,790 00
Cost of road and equipments,	$3,492,701 87

Dividends paid during the year 1913, and how paid—Four per cent. cash, $35,912.00.

The road extends from Maybrook, N. Y., to Belvidere, N. J., and from Phillipsburg, N. J., to Easton, Pa., a distance of 74.60 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$28,728 00
Income from freight,	1,234,405 19
Income from other sources,	80,252 03
Total,	$1,343,385 22
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,067,125 04

P. O. address of the above company—Warwick, Orange County, N. Y.

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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 1913 are correct and true to the best of his knowledge and belief.

FRANK F. WILDRICK.

Sworn and subscribed before me, this 26th day of February A. D. 1914.

JOSEPH P. OSBORNE, JR.,
[L. S.] *Notary Public.*

ACCIDENTS.

January 4, 1913—R. Leeper, brakeman, Andover; cut on head caused by something projecting from one car in train, knocking him down.

January 8, 1913—F. S. Heit, car repairer Hudson yard; slight cut on left hand.

January 10, 1913—J. S. Brown, brakeman, McAtee; collarbone broken, caused by being caught between limestone dock and step of engine.

January 15, 1913—F. A. Kerkan, engineman, Mansfield St.; lower extremities severely bruised, caused by stepping off engine in dark and went over side of bridge on which engine was stopped.

February 17, 1913—L. A. Deegan, fireman, Vernon; side slightly bruised.

February 17, 1913—E. A. Brown, brakeman, Franklin Junction; face cut, caused by falling from running board of engine to ground.

February 18, 1913—Clark Garrison, brakeman, Franklin Junction; one rib broken and back injured stepping off loading plank to ground and keg of beer fell on him.

March 11, 1913—John Lavelle, brakeman, Hudson yard; sprained ankle.

March 12, 1913—Geo. Faucher, brakeman, Andover; lip cut and chin slightly bruised account falling against manhole of tank.

March 18, 1913—Frank Lustica, track hand, Franklin Junction; middle finger of right hand broken and third finger mashed in loading rail. Rail slipped and caught his fingers.

March 27, 1913—Chris Carty, blacksmith, Hudson yard; right leg slightly bruised.

March 28, 1913—S. W. May, brakeman, Franklin Junction; one rib broken account going from one end of car to the other; slipped and fell against brace.

April 15, 1913—R. C. Welch, trespasser, Belvidere; was riding on freight train and fell from car under wheels; received injuries that caused death.

April 18, 1913—Lewis C. Gabert, car inspector, Hudson yard; slight cut on back of hand.

May 1, 1913—Theo. Hoffman, brakeman, Andover; foot caught in signal wires, throwing him across rails; bruised left arm and side.

May 1, 1913—Frank Osborne, laborer, Andover; slight cut on head.

May 20, 1913—Eligh Grover, trackman, Allamuchy; cut on head, became dizzy as train was passing and pitched forward, head striking train.

May 20, 1913—Ellis Stott, car repairer, Hudson yard; left eye slightly burned.

May 29, 1913—James Quaz, laborer, Hudson yard; head bruised above eye.

May 29, 1913—Harry H. Decker, trainman, Buttzville; cut about face; was re-railing engine with push pole when pole broke and struck him in face.

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May 31, 1913—John Ramsdell, Andover; was walking on station platform when plank broke, throwing him on tracks, his head striking rail; head and leg injured.

May 31, 1913—Vingenzo Lapore, laborer, Franklin Junction; second finger of left hand mashed.

June 3, 1913—Moses Lozier, laborer, Great Meadows; slight cut on left hand.

June 7, 1913—Peter Agens, trainman, Townsbury; slight cut on forehead.

June 10, 1913—W. J. O'Brien, conductor, Buttzville; left foot injured.

June 23, 1913—Carmelo Cottone, foreman, Franklin Junction; wrist sprained.

June 25, 1913—John Hackett, lineman, Sparta Junction; ran climber spur in left foot.

June 26, 1913—Charles Derry, laborer, Hudson yard; fell off coal bin, bruising his body.

June 26, 1913—Joseph Gott, trackman, Sparta Junction; caught finger of right hand in track jack, causing slight cut.

July 8, 1913—Harry H. Decker, brakeman, McAtee; left foot crushed; slipped off brake platform and caught his foot between couplers as cars came together.

July 11, 1913—James Giovio, laborer, Sparta Junction; ankle wrenched.

July 14, 1913—James Jones, lineman, Lake Grinnell; fingers dislocated.

July 27, 1913—L. L. Hyatt, conductor, Great Meadows; cinders from engine went in right eye, causing ulcer.

August 6, 1913—Elmer Miller, trespasser, Great Meadows; found dead along tracks; had evidently been sitting on ends of ties and was struck by train.

August 18, 1913—S. W. May, brakeman, Franklin Junction; shoulder injured and two teeth knocked out.

August 26, 1913—Mrs. Theo. Allen, Buttzville; shoulder dislocated and two ribs broken; pony that Mrs. Allen was driving became frightened as train approached grade crossing and ran against tank of engine. Mrs. Allen was thrown from wagon.

September 4, 1913—Floyd Osborne, lineman, Vernon; hip and right ankle injured.

September 12, 1913—T. L. Hackett, brakeman, Lake Grinnell; ear, hip and side injured; struck head against ice platform and was knocked from car.

September 14, 1913—C. E. McDavitt, engineman, Belvidere; slight injury to one leg and arm.

September 24, 1913—Levi Smith, trackman, Pequest; slight bruise on knee.

September 25, 1913—James Norris, trespasser, Franklin Junction; scalp wound, bruised about back and side; stepped in front of train and engine struck him.

September 30, 1913—Peter Joseph, trespasser, Monroe; found dead on track.

October 4, 1913—M. A. Simmons, conductor, Alphano; left ankle turned.

October 12, 1913—A. S. Smith, brakeman, Hudson yard; right wrist sprained; was climbing off car when he slipped from side ladder.

October 12, 1913—Lewis Horton, foreman, Hudson yard; fingers of left hand crushed; was holding turntable after it had been raised by derrick. Chain hoist broke, causing table to fall. Horton's hand caught under turntable when it fell.

October 12, 1913—W. J. Wolfe, conductor, Hudson yard; right hand sprained; was climbing from one car to another when grab handle of latter car broke, throwing Wolfe backward in car of rails.

October 21, 1913—W. J. Fisher, fireman, Sparta Junction; right hip bruised; was knocked against bunker doors when engine backed on train.

November 1, 1913—S. W. May, brakeman, Franklin Junction; bones of left foot broken while re-railing car; caught foot between replacer and wheel.

November 8, 1913—Thos. Heavener, car repairer, Hudson yard; slight scalp wound on back of head.

November 11, 1913—Frank Wallace, fireman, Vernon; killed; train ran into open switch leading to sand bank. Wallace jumped off engine when train was running at rate of thirty miles per hour; was thrown and killed.

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November 14, 1913—C. K. Bennett, signal supervisor, Andover; slightly bruised about body.

November 16, 1913—Samuel Cole, brakeman, Hudson yard; great toe bruised; let ball of switch fall on his foot.

December 26, 1913—H. C. Finger, engineman, Sparta Junction; bone in left hand broken; hand slipped off reverse lever and jammed between lever and gauge cocks.

LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

Capital stock paid in,	$4,645,000 00
Bonded debt,	4,790,000 00
Floating debt,	300,000 00
Cost of road and equipments,	$9,197,668 89

Dividends paid during the year 1913, and how paid—$175,800.00, in cash.

The road operated extends from Hauto, Pa., to Campbell Hall, N. Y., to Little Ferry, N. J., and branches, a distance of 285.85 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$12,663 74
Income from freight,	1,787,622 33
Income from other sources,	49,129 75
Total,	$1,849,415 82
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,443,873 57

REMARKS.

The receipts and expenses given above cover the operation of the entire line.

P. O. address of the above company—437 Chestnut Street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—H. F. Baker, being duly sworn, on his oath says, that he is Vice-President of the Lehigh and New England Railroad Company, and that the fore-

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going statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

H. F. BAKER.

Sworn and subscribed before me, this twenty-sixth day of February, A. D. 1914.

ROBT. V. PIERCE,
Notary Public.

[L. S.]

My Commission Expires February 21, 1915.

ACCIDENTS.

August 1, 1913—At Susses, N. J., 10:45 A. M., Harry V. Saeger, age twenty-seven (27) years, while transferring freight the crating around a slate slab broke, causing the slab to fall on his foot. On account of said injury he was off duty twenty-six days.

October 8, 1913—At Wantage, N. J., 4:40 P. M., while Charles W. Sprague, trainman, age twenty-five (25) years; was sitting on floor of car with his legs extending out of door he was struck on the legs by the door on car ahead of the one in which he was riding, falling from the door track and striking him. On account of said injury he was off duty nine days.

LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$20,433,000 00
Bonded debt,	18,685,000 00
Floating debt,	131,111 03
Cost of road and equipments,	$30,045,596 01

Dividends paid during the year 1913, and how paid—None.

The road extends from Jersey City and Perth Amboy, N. J., to Phillipsburg, N. J., a distance of 85.25 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$906,137 46
Income from freight,	5,882,431 85
Income from other sources,	341,150 73
Total,	$7,129,720 04

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, ...	$5,673,638 07
Net operating revenue, ...	$1,456,081 97
*See below, ...	1,937,193 62
Net deficit, ...	$481,111 65

*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, ...	$912,775 00
Taxes, ...	633,000 00
Rents, ...	151,399 32
Hire of equipment, ...	240,019 30
	$1,937,193 62

Of the above amount $7,927,000.00 is treasury stock.

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

State of New York, New York County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Lehigh Valley Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this 18th day of February, A. D. 1914.

C. L. MALCOLM,
[L. S.] *Notary Public, Kings Co. No. 192,*
Certificate Filed in New York County No. 53.

ACCIDENTS.

January 2, 1913—Akow Mossules, employe of contractor, struck by train at Flagtown and killed. Conductor, W. H. Ritter; engineer, M. McGinley.

January 16, 1913—Alexander Thompson, trespasser, fell off train of Extra 1627, freight, and was injured about hips and back, at Green's Bridge. Conductor, A. Transue; engineer, C. L. Hall.

February 16, 1913—Steve Boney, trackman, while walking on track at Flax Mills, was struck by Freight Extra 1108 and killed. Conductor, E. A. McKlearan; engineer, William Wood.

March 12, 1913—Antone Brodnock, laborer, was struck by car in train of yard engine 3203 and killed at Perth Amboy. Conductor, D. Gallagher; engineer, William Wood.

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March 25, 1913—Thomas Killcoyne, trespasser, while attempting to get on train of extra freight 1686, East, at Phillipsburg, was killed.

April 8, 1913—E. J. Fox, trespasser, while stealing ride on freight train JS-1, at Lincoln, was struck by bridge and killed.

April 11, 1913—George W. Cheesman, trainman, fell across tracks at Perth Amboy and cars of yard engine 111 ran over his legs, crushing same.

April 25, 1913—Frank Miller, painter, while walking on bridge at Flemington Junction, was struck by Passenger Train No. 29, fracturing arm.

April 28, 1913—Extra 1458 ran into side of engine 805, at Stanton, damaging equipment and track to extent of $373. No one injured.

April 29, 1913—Unknown trespasser was struck by train at Phillipsburg and killed. Unable to state what train struck this man.

May 7, 1913—E. F. Wheelihan, trainman, while attempting to board tank of yard engine 3127, at Jersey City, fell under and was killed. Conductor, Charles H. Evans; engineer, Harry Warner.

May 10, 1913—Alex Persine and E. Piuiso, trespassers, while drawing "hurdy-gurdy" across tracks at Perth Amboy, were struck by extra 1647, the former having skull injured and the latter head and body injured. Conductor, Harry Warner; engineer, Meisman.

June 25, 1913—C. Maher, trespasser, while getting on train of yard engine 3055, at Jersey City, fell off and had left leg crushed. Conductor, William Kelly; engineer, James Devers.

June 30, 1913—Stanley Boleskey, trespasser, fell from car in train of yard engine 3423, at Bayonne, and had right arm cut off. Conductor, R. N. Taylor; engineer, John Kohler.

July 7, 1913—Frank D. Cline, trainman, fell from car in train of yard engine 111, at Perth Amboy, and had right arm crushed. Conductor, John J. Deverine; engineer, William Wood.

July 4, 1913—Charles Mach, trespasser, was struck by train of freight train SJ-2, at Pattenburg, and killed. Conductor, John Herb; engineer, M. Barberry.

July 8, 1913—Engine 760, Engineer A. Hatch, collided with rear of freight extra 1629, at West Portal, causing damage to extent of $200. No one injured.

July 11, 1913—Sidney Bloodgood, fireman, was injured about body when flue burst and crown sheet dropped on freight extra 805 at South Somerville; damage to engine $1,500.

July 25, 1913—Oliver Nolf, conductor, fell off train of freight extra 1666, at Port Reading Junction, while walking over top of cars, and was killed.

August 10, 1913—William Harahan, trespasser, while walking on track was struck by train of C. R. R. of N. J. Engine 87, at Jersey City, and killed.

September 13, 1913—Thomas Falladay, traveler on highway, was found along our track, apparently having been struck by train at Jersey City. Unable to say how accident occurred.

September 19, 1913—John Mosko, trainman, was struck by train of extra 1619, freight, at Port Reading Junction, and killed.

September 24, 1913—Tony Loreozo, trespasser, stepped directly in front of engine of passenger train No. 7, at Three Bridges, and was killed.

September 25, 1913—E. Roahlear, trainman, stepped in front of yard engine No. 3429, at Jersey City, and had foot crushed.

September 27, 1913—Unknown trespasser found along tracks at Jersey City; had both legs cut off. Unable to say how accident occurred.

October 13, 1913—Mrs. Minnie Capuraun while trespassing on our tracks at Alpha, with her son William, age 2, was struck by passenger train No. 1 and both were killed.

October 14, 1913—D. Middleberg and Henry Moyer, occupants of auto van without lights, passed over crossing at Metuchen, directly in front of engine 2320, light, and were struck, the auto being damaged and both occupants injured.

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October 19, 1913—Unknown trespasser found along tracks at Jersey City, apparently struck by train No. 4, passenger.

October 21, 1913—Florence Ericon, trespasser, while attempting to cross tracks at West Elizabeth, was struck by extra 1649, freight, and had foot amputated.

October 30, 1913—Steven Testie, trespasser, while attempting to board train at Newark, fell under and was bruised about body. Train not known.

November 3, 1913—Thomas Ferris, trainman, slipped and fell off extra 1650, freight, at South Plainfield, and had head injured.

November 7, 1913—Isrel Pweney, trespasser, was found along track at South Plainfield, suffering from interal injuries, apparently struck by yard engine 3440. Unable to say how accident occurred.

November 19, 1913—Nels Smith, trespasser, fell on bridge on Raritan Branch, when cars of yard engine 3420 passed over him, his head and leg being cut.

November 26, 1913—A. Stanley and Miss Anna Taylor, occupants of auto, were struck by engine 2404 of passenger train 8, on Goodman's crossing, both suffering bruises about body.

December 1, 1913—C. V. Brower, driver of wagon of Borden Milk Co., struck on crossing at Roselle Park by passenger train No. 11, suffering slight injuries.

December 16, 1913—J. Bruisko, trainman, while setting brake on car in train of yard engine 1105, at Perth Amboy, slipped and fell under car, being killed.

December 22, 1913—Frank Miller, laborer, while crossing track at Jersey City, was struck by engine 3059, yard, and fatally injured.

THE 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.

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State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of The 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 6th day of March, A. D. 1914.

A. L. TRAVIS,

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

Dividends paid during the year 1913, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church Street, New York City.

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 $450,000.00 and taxes, including also all other property of The Long Dock Company.

The particulars of the operations and expenditures have been kept as a part of the general accounts of 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

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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 6th day of March, A. D. 1914.

[L. S.]

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

Dividends paid during the year 1913, and how paid—None.

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

LUCASTON RAILROAD COMPANY.

Capital stock paid in,	$16,000 00
Cost of road and equipments,	16,000 00

The road extends from Gibbsboro to Lucaston, a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers, horse car,	$708 60
Income from other sources—	
Sale old ties	30
Carrying mail	200 00
Total,	$908 90
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	3,450 86

REMARKS.

This road is operated solely in the interests of John Lucas & Co., Inc.

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P. O. address of the above company—Gibbsboro, N. J.

State of New Jersey, Camden County, *ss.*—Joseph W. 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 1913 are correct and true to the best of his knowledge and belief.

JOSEPH W. LUCAS.

Sworn and subscribed before me, this 9th day of January, A. D. 1914.

[L. S.]

WM. UNSWORTH,
Commissioner of Deeds.
Term Expires May 1st, 1914.

ACCIDENTS.

None.

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, N. J., 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 $22,000.00 and taxes.

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

It is equipped and operated by the New York, Susquehanna and Western 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.*—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 6th day of March, A. D. 1914.

[L. S.]

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

Dividends paid during the year 1913, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church Street, New York City.

THE MANUFACTURERS' EXTENSION RAILROAD COMPANY.

Capital stock paid in, ... $53,700 00

The road extends from Albert Street, in 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.

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Sworn and subscribed before me, this 11th day of February A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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 11th day of February, A. D. 1914.

[L. S.]

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

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RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

THE MIDDLE VALLEY RAILROAD COMPANY.

Capital stock paid in, ... $9,900 00

The road extends from Middle Valley to Quarry, a distance of 1.38 miles.

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

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 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

Capital stock paid in,	$ 95,750 00
Bonded debt—None.	
Floating debt,	283,789 77
Cost of road and equipments,	113,941 20

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 property and works 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, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me, this 17th day of February, A. D. 1914.

LEWIS NEILSON,
Notary Public.

[L. S.]

Commission Expires February 26, 1917.

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RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$5,735 59
Income from freight,	4,370 77
Income from other sources,	882 75
Total,	$10,989 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	25,313 40

Dividends paid during the year 1913, and how paid—None.

P. O. address of this company—22 Federal Street, Camden, N. J.

ACCIDENTS.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

April 21, 1913—Daniel B. Ross, injured at Middlebush, N. J. E. L. Freeman, conductor; L. Eastmond, engineer.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.

October 16, 1913—F. E. Wyckoff, injured at East Millstone, N. J. F. E. Wyckoff, conductor; M. McNearmey, engineer.

MORRIS CANAL AND BANKING COMPANY.

Capital stock paid in,	$2,247,239 50
Bonded debt,	500,000 00
Cost of road and equipments,	2,759,887 75

The canal extends from Phillipsburg, N. J., to Jersey City, N. J., a distance of 102.38 miles.

It is leased to the Lehigh Valley Railroad Company. Annual rental bases on guaranteed dividend payments of 10 per cent. on preferred capital stock and 4 per cent. on consolidated capital stock, also interest on bonds, taxes and all ordinary and necessary expenses of maintenance and operation of the canal.

It is equipped and operated by the Lehigh Valley 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.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Morris Canal and Banking Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this 17th day of March, A. D. 1914.

[L. S.]

C. L. MALCOLM,
Notary Public, Kings Co. No. 192.
Certificate Filed in N. Y. Co. No. 53.

RECEIPTS AND EXPENSES FOR 1913.

Income from freight,	$34,605 49
Income from other sources,	40,078 80
Total,	$74,684 29
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	181,064 24

Dividends paid during the year 1913, and how paid—Dividends paid by L. V. R. R. Co., as Lessee: on L. V. R. R. holdings, preferred stock, $115,745.00; consolidated stock, $40,326.00; total, $156.071.00. On stock in hands of public, preferred stock, $1,755.00; consolidated stock, $674.00; total, $2,429.00. Total on preferred stock, $11,750.00; total on consolidated stock, $41,000.00; total dividends paid, $158,500.00.

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

ACCIDENTS.

May 1, 1913—New Village, N. J. Christopher McConville, contusion of breast; sitting on hand rail of bridge, post gave way and he fell from bridge to towpath.

May 16, 1913—Stanhope, N. J. Mrs. Amos Lee, trespasser; bruised about limbs; attempted to back team at plane crossing, when team backed over culvert into race.

September 25, 1913—Jersey City, N. J. Antonio Riccordi, laborer; cut on head by kick of mule.

October 31, 1913—Phillipsburg, N. J., Harry Swayze, laborer; two fingers mashed on left hand while carting car wheels, when he attempted to brake truck.

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MORRIS RAILROAD COMPANY.

Capital stock paid in,	$ 6,000 00
Bonded debt,	*177,912 00
Floating Debt—None.	
Cost of road and equipments,	154,662 18
Dividends paid during the year 1913, and how paid—None.	

The road extends from Washington Headquarters, Morristown, to Danforth Road, Madison, a distance of 2.69 miles.

REMARKS.

*Represents underwriting payments to be apportioned between stock and bonds upon completion of underwriting. Not yet distributed as underwriting incomplete.

P. O. address of the above company—6 Washington Street, Morristown, N. J.

State of New Jersey, Morris County, *ss.*—Otto G. Schultz, being duly sworn, on his oath says, that he is President of the Morris Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913 are correct and true to the best of his knowledge and belief.

OTTO G. SCHULTZ.

Sworn and subscribed before me, this eleventh day of February, A. D. 1914.

CARL V. VOGT,

[L. S.] *Master in Chancery of New Jersey.*

THE MORRIS AND ESSEX RAILROAD COMPANY.

Capital stock paid in,	$15,000,000 00
Bonded debt,	34,271,000 00
Floating debt,	282,598 97
Cost of road and equipments,	$48,312,411 71

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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.*—Wm. H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this 4th day of March, A. D. 1914.

JOSEPH FIELL,

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

Receipts and expenses for 1913 of the Delaware, Lackawanna and Western Railroad Company, Lessee:

Income from passengers,	$4,183,656 48
Income from freight,	3,907,593 67
Income from other sources,	764,243 96
Total,	$8,855,494 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	7,140,059 18

Amount paid to stockholders during the year 1913, and how paid—

$1,050,000, paid in cash direct to stockholders by lessee.

P. O. address of this company—90 West Street, New York City.

ACCIDENTS.

January 8, 1913—White, Frank, trainman (yard), Hoboken: releasing brake, fell from car, fracturing three ribs.

January 11, 1913—Gibbs, Frank, trespasser, Dover, N. J.; found dead, lying between tracks.

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January 11, 1913—Sandou, Matthew, trespasser, Paterson; struck and fatally injured while walking on bridge.

January 15, 1913—Charlesworth, B. J., yard trainman, Hoboken; stepped from engine and was struck by cylinder head of mfst entra, bruised about back.

January 27, 1913—DeFoist, F. L., trespasser, Morristown, N. J.; stepped from eastward track to westward track and was struck and fatally injured.

January 29, 1913—Yeplima, Frank, non-trespasser, Little Falls; struck while driving over crossing; bruised.

February 5, 1913—Graves, George, trespasser, Harrison; boy found injured in yard supposed to have been struck by train; cut about head and body.

February 7, 1913—Ryan, Thomas, trespasser, Orange; walking on eastbound track, stepped in front of westbound train, fell and was struck and fatally injured.

February 8, 1913—Weivelle, Morris, trespasser, Brick Church; walking on track, struck and fatally injured.

February 16, 1913—Hennigan, M. J., conductor, Port Murray; fell from top of box car into empty car when making "fly;" wrist fractured, ankle sprained.

February 17, 1913—Duffy, Frank, trainman, Hoboken; attempted to board first car behind engine, slipped and fell under car and sustained fatal injuries.

February 20, 1913—Retal, Peter, trespasser, Montville; struck and fatally injured while walking on track.

March 8, 1913—Baldwin, Mrs. N., passenger, Roseville Avenue station; alighting from train slipped and fell, fracturing leg.

March 18, 1913—Unknown trespasser, Athenia; body found on track badly mangled.

March 25, 1913—Decker, T., yard trainman, Hoboken; riding cut of cars in float yard stepped from car in front of another cut of cars and was knocked down and fractured several ribs and bruised side.

April 7, 1913—O'Connor, Edward, yard trainman, Hoboken; fell from roof of car when stepping from engine to same, fracturing wrist and bruising head.

April 8, 1913—Mecca, J., non-trespasser, Athenia; struck and fatally injured by cars being taken from switch of printing company.

April 16, 1913—Evans, Harry, trespasser, Morristown; struck and fatally injured while walking on track.

May 5, 1913—Mentzel, Wm., trespasser, Passaic; struck by freight train while on track and fatally injured.

May 9, 1913—Kilduff, Michael, engineman, Wharton; engine 881 handling wreck train going east on siding pulled out on main track; extra 871 manifestly going east sidewiped 881 rolling it down bank, fatally injuring engineman.

May 12, 1913—Harrison, L. W., trespasser, Port Morris; attempting to board freight train caught foot under wheels and had several toes mashed.

May 12, 1913—Beaman, Josephine, Orange, non-trespasser; Ursilli Lulu, Orange, non-trespasser, passengers on trolley car which was struck by engine of passenger train 403 due to slack of train permitting rear car to run back.

May 15, 1913—Elia Patsy, trackhand, Convent; started to cross track with hand car and walked against tank, producing fatal injuries.

May 20, 1913—Batalia, Mike, trackhand, Paterson; engaged in unloading car of ties, went to get water and was struck by tie which slipped from skid; fatal.

May 21, 1913—Vreeland, William, non-trespasser, Little Falls; struck while driving over crossing; asleep in wagon at time of accident; fatal.

May 28, 1913—Burke, Thomas, yard trainman, Hoboken; fell from car when tightening brakes, bruising hip and face.

June 10, 1913—Sacko, Joe, trackman, Port Morris; carrying rail plates across tracks and was struck by engine switching; arm run over, fractured and lacerated.

June 14, 1913—Oberg, D., intending passenger, Paterson; attempted to board moving train on wrong side of the train; missed footing and fell; left foot struck by wheel of car, crushing toe.

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June 15, 1913—Nestor, Mary, trespasser, Dover; walking on track stepped in front of engine; struck; fatal.

June 19, 1913—Boonowski, Joe, car repairer, Secaucus; ran in front of engine; struck; fatal.

June 27, 1913—Unknown trespasser, Wharton; body found between tracks; had evidently been struck by some unknown train.

June 27, 1913—Tyson, M., trainman, Broadway; engine broke side rod, damaging left side of cab, breaking off steam pipes, scalding trainman about legs.

June 29, 1913—Vanover, Silas, trespasser, Netcong; found lying on station platform with left foot crushed and toes of right foot injured; struck by unknown train.

July 4, 1913—Scola, Rota, trespasser, West Paterson; jumped from eastbound freight train in front of No. 3; struck and fatally injured.

July 9, 1913—Price, Mildred, non-trespasser, Netcong; leg cut off; Duryea, Mrs. W. B., non-trespasser, Netcong, bruised; stepped out of auto which stopped at opening in fence which permits passengers to get across tracks to station and stepped in front of train No. 66.

July 19, 1913—Ryan, James, near Hackettstown, trespasser; found lying near westward track; fractured clavicle, scapula and ribs; evidently had fallen from train on which he had been stealing ride.

July 29, 1913—Lennon, William, yard trainman, Hoboken; riding cars down track rear trucks of car mounted rails, derailing car; caught between cars and bruised about hips and thighs.

July 30, 1913—Burke, John, trespasser, Hoboken; struck while in yard; leg lacerated.

August 1, 1913—Sutcliffe, James, clerk not on duty at time of accident, Hoboken; body found east of roundhouse; supposed to have been on way to work and was struck by some unknown engine; fatal.

August 3, 1913—Fleming, Peter, trespasser, Hoboken; stealing ride on top of box car, was struck by overhead bridge and fatally injured.

August 3, 1913—Wolfe, Harry, non-trespasser, Dover; walked under gates which were lowered for approaching train; struck; fatal.

August 7, 1913—Murphy, Thomas, trespasser, Secaucus; stealing ride on eastbound train and got off, stepping in front of extra 570 west; struck; fatal.

August 7, 1913—Davis, A. R., flagman, work extra, Mt. Arlington; got off work train and stepped in front of extra freight train; struck; fatal.

August 11, 1913—Pierono, Lewis, trackman, Morristown; walking between tracks; struck; fatal.

August 15, 1913—Walters, Richard, trespasser, Wharton; walking across bridge of C. R. R. of N. J. and was struck by C. R. R. engine and thrown down embankment on eastbound track of D. L. & W. R. R. Co. directly in front of train 10; struck; fatal.

August 16, 1913—Jordin, Pete, trackman, Paterson; struck by cars being backed in at creosoting plant; fatal.

August 20, 1913—Gardner, Frank, trespasser, Secaucus; stealing ride on freight train fell from same; injured.

August 28, 1913—Geary, W., conductor, New Village; jumping off rear of caboose, slipped on concrete and fell on hands and knees, fracturing arm and bruising knees.

August 31, 1913—Ferera, Anthony, trespasser, Morristown; found on track, evidently struck by train; fatal.

September 2, 1913—Shields, Thomas, trespasser, Stewartsville; walking on track with dog and in trying to rescue dog was struck and fatally injured.

September 3, 1913—Fleagans, Jos., yard trainman, Hoboken; making cut of cars struck left foot against plank on bridge, spraining ankle.

September 4, 1913—Bansemer, Lewis, trespasser, Hoboken; body found in yard; had evidently tried to pass between cars; struck; fatal.

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September 22, 1913—Weaver, E. B., trainman, Hoboken; jumped from train before it came to stop; fell under cars; fatal.

September 24, 1913—Draney, Irvin, trespasser, Hoboken; struck by some unknown train while in yard; fatal.

October 2, 1913—Yursevic, Roco, car cleaner, Hoboken; standing on step of coach with ladder on shoulder, fell from car under wheels due to ladder striking water plug; right leg cut off.

October 3, 1913—Olson, John, captain of lighter, Hoboken; standing near wooden pile on dock when rear end of hoisting crane moved and caught him between crane and pile, producing fatal injuries.

October 5, 1913—Unknown man, trespasser, Secaucus; body found lying between tracks; evidently been struck by train.

October 8, 1913—Gaito, Nick, laborer, Bergen tunnel; walking on westward track through tunnel was struck and seriously injured by train 360.

October 11, 1913—Ryan, John, porter, Hoboken; started through fence between tracks; failed to notice approaching train; struck; both feet cut off; skull fractured.

October 16, 1913—Guidetti, Susie, passenger, two fingers amputated; bruised. Goldered, Fredia, passenger, abrasion of knee; bruised; waiting on station platform for train and when same pulled into station they fell and were struck by train.

October 17, 1913—Johnson, Raymond, cook dining car, Washington; fell from door of dining car; fatal.

October 18, 1913—Hoffman, Sam, trespasser, Hackettstown; walking on tracks; struck; fatal.

October 20, 1913—Startraie, Michael, trespasser, Mt. Arlington; body found lying on tracks.

October 26, 1913—Rodman, B., trespasser, Denville; body found lying along eastbound track; had been struck by train.

November 4, 1913—Schappell, A. S., conductor, Secaucus; found dead in yard; had been struck by some train.

November 4, 1913—Terwilliger, C., licensee, Hoboken; walking through yard, tripped and fell, fracturing leg.

November 4, 1913—Martelle, L., trespasser, Hoboken; found down embankment alongside of track; head bruised, hip injured; cause of injuries unknown.

November 10, 1913—Ganetoijules, S., non-trespasser, Orange; crawled under gates lowered for approaching train and ran into side of engine; knocked down and bruised about head.

November 19, 1913—Ronsland, Julius, trespasser, Kingsland; body found between tracks; unknown how accident happened; probably struck.

November 27, 1913—Mack, John, yard trainman, Secaucus; found lying between main track and siding; believed to have fallen from train; fatal.

November 26, 1913—Burke, Thomas J., trainman, Hoboken; rail broke under engine, derailing same; trainman riding on front step of engine thrown under wheels and fatally injured.

December 8, 1913—Troina, Frank, non-trespasser, South Orange; crossed track to get to Public Service car and was struck and fatally injured by train.

December 11, 1913—Williver, William, trackhand, Port Morris; struck by cars being backed in switch; fatal.

December 22, 1913—Schstein, Charles, non-trespasser, Phillipsburg; making delivery of cars at yard slipped and fell from Lehigh Valley engine; fatal.

December 26, 1913—Sweeney, James, engine wiper, Dover; trying to climb on engine fell and had two toes crushed.

December 29, 1913—Kosorky, Julian, non-trespasser, Athenia; went under car body to work and when drill engine backed cars in car works he was fatally injured.

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December 29, 1913—Zeoli, Charles, trespasser, Harrison; walking on bridge, was struck by train and fell through bridge; bruised.

December 29, 1913—Crosho, Mary, trespasser, Lyndhurst; picking coal underneath cars on coal trestle, was struck and fatally injured.

THE MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

Capital stock paid in,	$221,000 00
Floating debt,	73,238 06
Cost of road and equipments,	$294,238 06

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 4 per cent. on its stock.

Report of operations 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 Company, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—Wm. 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 4th day of March, A. D. 1914.

JOSEPH FIELL,

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

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RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1913, and how paid—$8,840.00; paid in cash direct 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.

ACCIDENTS.

None.

MORRISTOWN AND ERIE RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	300,000 00
Floating debt,	12,159 90
Cost of road and equipments,	$759,620 33

Dividends paid during the year 1913, and how paid—None.

The road extends from Morristown to Essex Fells, a distance of 10.68 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$12,246 48
Income from freight,	84,086 63
Income from other sources,	2,929 76
Total,	$99,262 87
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$66,733 48

P. O. address of this company—Whippany, N. J.

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 1913, are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

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Sworn and subscribed before me, this 9th day of March, A. D. 1914

CHAS. E. PETTIT,
Notary Public.

[L. S.]

MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

Capital stock paid in,	$95,650 00
Bonded debt,	75,000 00
Floating debt—None.	
Cost of road and equipments,	$168,975 54

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 Pennsylvania Railroad Company, lessee of property and works of United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on capital stock, all taxes and $200 for maintaining organization. Bonded debt, $75,000, assumed at maturity by lessee and interest ceased.

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

State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me, this 14th day of February, A. D. 1914.

ERNEST H. BROWN,
Notary Public.

[L. S.]

Commission expires 21 February, 1915.

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RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$3,164 93
Income from freight,	10,775 98
Income from other sources,	701 74
Total,	$14,642 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$27,525 93

Dividends paid during the year 1913, 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.	
Cost of road and equipments	167,228 21

Dividends paid during the year 1913, and how paid—None.

The road extends from Wharton, N. J., to Mount Hope, N. J., a distance of 3.6335 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$2,519 82
Income from freight,	19,486 98
Income from other sources,	697 32
Total,	$22,704 12
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies. (See note below),	$20,338 02

REMARKS.

The above amount shown as expenditures does not include an item of $4,155.41 which represents the amount expended on ac-

*Includes $4,380.48 rental for use of road and taxes.

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count of damage accruing to this company by reason of strike and riot at Wharton, N. J., during the year. Suit for this amount has been brought against County of Morris and action is now pending in courts.

P. O. address of this company—Catasauqua, Pa.

State of Pennsylvania, Lehigh County, *ss.*—Leonard Peckett being duly sworn, on his oath, says, that he is Vice-President of the Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

LEONARD PECKETT.

Sworn and subscribed before me, this second day of February, A. D. 1914.

CHARLES N. ULRICH,
Notary Public.

[L. S.]

My Commission expires January 26, 1917.

ACCIDENTS.

One broken elbow. One sprained wrist. One bruised finger.

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.

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 Nave-

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sink 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 eleventh day of February A. D. 1914.

[L. S.]

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

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1913, and how paid—None.

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

Dividends paid during the year 1913, and how paid—None.

The road extends from a point near the intersection of Murray Street and Avenue T, Newark, N. J., to a point near the intersection of Morris Canal and Frederick Street, Newark, N. J., a distance of 4.91 miles.

REMARKS.

This corporation was dissolved per certificate of dissolution filed in office of Secretary of State of New Jersey, May 9, 1913.

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P. O. address of the above Company—228 South Third Street, Philadelphia, Pa.

State of New York, New York County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is last 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 1913, are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this 18th day of February A. D. 1914.

C. L. MALCOLM,
Notary Public.

[L. S.]

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,	1,808,104 28
Cost of road and equipments,	$1,911,954 28

The road extends from Newark Junction, N. J., to Montclair, N. J., a distance of 4.20 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of 6% on its capital stock. Report of its operations 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.

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State of New York, New York County, *ss.*—Wm. H. Truesdale being duly sworn, on his oath says, that he is President of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this 4th day of March, A. D. 1914.

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1913, and how paid—$6,231.00; paid in cash direct 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 City, N. Y.

ACCIDENTS.

August 4, 1913—H. Wilkes, trespasser, Bloomfield; walking on track, struck and injured about head and back.

November 10, 1913—A. Griffin, fireman, Montclair; assisting to turn engine at turntable, hose flew up and struck head, inflicting scalp wound.

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

Dividends paid during the year 1913, and how paid—None.

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 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 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 6th day of March, A. D. 1914.

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.

NEW JERSEY JUNCTION RAILROAD COMPANY.

Capital stock paid in,	$100,000 00
Bonded debt,	1,700,000 00
Cost of road and equipments,	$1,784,614 70

The road extends from Weehawken to Jersey City, a distance of 4.44 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, Chapter CLXII, approved April 12th, 1886.

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

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. CARSTENSEN.
Vice-President.

Sworn and subscribed before me, this 11th day of February A. D. 1914.

D. H. HOUSE,
[L. S.] *Notary Public in and for New York Co., N. Y.*
Certificate Filed in Westchester County.
My Commission Expires March 30, 1914

P. O. address of this company—Grand Central Terminal, New York.

RECEIPTS AND EXPENSES FOR 1913.

See affidavit below.

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 31, 1913, is correct and true to the best of his knowledge and belief.

RICHARD A. WHITE,
General Auditor.

Sworn and subscribed before me, this 11th day of February, 1914.

D. H. HOUSE,
[L. S.] *Notary Public in and for New York Co., N. Y.*
Certificate Filed in Westchester County.
My Commission Expires March 30, 1914

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ACCIDENTS.

January 14, 1913—Hoboken, Michael Beasty, other persons, age 54, killed. Found dead under cars of train. Supposed to have fallen from overhead trolley bridge and was run over by train.

April 28, 1913—Hoboken, John Champlain, employe, age ——, yard freight brakeman, injured. Engine broke away from train and he was thrown against side of car he was riding.

May 20, 1913—Jersey City; derailment; no one injured; amount of damage $771. Yard engine 452, with a train of 16 loads and 14 empties, started from Waldo Ave. crossover, and when arriving at switch connecting with the West Shore westbound main track car LV-25788, 18th car from engine, left the track due to broken flange and ran as far as Newark Ave. bridge, tearing up track for 400 feet and derailing five other cars, these cars being turned over against cars standing on track 1, Newark Ave. yard, derailing three other cars. Several upright timbers supporting Newark Ave. bridge were also knocked down. Track blocked one hour and ten minutes. Investigation shows that derailment was due to broken flange on car LV-25788, the defect entirely new. This car was examined just prior to accident, when delivered to us by the L. V. Co., and was in good condition.

June 4, 1913—James J. Whalen, Jersey City, employe, age 30, yard freight brakeman. While boarding standing car he struck his knee against bolt projecting from end of car.

June 26, 1913—Hoboken, Augusta Wordelman, passenger, age 18, injured. Struck by stone thrown through open car window.

September 18, 1913—Jersey City, William Lonergan, trespasser, age 11, injured. Ran across tracks ahead of engine and was struck.

October 20, 1913—Hoboken, Louis Benton, employe, age 43, yard brakeman, injured. Car on which he was riding was derailed and in trying to alight from it he was thrown by the jolting of the car.

October 26, 1913—Hoboken, Thomas McQuillan, trespasser, age 12, injured. Was jumping on and off cars in moving train and fell and was struck by rear truck of car.

October 30, 1913—Jersey City, Joseph Colton, employe, age 45, yard freight brakeman, injured. Struck by overhead bridge while riding on top of car.

November 12, 1913—Hoboken, Staggie Mongiello, trespasser, age 11, injured. Jumped on to a moving string and while climbing over between cars slack came back and caught his heel.

December 4, 1913—National Junction; derailment. No one injured. Amount of damage $272. Engine had six cars derailed account of broken rail.

December 6, 1913—Jersey City, Thomas Harris, trespasser, age 27, injured. While attempting to board moving train he was struck by bridge and knocked off.

NEW JERSEY AND NEW YORK RAILROAD COMPANY.

Capital stock paid in,	$2,228,600 00
Bonded debt,	1,025,960 00
Floating debt,	222,592 63

Dividends paid during the year 1913, and how paid—None.

Book Value—Investment in road and equipments,	$3,276,355 03

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RECEIPTS AND EXPENSES FOR 1913.

Passenger revenue,	$630,903 03
Freight revenue,	181,929 60
Revenue from other sources,	39,775 36
Total revenue,	$852,607 99
Expenditures during the year for working road, including repairs, maintenance of way, motive power, taxes and contingencies,..	$668,048 19

The road extends from New Jersey and New York Junction to Haverstraw, N. Y., and Branches, a distance of 37.87 miles.

REMARKS.

This road extends through the states of New Jersey and New York, and the revenue and expenditures above shown represent the revenue and expenditure 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 is correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this 6th day of March A. D. 1914.

[L. S.]

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

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THE NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

Capital stock paid in,	$400,000 00
Bonded debt,	200,000 00

Floating debt—I do not know.

Cost of road and equipment—I do not know.

Dividends paid during the year 1913, and how paid—None.

The road extends from White House Station to Watnong Station, a distance of 24 miles.

RECEIPTS AND EXPENSES FOR 1913.

Total income,	$26,300 15
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$33,135 02

REMARKS.

Regarding *Floating Debt,* would state:

There are outstanding and unpaid Receiver's Certificates for $7,000.00, together with interest from October 1, 1913. Also there are unpaid bills and unadjusted claims accruing under the Receivership aggregating about $3,000.00.

There have been filed with the Receiver claims under oath aggregating more than $40,000.00 for items accruing prior to the Receivership. I am advised that a considerable sum is due the State for taxes.

P. O. address of the above company—21 South Street, Morristown, New Jersey.

State of New Jersey, Morris County, *ss.*—Frederic Pitney, being duly sworn, on his oath says, that he is Receiver of The New Jersey and Pennsylvania Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

FREDERIC V. PITNEY.

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Sworn and subscribed before me, this 5th day of February A. D. 1914.

[L. S.]

ALICE D. SMITH,
Commissioner of Deeds,
Morris County, New Jersey.

ACCIDENTS.

The only mishap that occurred during the year 1913 was as follows:

At about 10 o'clock P. M., on May 8, 1913, C. R. R. Co. of N. J. locomotive No. 266 (under hire to N. J. & P. R. R. Co.), in charge of Ezra Moore, engineer, was moving northward at a rate of six miles per hour across the highway leading from Lebanon, N J., to Somerville, N. J., at the point known as "Stryker's Crossing." Engineer Moore had blown the crossing whistle, and was ringing his bell; the headlight on locomotive was burning, as also were tail-lights on the rear end of tank, and a lighted torch was standing on top of the tank-box.

An automobile containing the four persons hereafter named was proceeding easterly along the above-mentioned highway at a high rate of speed, and crashed into the side of the locomotive as the latter was moving across the highway.

The occupants of the automobile were: Mr. S. A. Hageman, of East Orange, N. J.; Mrs. S. A. Hageman, of East Orange, N. J.; Mrs. A. S. Crater, of East Orange, N. J.; Mr. ——— Crater, aged about 16 years, son of the last named.

All of the occupants of the automobile were thrown out, and all, except young Mr. Crater, received cuts and bruises. In the course of an hour and a half all four occupants were able to proceed to their homes.

NEW JERSEY SHORE LINE RAILROAD COMPANY.

Capital stock paid in,	$31,000 00
Floating debt,	565,581 24
Cost of road and equipments,	$505,140 87

RECEIPTS AND EXPENSES FOR 1913.

Total income,	$14,024 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$63,318 36

The road extends from West New York to Shadyside, a distance of .84 miles.

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

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Jersey Shore Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
Vice-President.

Sworn and subscribed before me, this 11th day of February A. D. 1914.

D. H. HOUSE,
[L. S.] *Notary Public in and for New York Co., N. Y.*
Certificate Filed in Westchester County.
My Commission Expires March 30, 1914

ACCIDENTS.

There were no accidents on this line during the year 1913.

THE NEW JERSEY SOUTHERN RAILWAY COMPANY.

Capital stock paid in—Preferred,	$1,590,600 00		
Common,	1,000,000 00	$	2,590,600 00

Dividends paid during the year 1913, 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 73.62 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$559,869 47
Income from freight,	629,531 21
Income from other sources,	408,089 30
Total,	$1,597,489 98
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,569,766 66

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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 1913, are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this 27th day of February A. D. 1914.

[L. S.]

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

ACCIDENTS.

Coupling or Uncoupling—Employes.

March 23, 1913—Chas. B. Williams, conductor, injured at Lakehurst. Engineer, R. Flett; conductor, C. B. Williams.

April 11, 1913—G. C. Smith, brakeman, injured at Matawan. Engineer, E. Johnson; conductor, E. L. Duffy.

September 10, 1913—H. W. Parker, brakeman, injured at Bridgeton Junction. Engineer, H. Buckalew; conductor, W. S. Hartman.

Falling from Trains, Locomotives or Cars—Employes.

March 31, 1913—Walter Gaskill, conductor, killed at Winslow Junction. Engineer, H. Buckalew; conductor, W. Gaskill.

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August 15, 1913—C. A. Johnston, brakeman, injured at Lakehurst. Engineer, H. Brower; conductor, J. Applegate.

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

February 24, 1913—Sol. Hirsch, passenger, injured at Farmingdale. Engineer, W. Dunham; conductor, T. Flanagan.

July 27, 1913—Peter Keyes, passenger, injured at Water Witch. Engineer, W. Garon; conductor, T. R. Bennett.

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

January 1, 1913—John Iverson, brakeman, injured at Keyport. Engineer, E. Davis; conductor, T. R. Bennett.

April 8, 1913—Seeley P. Reeves, brakeman, injured at Red Bank. Engineer, H. Buckalew; conductor, G. H. Applegate.

April 13, 1913—Rocco Mitola, laborer, injured at Highland Beach. Engineer, E. Bouvier; conductor, T. A. Watson.

August 26, 1913—Harry F. Woolley, brakeman, injured at Pt. Pleasant. Engineer, F. Shultz; conductor, A. F. Pine.

October 10, 1913—Amos Abrams, conductor, injured at Long Branch. Engineer, C. Reilly; conductor, Amos Abrams.

October 11, 1913—Antonio Antonella, laborer, injured at Landisville. Engineer, C. Ferry; conductor, J. W. Buzby.

November 3, 1913—Fred Crotchfeldt, fireman, injured at Freehold. Engineer, M. C. Mooney; conductor, A. J. Dillett.

November 9, 1913—Aleck Reed, conductor, injured at South Amboy. Engineer, Stanley Henry; conductor, A. Reed.

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

February 27, 1913—Alfred Poling, trespasser, injured at Keyport. Engineer, S. Warwick; conductor, P. Egan.

March 16, 1913—Alex. Morighne, non-employe, injured at Asbury Park. Engineer, W. Reeder; conductor, E. Stevens.

May 21, 1913—Mrs. Elijah Arcse, passenger, injured at Matawan. Engineer, E. Davis; conductor, T. R. Bennett.

June 18, 1913—B. Wander, passenger, injured at Perth Amboy. Engineer, Wm. Curry; conductor, J. A. Conley.

July 24, 1913—Miss Elizabeth Prickett, passenger, injured at Asbury Park. Engineer, Frank Riddle; conductor, L. W. Romeis.

August 14, 1913—Mrs. R. D. Hendrickson, passenger, injured at Little Silver. Engineer, John Coyne; conductor, E. M. Davis.

August 20, 1913—Mrs. Celia Zolotufe, passenger, injured at Highlands. Engineer, S. Bailey; conductor, J. G. Clevenger.

October 11, 1913—Louis Bublin, passenger, injured at Red Bank. Engineer, Hodge; conductor, A. Ridgeway.

November 14, 1913—Mrs. C. Fiber, passenger, injured at Lakewood. Engineer, R. Flett; conductor, G. H. Van Note, Jr.

Struck by Overhead Obstructions—Employes.

December 11, 1913—Wm. Thorne, fireman, injured at South Amboy. Engineer, D. Ferguson; conductor, H. B. Herron.

Struck by Overhead Obstructions—Non-Employes.

August 26, 1913—Peter Urban, non-employe, injured at Bradevelt. Engineer, J. Warwick; conductor, P. Egan.

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

February 6, 1913—Jos. Coward, Geo. Kip, W. Donley, W. M. Baley, Fred Baley, Geo. Smith, non-employes, injured at Hopping Junction. Engineer, S. Warwick; conductor, P. Egan.

April 4, 1913—Frank P. Thompson, non-employe, injured at Asbury Park. Engineer, C. Hodge; conductor, F. P. Fairbanks.

May 20, 1913—H. E. Armstrong, non-employe, injured at Eatontown. Engineer, G. Lamberson; conductor, P. Egan.

May 30, 1913—Walter C. Voorhees, non-employe, injured at Tenth Ave. crossing, Belmar. Engineer, Frank Riddle; conductor, T. J. Duane.

July 18, 1913—Mrs. Elizabeth Wildman, non-employe, Miss Helen Wildman, non-employe, injured at Belmar. Engineer, T. J. Ryan; conductor, E. L. Duffy.

August 12, 1913—Mrs. Lena Stilwell, non-employe, Leroy Hurley, non-employe, injured at North Long Branch. Engineer, Chas. Thompson; conductor, T. Jackson.

August 19, 1913—Mrs. Tillie Steinburg, non-employe, Mrs. Hannah Linker, non-employe, injured at Rosenhayn. Engineer, M. Connor; conductor, F. C. Woolley.

August 25, 1913—Eugene R. Heil, non-employe, injured at West End. Engineer, John Grant; conductor, Jas. Phillips.

September 5, 1913—Robt. A. Pearce, non-employe, E. M. Newman, non-employe, injured at Sea Girt. Engineer, H. Dunke; conductor, Frank Goger.

September 27, 1913—Henry West, non-employe, killed at Asbury Park. Engineer. R. Flett; conductor, A. B. Jones.

October 31, 1913—Geo. Turner, non-employe, injured at Keyport. Engineer, W. L. Nivison; conductor, T. A. Watson.

November 12, 1913—A. J. Gettleson, non-employe, J. Lane, Jr., non-employe, injured at North Long Branch. Engineer, W. Miles; conductor, G. H. Allen.

December 24, 1913—Frank Daneker, non-employe, injured at Winslow Junction (hotel crossing). Engineer, C. Ferry; conductor, J. W. Buzby.

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

May 16, 1913—John Witzke, brakeman, injured at Matawan. Engineer, J. Kenney; conductor, Chas. Miller.

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

February 20, 1913—Wm. Burg, non-employe, injured at Highlands. Engineer, E. Davis; conductor, T. R. Bennett.

April 22, 1913—Unknown woman, non-employe, killed at South Amboy. Engineer, C. Riley; conductor, H. L. Bonnell.

April 23, 1913—Daniel Ryan, trespasser, injured at Lakewood. Engineer, E. Egbert; conductor, T. Dawson.

June 16, 1913—Steve Zanedock, non-employe, killed at Perth Amboy. Engineer, J. Reagan; conductor, W. Nolan.

July 18, 1913—W. Crane, trespasser, killed at Bridgeton. Engineer, E. Exel; conductor, G. Warner.

July 19, 1913—Rosie Buoncalzone, trespasser, killed at Long Branch. Engineer, Geo. Miller; conductor, J. O'Brien.

August 1, 1913—Ernest Sohmers, non-employe, injured at Sea Bright. Engineer, W. Miles; conductor, G. H. Allen.

August 1, 1913—Conover Voorhees, trespasser, killed at Pt. Pleasant. Engineer, F. Dumke; conductor, W. H. Snyder.

August 20, 1913—Frank Yeggo, trespasser, killed at Matawan. Engineer, H. Lovell; conductor, W. A. Hayes.

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August 21, 1913—Chas. E. Slocum, non-employe, injured at Asbury Park. Engineer, A. Abreo; conductor, Francis Conley.

March 26, 1913—Walter C. Shoemaker, fireman, injured at Long Branch. Engineer, Joseph McCallion; conductor, Geo. Lang.

June 4, 1913—Frank Hastings, brakeman, injured at Middletown. Engineer, I. VanCleef; conductor, W. Batson.

June 8, 1913—Otto Van Riper, brakeman, injured at Winslow Junction. Engineer, D. Manion; conductor, H. L. Burdge.

September 2, 1913—J. Lemley, brakeman, injured at Long Branch. Engineer, J. A. VanCleaf; conductor, W. D. Batson.

September 13, 1913—Clarence Kirk, fireman, injured at Red Bank. Engineer, Geo. H. Birdsall; conductor, Fred Table.

September 13, 1913—Harry Jaggers, fireman, injured at Lakewood. Engineer, E. White; conductor, J. V. Johnson.

September 18, 1913—Edward Helin, fireman, injured at Hazlet. Engineer, Wm. Huff; conductor, F. Pine.

October 29, 1913—Charles Thompson, engineer, injured at Dividing Creek. Engineer, C. Thompson; conductor, F. Table.

November 22, 1913—Otto L. Eberle, brakeman, injured at Winslow Junction. Engineer, D. Manion; conductor, H. L. Burdge.

December 5, 1913—E. E. Irons, fireman, injured at Bridgeton. Engineer, J. Grant; conductor, H. L. Burdge.

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

January 24, 1913—James Desano, passenger, injured at East Long Branch. Engineer, Jas. Thompson; conductor, A. B. Phillips.

February 7, 1913—Leonard W. Spitznagle, passenger, Jos. Johnson, passenger, injured at Matawan. Engineer, Ellis Davis; conductor, T. R. Bennett.

April 5, 1913—Unknown man, passenger, injured at Atlantic Highlands. Engineer, Chas. O'Neill; conductor, T. R. Bennett.

July 19, 1913—M. Cohen, passenger, injured at Atlantic Highlands pier. Engineer, Jas. Thompson; conductor, A. B. Phillips.

August 2, 1913—James O'Donnell, passenger, injured at Little Silver. Engineer, J. Devine; conductor, S. C. Apgar.

August 18, 1913—Mrs. E. A. Durwin, passenger, injured at Highlands. Engineer, W. Miles; conductor, G. H. Allen.

August 23, 1913—Benj. J. Foley, passenger, injured at Keansburg. Engineer, W. Carpenter; conductor, W. A. Hayes.

August 26, 1913—A. Mintzer, passenger, injured at Freehold. Engineer, T. F. Brown; conductor, F. R. Bills.

September 13, 1913—Mrs. J. H. Robinson, passenger, injured at Lakehurst. Engineer, M. Connor; conductor, B. Sheppard.

September 17, 1913—Mrs. Hannah Dewitt, passenger, injured at East Long Branch. Engineer, E. Exel; conductor, J. G. Clevenger.

September 25, 1913—Isaac Kamrass, non-employe, injured at Long Branch. Engineer, O'Neill; conductor, J. Lamberson.

December 24, 1913—Robt. H. Mills (colored), passenger, injured at Lakewood. Engineer, E. Egbert; conductor, Thos. Dawson.

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

April 11, 1913—James Coniff, brakeman, killed at Wickatunk. Engineer, ————; conductor, ————.

Injured by Horses Frightened by Trains—Non-Employes.

September 27, 1913—Henry West, non-employe, injured at Asbury Park. Engineer, F. Flett; conductor, A. B. Jones.

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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 (4.85 miles) with a spur from latter point to Works of the American Agricultural Chemical Company (0.76) a total 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 11th day of February A. D. 1914.

[L. S.]

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

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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,	5,600 00
Cost of road and equipments,	$10,503,039 20

Dividends paid during the year 1913, and how paid—One of one and one-half per cent; paid in cash.

The road extends from:	Miles.
3,690 feet east of east end of draw span of bridge over Newark Bay, east of Waverly Station, 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 Bridge, in Waverly, to 3,690 feet east of east end of draw span of bridge over Newark Bay east of Waverly	4.57
253 feet east of Peddie Street Sewer Bridge, east of station in Waverly, to 45 feet west of west abutment of bridge over main line at meadows east of Manhattan Transfer,	4.35
784 feet east of face of east abutment of Manufacturers' Branch Bridge of the Central Railroad of New Jersey, east of Waverly Station, to Lister's Agricultural Chemical Works, Newark, N. J.,	0.70
4,805 feet west of centre of South Street Station, Newark, N. J., to south side of Eighteenth Street, Newark, N. J.,	1.87
A total distance of	13.59

RECEIPTS AND EXPENSES FOR 1913.

Income from other sources—trackage rights,	$810,427 46
Total,	$810,427 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$720,427 46

REMARKS.

The Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal, has trackage rights over the line of this company and furnishes the equipment. The arrangement is terminable at the close of any month.

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

*Includes $333,660.21 interest on bonds, taxes and other obligatory charges.

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State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, being duly sworn, on his oath says, that he is President of the New York Bay Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

A. J. COUNTY.

Sworn and subscribed before me, this 14th day of February A. D. 1914.

[L. S.]

ERNEST H. BROWN,
Notary Public.
Commission Expires 21 February, 1915.

ACCIDENTS.

Coupling or Uncoupling Cars—Employes.

July 11, 1913—William Roll, left arm fractured at Greenville. E. McCartan, engineer; Wm. Roll, conductor.

August 23, 1913—Howard C. Parker, left thumb bruised at Greenville. T. Blakesley, engineer; no conductor.

October 28, 1913—Frank J. Glaser, right foot bruised at Greenville. S. Smith, engineer; E. Teschke, conductor.

Collisions—Employes.

October 20, 1913—Chas. H. Jelly, left hip injured at Greenville. S. Smith, engineer; J. J. Perry, conductor.

December 3, 1913—Geo. R. Cronk, chest slightly injured at Greenville. F. Lozier, engineer; G. R. Cronk, conductor.

December 12, 1913—Jos. Thompson, right foot and hand injured at Greenville. C. H. Johnson, engineer; C. J. Mulherin, conductor.

Falling from Trains, Locomotives or Cars—Employes.

January 23, 1913—W. W. Keyser, right foot slightly injured at Greenville. J. J. Hoff, engineer; W. W. Keyser, conductor.

January 24, 1913—Patrick J. Hanlon, left hip and spine injured at Greenville. J. J. Hoff, engineer; P. J. Hanlon, conductor.

February 6, 1913—Herbert Burton, right side bruised at Greenville. S. Smith, engineer; H. Rupp, conductor.

March 18, 1913—Wesley Levers, right leg and shoulder injured at Greenville. F. W. Shipman, engineer; J. J. Perry, conductor.

March 23, 1913—Orrin D. Mabey, face slightly bruised at Greenville. F. V. Heine, engineer; B. Howarth, conductor.

June 15, 1913—Harry Raab, leg and hand sprained at Greenville. G. T. Tyre, engineer; J. F. Boran, conductor.

July 31, 1913—Alex. Hutchison, contusion of left knee at Greenville. C. A. Anderson, engineer; C. Y. Freeman, conductor.

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August 17, 1913—Frank J. Glaser, left knee bruised at Greenville. W. Green, engineer; W. J. Scott, conductor.

August 29, 1913—Thos. Flanagan, fatally injured at Greenville; died in Jersey City hospital next day. J. J. McGuire, engineer; G. W. Stewart, conductor.

October 26, 1913—Ignatius Ackerman, left wrist sprained at Greenville. T. A. Fearen, engineer; L. Tharp, conductor.

Struck by Trains, Locomotives or Cars—Employes.

April 25, 1913—Cavino Jarqupo, body crushed at Greenville. J. Davis, engineer; G. W. Snow, conductor.

Struck by Obstructions Overhead and at Side of Tracks—Employes.

September 17, 1913—Geo. W. Snow, right leg slightly injured at Greenville. E. Stern, engineer; G. W. Snow, conductor.

November 3, 1913—Frank B. French, chin slightly bruised at Greenville. F. B. French, engineer; T. M. Hoffman, conductor.

Other Causes—Employes.

January 6, 1913—John F. Rowroth, right leg injured at Greenville. W. Graves, engineer; C. A. Slimm, conductor.

January 26, 1913—Wm. Wilson, right knee injured at Greenville. V. Traphagen, engineer; R. L. Bright, conductor.

January 30, 1913—Chas. Wilkens, bruised about hip and rectum at Greenville. C. Stern, engineer; T. Caden, conductor.

February 1, 1913—John B. Kerr, shin bruised at Greenville. No engineer. A. J. Rogg, conductor.

February 6, 1913—Frank H. Ryno, instep slightly bruised at Greenville. E. S. Wilson, engineer; W. J. Atcheson, conductor.

February 14, 1913—Walter J. Book, bruised toe on left foot at Greenville. W. J. Rowan, engineer; J. V. Richardson, conductor.

February 22, 1913—John J. Flynn, groin seriously injured at Greenville. E. H. Blore, engineer; J. J. Perry, conductor.

March 17, 1913—William Carman, right knee-cap bruised at Greenville. P. J. Van Chaldorp, engineer; F. P. Mulherin, conductor.

March 28, 1913—Daniel McDevitt, testicles bruised at Greenville. W. F. Murphy, engineer; H. S. Blake, conductor.

March 29, 1913—Jos. E. McKenna, testicles bruised at Greenville. No engineer; no conductor.

April 5, 1913—Geo. W. Leith, right hand bruised at Greenville. J. L. Moore, engineer; T. M. Hoffman, conductor.

May 1, 1913—Jos. L. Geraghty, slightly injured about pelvis at Greenville. No engineer; J. L. Geraghty, conductor.

May 21, 1913—Wm. W. Keyser, right and left hand injured at Greenville. J. J. Hoff, engineer; W. W. Keyser, conductor.

May 21, 1913—Jess P. Perrson, knee-cap slightly injured at Greenville. W. C. Irving, engineer; F. P. Mulherin, conductor.

July 1, 1913—James T. Jones, cut over right eye and wrist injured at Greenville. H. Remsen, engineer; B. J. Scully, conductor.

August 3, 1913—Frank McManus, right wrist strained at Greenville. G. E. Bennett, engineer; C. M. Lowery, conductor.

September 7, 1913—Thos. Caden, left side bruised at Greenville. Chas. Stern, engineer; Thos. Caden, conductor.

September 27, 1913—John B. Tully, left knee bruised at Greenville. W. B. Green, engineer; W. J. Scott, conductor.

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September 29, 1913—John Bird, large toe of left foot bruised at Greenville. C. H. Johnson, engineer; J. S. Lukenbill, conductor.

October 2, 1913—Wm. J. Thompson, left side injured at Greenville. W. P. Hill, engineer; E. Teschke, conductor.

October 20, 1913—Edw. J. Kelly, left foot slightly bruised at Greenville. Thos. Kealey, engineer; J. J. Geraghtly, conductor.

October 27, 1913—John J. Courain, left knee-cap slightly injured at Greenville. H. Howerter, engineer; Peter Noon, conductor.

December 26, 1913—Bernard J. Scully, swelling on forehead at Greenville. No engineer; no conductor.

Other Causes—Not Employes.

June 30, 1913—Barney Kusie, ball of right foot crushed at Greenville. W. J. Mannion, engineer; A. J. Rogg, conductor.

All the enginemen and conductors mentioned above are still in the service.

THE NEW JERSEY JUNCTION RAILROAD COMPANY, LESSEE ON BEHALF OF THE NEW YORK AND FORT LEE RAILROAD COMPANY.

Capital stock paid in,	$1,000,000 00
Floating debt,	14,506 21

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 D. and H. Canal Company's property is leased to the New Jersey Junction Railroad Company, a distance of 24 miles, at an annual rental of taxes, assessments and expenses of organization not to exceed $1,000.00 per annum. The remaining portion of the constructed road is included in the report of the West Shore Railroad Company.

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

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New

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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 11th day of February A. D. 1914.

D. H. HOUSE,
Notary Public in and for New York County, N. Y.
Certificate filed in Westchester County,
My Commission expires March 30, 1914.

[L. S.]

P. O. address of this company—Grand Central Terminal, New York.

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

Dividends paid during the year 1913, and how paid—None.

The road extends from main line Erie Railroad Company, Bergen Junction, N. J., to Sterling Forest, N. J., and branches, 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 Railway, Roseland Railway and Watchung Railway.

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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 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 6th day of March, A. D. 1914.

[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 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 38.4 miles.

REMARKS.

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.

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State of New York, New York County, *ss.*—Robert W. DeForest, 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. DeFOREST.

Sworn and subscribed before me, this 13th day of January A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

Receipts and expenses are assumed by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company.

Dividends paid during the year 1913, and how paid—Dividends paid equalling seven (7) per cent.; paid in cash.

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

ACCIDENTS.

Alfred Bergstedt, 231 Spencer St., Elizabeth, N. J., brakeman extra 415, sprained foot. February 8, 1913.

Walter C. Shoemaker. Point Pleasant, N. J., fireman on Long Branch Drill, burned and sprained ankle. March 26, 1913.

Grover C. Smith, brakeman, train 345, had right hand mashed. April 11, 1913. Conductor, E. L. Duffy; engineer, E. Johnson.

Henry Barnes, passenger, struck by train 202, received scalp wound, left leg and hip bruised. April 14, 1913.

Frank P. Thompson—Struck on crossing at Bangs Ave., was driving horse and wagon, horse had to be shot, Thompson escaped with bruised leg and scalp. Train 323; conductor, Fairbanks; Engineer, C. Hodge. April 4, 1913.

Jacob Carr and Son Raymond—Train 323—southbound, Conductor Fairbanks, Engineer C. Hodge, struck horse and wagon driven by Mr. Carr, at Main St. crossing, Manasquan, N. J. Mr. Carr and son escaped injury. April 5, 1913.

P. L. Corblin—Train 341, Conductor R. L. Traendley, Engineer D. Ferguson, struck horse and wagon driven by Mr. Corblin; horse killed, Mr. Corblin escaped injury. April 19, 1913.

Mrs. Bridget N. Lynn—Train 345, Conductor N. L. Bonnell, Engineer C. Riley, found hand of Mrs. Lynn on tracks near south end of Raritan bridge, also two feet; rest of body found in Raritan bay next day. April 22, 1913.

Walter C. Voorhees—Train 302, Conductor T. J. Duane, Engineer Frank Riddle, struck an automobile at Tenth Ave. crossing, Belmar, N. J., owned and driven by Walter C. Voorhees; automobile demolished; Voorhees had left arm slightly injured. May 30, 1913.

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Robert C. Miller—Train 214, northbound, struck an automobile truck at Brighton Ave. crossing, Spring Lake, N. J., driven by Mr. Miller. Automobile demolished; Miller received sprained ankle. May 3, 1913.

Frank Hastings, brakeman, train 348, Conductor W. Baton, Engineer I. Van Cleaf, struck by inter-track fence at Middletown; sustained fractured clavical and four ribs fractured. June 4, 1913.

Charles Flingerland, trespasser, riding on P. R. R. train No. 502, Conductor H. K. Roberts, Engineer J. Scheible, stepped off train and fell off Matawan trestle; slightly injured. June 4, 1913.

Steve Zanedock, employe of John Nestopoulis, contractor, stepped in front of train 320, about twenty feet north of Raritan bridge, and was killed instantly. Conductor W. Nolan, Engineer J. Reagan. June 16, 1913.

John Welch—Drill engine 341, Conductor E. Thompson, Engineer M. Maloney, drilling at Bradley Beach, struck John Welch, badly lacerating foot and bruising body. June 28, 1913.

John Anderson—Train 332, northbound, Conductor J. E. Hess, Engineer H. Dumke, struck Mr. Anderson, a carpenter employed by this company, breaking left arm, three ribs and inflicting severe scalp wound. July 10, 1913.

Tony Recovage attempted to board extra 605 northward, Engineer Wharmby, Conductor Jas. J. Spellman, and fell under cars; was pulled out by Wm. Moore; sustained scalp wound and bad cut on left ear. July 17, 1913.

Rosie Buoncalzone, trespasser, struck and killed by train 37, Conductor John O'Brien, Engineer Geo. Miller, at Long Branch coal chute. July 18, 1913.

Mrs. Elizabeth Wildman—Train 342, northbound, Engineer T. J. Ryan, Conductor E. L. Duffey, drilling at Belmar, N. J., struck an auto, with four cars, at Tenth Ave. crossing; Mrs. Wildman's right foot slightly injured. July 18, 1913.

Miss Helen Wildman—Train 342, northbound, Engineer T. J. Ryan, Conductor E. L. Duffey, drilling at Belmar, N. J., struck an auto, with four cars, at Tenth Ave. crossing; Miss Helen Wildman's left foot mashed and compound fracture of right foot. July 18, 1913.

John Kilcommons, brakeman, drill engine No. 412, Engineer M. Maloney, Conductor E. Thompson, drilling at Asbury Park, N. J. Hand brake on car failed to work and car ran into rear end of engine, throwing Kilcommons off, lacerating left thigh and right leg cut. July 25, 1913.

Jasen E. Martin, freight checker, train No. 501, Engineer J. M. Scheible, Conductor H. K. Roberts, was in car checking freight; when he got out of car his overalls caught on door of car, throwing him to ground, injuring his knee-cap. July 30, 1913.

Mrs. R. J. Henderson, passenger on train 325, when alighting from train at Little Silver station fell to ground, sprained her ankle and broke small bone in same. Engineer John Coyne, Conductor E. M. Davis. August 14, 1913.

Harry F. Woolley, brakeman, train No. 314, Engineer R. Sullivan, Conductor A. F. Pine, while in Point Pleasant yard riding on train 312 up to siding, jumped off, dislocating toe, ankle cut and instep sprained. August 26, 1913.

Conover Voorhees, trespasser, was struck and instantly killed by engine 616, of train 335, running backward in yard at Point Pleasant. Engineer F. Dumke, Conductor W. H. Snyder. August 1, 1913.

James O'Donnell, passenger, extra No. 629, northward, Engineer J. Devine, Conductor C. C. Apgar. As this extra was passing Oceanport draw O'Donnell stuck his feet out of baggage car door and they came in contact with girders of bridge, injuring same. August 2, 1913.

Mr. Opendorfer, Central R. R. train 394, northbound, Engineer Brown, Conductor F. R. Bills, was approaching crossing at Perth Amboy, N. J.; crossing flagman was waiving white flag, and Mr. Opendorfer thought he was signaling him to cross with his auto. Mr. Opendorfer's wife and Dr. Sturm were also in auto; nobody injured. August 8, 1913.

J. J. Kearns, brakeman, train 501, Engineer C. Campbell, Conductor C. P.

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Moore, southbound, was pulling into siding at Matawan. Kearns stepped off car on bridge and fell to ground below, injuring chest and back slightly. August 10, 1913.

Frank Yeggo, trespasser, struck and instantly killed by train 319, southbound, Engineer H. Lovell, Conductor W. A. Hayes, on Matawan trestle. August 20, 1913.

William E. Kieley, foreman work train, C. R. R. engine 343, struck and injured Mr. Kieley, near coal chute, Long Branch, causing his death next day. Engineer Thos. Pettitt, Conductor Patrick Gannon. August 21, 1913.

John H. Fowler, brakeman, had foot caught in between driving wheel and counter balance, and had toes crushed. Engine 335, drill. August 22, 1913.

Chas. E. Slocum, C. R. R. extra 178, southward, Engineer A. Abreo, Conductor Francis Conley, struck Mr. Slocum at Asbury Park, injuring back of head, body, left hip and left foot. August 21, 1913.

J. F. Sullivan, brakeman P. R. R. freight train 502, northward, Engineer C. Carrebell, Conductor C. P. Moore, stepped off rear end of train on Matawan trestle and fell from trestle to ground, injuring privates, ribs broken. September 14, 1913.

Robert A. Pearce—C. R. R. passenger train 343, Engineer H. Dumke, Conductor Frank Goger, struck horses and fruit wagon at Sea Girt Ave. crossing; horses ran away, wagon demolished and Pearce and companion, E. M. Newman, escaped with slight injuries. September 5, 1913.

E. M. Newman—C. R. R. passenger train 343, Engineer H. Dumke, Conductor Frank Goger, struck team of horses and fruit wagon at Sea Girt Ave. crossing; horses escaped, wagon demolished and occupants of wagon, Robert A. Pearce and E. M. Newman, escaped with slight injuries. September 5, 1913.

Miss Anna Patterson—P. R. R. extra 3152, Engineer J. M. Scheible, Conductor C. A. Collins, shoving express car on siding south of Asbury Park station, struck Miss Patterson on arm, injuring her arm and throwing Mrs. Henrietta Hart's child out of baby cart, slightly injuring baby. September 2, 1913.

Kenneth Johnson—Pennsylvania R. R. light engine No. 420, running backwards, Engineer Bowe, Conductor F. H. Dey, struck baker wagon at Brighton Ave. crossing, killing horse, wagon demolished and Kenneth Johnson killed; Ira Johnson, driver, injured. September 27, 1913.

Ira Johnson—Pennsylvania R. R. light engine 420, running backwards, Engineer Bowe, Conductor F. H. Dey, struck baker wagon at Brighton Ave. crossing, Spring Lake, N. J., killing horse, wagon demolished and Kenneth Johnson killed; Ira Johnson, father of Kenneth Johnson, injured. September 27, 1913.

B. S. Hart, brakeman, P. R. R. extra No. 804, southward, leaving Manasquan station, right foot struck some object, injuring foot slightly. September 2, 1913.

S. W. Rees, brakeman, P. R. R. train 225, southbound, Engineer W. G. Bartlett, Conductor B. I. Tallman, engine No. 917, running backward, struck Rees on way to roundhouse, wounding scalp, elbow and knee. September 10, 1913.

Henry West, crossing flagman, struck by train No. 81 at Summerfield Ave. crossing. Engineer R. Flett, Conductor A. B. Jones. West died same night of accident. September 27, 1913.

T. A. Sherman—P. R. R. extra 917, northward, Engineer W. H. Stalee, Conductor T. E. Duffy, struck horse and wagon at Lake Ave. crossing, Spring Lake, N. J., killing horse. Mr. Sherman escaped uninjured. September 30, 1913.

Lawrence A. Buckley, brakeman, C. R. R. freight train 345, southward, Engineer T. Ryan, Conductor H. B. Herron, at South Amboy unloading freight. Brakeman Buckley dropped keg of bolts on his left foot, slightly injuring same. October 4, 1913.

Richard G. Neiltopp, brakeman, P. R. R. freight train 503, southward, Engineer J. Capner, Conductor Philip Purcell, drilling in Sea Girt yard. Neiltopp in getting off car sprained his ankle. October 21, 1913.

Amos Abrams, conductor, P. R. R. of N. J. freight train 342, Long Branch

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station, Engineer C. Reilly, Conductor Amos Abrams, jumped off train and slipped on wet station platform, cut left hand and sprained right wrist. October 10, 1913.

Louis Bublin, passenger, C. R. R. train 325, Red Bank station, fell off of platform of car; right hand and right leg slightly injured. October 11, 1913.

Wm. D. Boyce, passenger, C. R. R. train Ex. 618, southbound, Engineer Frank Riddle, Conductor E. M. Davis. Boyce stepped off train on Matawan bridge; head cut, nose and forehead skinned and left hand bruised. October 12, 1913.

Alick Reed, conductor, C. R. R. freight train 344, northbound, South Amboy, N. J. Engineer Stanley Henry, Conductor Alick Reed. Conductor Reed attempted to board train in motion and slipped and was dragged, receiving severe injuries on his back. November 8, 1913.

Wm. Nesbitt, baggage agent, Long Branch, N. J., train 31, southbound, unloading baggage at Long Branch station, Nesbitt had his finger caught between trunk, mashing same. Engineer Norman O'Neil, Conductor H. N. Amerman. November 15, 1913.

Miss Ethel M. Jones, passenger, P. R. R. train 249, Long Branch station, Engineer J. S. Sweeney, Conductor W. J. Quinn. Miss Jones tripped on step and fell on station platform, injuring right leg slightly. November 2, 1913.

Miss Henrietta Woolley, C. R. R. of N. J. train 336, northbound, Engineer J. Berry, Conductor W. A. Hayes, struck automobile owned by Mr. Augustus Woolleyley, father of Henrietta Woolley, and driver of auto. Miss Woolley had face slightly scratched. November 8, 1913.

Mrs. Mary Sabo, trespasser, struck and instantly killed by C. R. R. train 309, southward, Conductor R. A. Bellis, Engineer J. Reagan, on New Brunswick St. crossing, Perth Amboy, N. J. December 19, 1913.

Michael Flock, trespasser, struck and instantly killed by C. R. R. train 362, Engineer Jas. Thompson, Conductor A. B. Phillips, south of Woodbridge Junction. December 10, 1913.

Wm. Thorne, fireman, came in contact with overhead bridge, head cut and cut on face, train 344, South Amboy, N. J. December 11, 1913. Engineer D. Ferguson, Conductor H. B. Herron.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Capital stock paid in,	$25,999,500 00
Bonded debt,	13,477,500 00
Floating debt,	616,718 76
Book Value—Investment in road and equipments,	$35,676,002 55

Dividends paid during the year 1913, and how paid—None.

The road extends from West End, N. J., to Stroudsburg, Pa., a distance of 145.93 miles.

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RECEIPTS AND EXPENSES FOR 1913.

Passenger revenue,	$563,760 40
Freight revenue,	2,070,882 19
Revenue from other sources (including outside operations),	568,018 16
Total,	$3,202,660 75
Expenditures during the year for working road, including repairs, maintenance of way, motive power, taxes and contingencies and outside operations.	$2,445,328 65

REMARKS.

This road extends through the states of New York, New Jersey and Pennsylvania, and the revenues and expenditures above shown represent the revenues and expenditures of the entire line. This report includes the revenues and expenditures of the Middletown, Unionville and Water Gap Railroad Company, Macopin Railroad Company, and the Passaic and New York Railroad Company and Lodi Branch Railroad and Hackensack and Lodi Railroad.

P. O. address of the above company—50 Church Street, New York City.

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

F. D. UNDERWOOD.

Sworn and subscribed befor me, this 6th day of March A. D. 1914.

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

[L. S.]

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NORTHERN RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in,	$1,000,00000
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 expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this 6th day of March A. D. 1914.

A. L. TRAVIS,

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

Dividends paid during the year 1913, and how paid—Four per cent. paid direct to stockholders of record by lessee as part of rent pursuant to terms of lease.

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

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THE RECEIVER FOR NORTH JERSEY RAPID TRANSIT COMPANY.

Capital stock paid in,	$800,000 00
Bonded debt,	800,000 00
Floating debt,	8,088 83
Cost of road and equipments,	$1,618,971 24

Dividends paid during the year 1913, and how paid—None.

The road extends from Paterson to New York and New Jersey State Line, a distance of 14.6 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$62,091 80
Income from freight—None.	
Income from other sources,	1,231 00
Total,	$63,322 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$39,092 72
Taxes,	$6,418 50

P. O. address of the above company—Hohokus, N. J.

State of New Jersey, Passaic County, *ss.*—Henry H. Parmelee, being duly sworn, on his oath says, that he is Receiver 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 1913, are correct and true, to the best of his knowledge and belief.

HENRY H. PARMELEE.

Sworn and subscribed before me, this 13th day of February A. D. 1914.

[L. S.]

HENRY W. GLEDHILL,
Master in Chancery of New Jersey.

ACCIDENTS.

No accidents.

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OGDEN MINE RAILROAD COMPANY.

Capital stock paid in,	$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$450,000 00

The road extends from Nolan's Point, N. J., to Ogden Mine, N. J., a distance of 9.86 miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of $23,000.00.

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

State of Pennsylvania, Philadelphia County, *ss.*—John L. Wilson, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. L. WILSON.

Sworn and subscribed before me, this 9th day of January A. D. 1914.

WALTER M. BARBER,
Notary Public.

[L. S.]

ffl *My Commission expires Feb. 21st., 1915.*

THE PASSAIC AND DELAWARE RAILROAD COMPANY.

Capital stock paid in,	$111,050 00
Floating debt,	29,453 73
Cost of road and equipments,	$140,503 73

The road extends from Summit Junction, N. J., to Bernardsville, N. J., a distance of 14.11 miles.

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It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 5% on its stock.

Report of operation 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.*—Wm. H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Railroad Company, and that the foregoing stateemnt is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this 4th day of March A. D. 1914.

JOSEPH FIELL,

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

RECEIPTS AND EXPENSES FOR 1913.

Included in report of the Morris and Essex Railroad Company.
Amount paid to stockholders during the year 1913, and how paid—$5,552.50; paid in cash direct 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.

May 3, 1913—Thompson, Thomas, trespasser, Stirling; struck and fatally injured by train while walking on track.

September 1, 1913—Gould, Charles, Berkeley Heights, non-trespasser; had gone to station to see friends on train and in alighting jumped into ditch, fracturing leg.

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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 Railaord Company as lessee of the Passaic and Delaware Railroad Company under an agreement to pay 4% on its stock. Report of operation 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.

State of New York, New York County, *ss.*—W. H. Truesdale, beng duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this 4th day of March A. D. 1914.

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

RECEIPTS AND EXPENSES FOR 1913.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1913, and how paid—
$4,000.00; paid in cash direct to stockholders by the Delaware, Lackawanna and Western Railroad Company.

P. O. address of this company—90 West Street, New York City.

ACCIDENTS.

None.

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PASSAIC AND NEW YORK RAILROAD COMPANY.

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 $4,200.00 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 New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company.

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this 6th day of March A. D. 1914.

A. L. TRAVIS,

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

Dividends paid during the year 1913, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church Street, New York City.

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THE PASSAIC RIVER EXTENSION RAILROAD COMPANY

Capital stock paid in, ... $7,700 00

Dividends paid during the year 1913, and how paid—None.

REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad, to a connection with the Newark and New York Railroad, a distance of about one mile. No construction has been done.

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

State of New York, 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 1913, are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this 11th day of February A. D. 1914.

[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

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The road extends from Paterson to Marion, a distance of 13.95 miles.

It is leased to the Erie Railroad Company at an annual rental of $53,400, including land in Jersey City.

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

State of New Jersey, Passaic County, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is the Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me, this 6th day of January A. D. 1914.

ROBERT H. CUNNINGHAM,
Master in Chancery of New Jersey.

Dividends paid during the year 1913, and how paid—$650,400; 8 per cent., paid in cash.

P. O. address of this company—Robert I. Hopper, Secretary and Treasurer, Paterson, New Jersey.

THE PATERSON AND HUDSON RIVER RAILROAD COMPANY—THE ERIE RAILROAD COMPANY AS LESSEE.

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 $48,000.00 and taxes.

The particulars of the operations and expenditures have been

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kept as a part of the general accounts of that company and cannot be more specifically set forth.

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of The Paterson and Hudson River Railroad 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 6th day of March A. D. 1914.

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

[L. S.]

Dividends paid during the year and how paid—None.

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

ACCIDENTS.

THE PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY—THE ERIE RAILROAD COMPANY AS LESSEE.

Capital stock paid in,	$250,000 00
Bonded debt,	500,000 00
Floating debt,	812,577 97
Book cost of road and equipments,	$544,433 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.

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

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

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

F. D. UNDERWOOD.

Sworn and subscribed before me, this 6th day of March A. D. 1914.

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

Dividends paid during the year 1913, and how paid—None.

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 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 is 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 Treas-

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urer of The Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me, this 6th day of January A. D. 1914.

ROBT. H. CUNNINGHAM,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1913.

None.

Dividends paid during the year 1913, and how paid—$11,920; four per cent. paid in cash.

P. O. address of this company—Care of Robert I. Hopper, Secretary and Treasurer, Paterson, New Jersey.

PATERSON AND RAMAPO RAILROAD COMPANY. ERIE RAILROAD COMPANY LESSEE.

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

F. D. UNDERWOOD.

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Sworn and subscribed before me, this 6th day of March A. D. 1914.

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

Dividends paid during the year 1913, and how paid—None.

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

PEMBERTON AND HEIGHTSTOWN RAILROAD COMPANY.

Capital stock paid in,	$342,150 00
Bonded debt,	160,000 00
Cost of road and equipments,	$502,150 00

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.37 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.*—A. J. County, being duly sworn, on his oath says, that he is President of the Pemberton and Hightstown Railroad Company, and that foregoing statement is true and correct to the best of his knowledge and belief.

A. J. COUNTY.

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Sworn and subscribed before me, this 14th day of February A. D. 1914.

ERNEST H. BROWN,
[L. S.] *Notary Public,*
Commission Expires February 21, 1915.

Dividends paid during the year 1913, 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,	450 00
Cost of road and equipments,	$800 00

Dividends paid during the year 1913, and how paid—None.

The road extends from Harrison Avenue to Belleville Turnpike, in the Town of Kearny, New Jersey, a distance of 1.964 miles.

REMARKS.

Road not operating.

P. O. address of the above company—15 Exchance Place, Jersey City, New Jersey.

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

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that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

WILLIAM D. BRAIDWOOD.

Sworn and subscribed before me, this 4th day of March A. D. 1914.

FRANKLYN DOE,
[L. S.] *Notary Public, Kings Co.*
Certificate filed in New York Co.

PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$25,000,000 00
Bonded debt,	83,023,410 02
Floating debt,	5,782,679 11
Cost of road and equipments,	$108,093,942 23

The road extends from East of Manhattan Transfer, N. J., to Borough of Queens, New York, 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.

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Rea, being duly sworn, on his oath says that he is President of the Pennsyvania Tunnel and Terminal 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 25th day of February A. D. 1914.

LEWIS NIELSON,
[L. S.] *Notary Public,*
Commission expires 26 February, 1917.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$90,642 13
Income from other sources,	232,143 43
Total,	$322,785 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,703,984 78
Excess of expenditures,	$1,381,199 22

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

January 5, 1913—Douglas J. McAuley, killed. North Bergen Township, Hudson County.

March 27, 1913—Andrie Chuk, killed. North Bergen Township, Hudson County. Struck by train No. 126; E. A. Titman, engineer; B. W. Rulon, conductor.

No other accidents. No employes injured from any cause.

The engineman and conductor mentioned above are still in the service.

PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

Capital stock paid in,	$228,400 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	373,327 34

The road extends from Rahway, New Jersey, to Perth Amboy, New Jersey, a distance of 6.53 miles.

It is operated by the Pennsylvania Railroad Company, by authority of resolution adopted by each company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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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.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me, this 17th day of February A. D. 1914.

LEWIS NIELSON,
[L. S.] *Notary Public,*
Commission expires 26 February, 1917.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$170,945 67
Income from freight,	129,654 90
Income from other sources,	39,041 45
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$244,289 29

Dividends paid during the year 1913, and how paid—December 26, 10 per cent in cash, extra 10 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.

June 6, 1913—Mike Czumer, injured at Perth Amboy, N. J. C. S. Neal, conductor; F. Crispin, engineer.

Persons Killed or Injured by Maving Trains While Crossing Tracks.

December 11, 1913—Miss Gertrude Farrell, injured at Woodbridge, N. J. H. G. Kettner, conductor; T. Hall, engineer.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

March 7, 1913—B. Greenhault, injured at Avenel, N. J. W. H. Meshrow, conductor; L. J. Daly, engineer.

July 17, 1913—E. C. Erhart, injured at Avenel, N. J. W. R. Beahm, conductor; J. Toomey, engineer.

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August 13, 1913—Miss Bertha Kenney, injured at Woodbridge, N. J. S. Boulton, conductor; R. A. Blake, engineer.

Persons Other than Employes Killed or Injured in Other Ways than as Stated.

July 12, 1913—Miss T. Spilburger, Woodbridge, N. J., alighting from train 249, carrying a folding go-cart and a suit case, slipped and fell, wrenching right ankle. L. Leitenburg, conductor; W. Bartlett, engineer.

July 19, 1913—W. H. Miller, Perth Amboy, N. J., leading express packages into car, struck hand on tin strips on trunk, lacerating fingers of right hand. W. R. Beahm, conductor; J. Toomey, engineer.

August 17, 1913—Wilbur Riley, Perth Amboy, N. J., looking out of window of coach on train No. 242, struck by a stone thrown by some unknown boy; slight contusion of head. J. W. Leary, conductor; J. M. Scheble, engineer.

November 14, 1913—Joseph Chryn, Perth Amboy, N. J., while hanging on step of car in train of engine 2459, N-152, freight, struck by switch stand on L. V. R. R. and thrown under the train; killed. J. J. Creagan, conductor; T. H. Egan, engineer.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.

October 27, 1913—R. Walker, injured at Perth Amboy, N. J. C. S. Neal, conductor; R. Walker, engineer.

PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

Capital stock paid in,	$200,000 00
Bonded debt—None.	
Floating debt,	385,721 53
Cost of road and equipments,	$215,255 54

The road extends from Manahawkin Junction with Tuckerton Railroad to Beach Haven, N. J.; 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

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account of the Pennsylvania Railroad Company which latter company is the agent of the Philadelphia and Beach Haven Railroad Company under resolutions of the boards of directors of both companies, and pays all expenses in connection therewith and turns the net earnings over to it. This arrangement 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.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me this 14th day of February, A. D. 1914.

ERNEST H. BROWN.
[L. S.] *Notary Public.*
Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$12,593 90
Income from freight,	12,918 75
Income from other sources,	2,716 03
Total,	$28,228 68
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	*$69,394 23

*Includes $3,121.28 taxes and other obligatory charges.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

None.

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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 1913, and how paid—None.

The road extends from Brigantine Junction on Philadelphia and Reading Railroad to Island of Brigantine, a distance of 14 miles.

RECEIPTS AND EXPENSES FOR 1913.

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

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 in 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 9, 1903, to the date of this report. Letters testamentary upon the will of the said John O. Heald were issued in Essex County, New Jersey, on October, 1911, to Elizabeth M. Heald.

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

State of New York, New York County, *ss.*—Henry B. Closson, being duly sworn, on his oath says that he is Attorney for Elizabeth M. Heald, individually and as 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 1913, are correct and true, to the best of his knowledge and belief.

HENRY B. CLOSSON.

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Sworn and subscribed before me this 24th day of February, A. D. 1914.

F. H. MACROBERT,
[L. S.] *Notary Public.*
New York County, No. 2558.
New York Register No. 5202.

PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

Capital stock paid in,	$765,000 00
Bonded debt,	750,000 00
Floating debt,	1,295,437 56
Cost of road and equipments,	$1,732,771 86

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.*—A. J. County, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. J. COUNTY.

Sworn and subscribed before me this 14th day of February, A. D. 1914.

ERNEST H. BROWN,
[L. S.] *Notary Public.*
Commission Expires February 21, 1915.

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RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$163,194 95
Income from freight,	85,927 80
Income from other sources,	16,629 71
Total,	$265,752 46

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, ... *$423,402 51

*Includes $58,971.96 interest on funded debt, taxes and other obligatory charges.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

Employes Killed or Injured by Other Causes.

January 18, 1913—Alfred Anderson, M. W. laborer, hand injured handling rail at Brown's Mills Junction, N. J.

May 1, 1913—George Foster, carpenter, left foot injured handling material at Barnegat pier, N. J.

May 10, 1913—Ferdinando Coladrella, M. W. laborer, right foot injured handling material at Bay Head, N. J.

May 27, 1913—Geo. H. Windeler, M. W. laborer, right hand injured handling material at Bay Head, N. J.

July 12, 1913—C. Kellor, freight brakeman, injured about the head, arms and legs by fall from train at Bay Head, N. J. H. H. Thomas, engineer; C. B. McCue, conductor.

July 30, 1913—I. M. Smith, fireman, wrist slightly bruised by water scoop at Brown's Mills Junction, N. J. H. T. Ogden, engineer; E. T. Jones, conductor.

July 31, 1913—LeRoy Herbert, M. W. laborer, right hand injured by handling ties at Island Heights Junction, N. J.

October 19, 1913—Stephen Carter, carpenter, back sprained handling timber at Keswick Grove, N. J.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

September 16, 1913—James Dangler, killed, near Lavallette, N. J. H. Crispon, engineer; C. A. Tilton, conductor.

September 29, 1913—Frank Ramisour, killed, near Toms River, N. J. C. M. Cable, engineer; E. Schneider, conductor.

November 8, 1913—Daniel Danielson, killed, near Seaside Heights, N. J. Geo. Wilkinson, engineer; J. G. Brown, conductor.

December 23, 1913—W. H. Sweet, killed, near Brown's Mills Junction, N. J. Train unknown.

Persons Killed or Injured by Other Causes.

June 8th, 1913—Mrs. Phebe E. Keiser, injured about head by fall alighting from train at Ocean Gate, N. J. H. J. Cable, engineer; P. J. Dawson, conductor.

December 10, 1913—Geo. Rogas, injured about head by falling alighting from train at Seaside Park. W. Lewis, engineer; E. F. Connor, conductor.

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THE POHATCONG RAILROAD COMPANY.

Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.
Cost of road and equipments, ... $34,234 52
Dividends paid during the year 1913, and how paid—No dividends paid to date.

The road extends from Quarry, near Oxford, N. J., to D., L. & W. R. R. Co. tracks, Oxford, N. J., a distance of 1.75 miles.

RECEIPTS AND EXPENSES FOR 1913.

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

REMARKS.

Private road operated by the Edison Portland Cement Company, who guarantee 6 per cent. on the amount invested.

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 1913, are correct and true, to the best of his knowledge and belief.

W. S. MALLORY.

Sworn and subscribed before me, this 14th day of January, A. D. 1914.

EDGAR S. OPDYKE,
[L. S.] *Notary Public.*

THE PORT READING RAILROAD COMPANY.

Capital stock paid in, ... $2,000,000 00
Bonded debt, ... 1,500,000 00

Cost of road and equipments, ... $3,889,855 48

Dividends paid during the year 1913, and how paid—December, $240,000.00.

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The road extends from Port Reading Crossing Jct. to Port Reading, N. J.; Woodbridge Junction to Woodbridge, N. J., a distance of 21.04 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—None.	
Income from freight,	$1,401,597 05
Income from other sources,	296,298 43
Total,	$1,697,895 48
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$1,399,707 69

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.*—W. H. White, 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 1913, are correct and true, to the best of his knowledge and belief.

W. H. WHITE.

Sworn and subscribed before me, this 27th day of February, A. D. 1914.

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

ACCIDENTS.

February 1, 1913—John O. Boyer, employe, non-fatally injured. Falling off engine. Port Reading N. J. C. J. Smith, conductor; A. J. Stroud, engineer.

February 3, 1913—Andro Cooper, employe, non-fatally injured. Struck by car. Port Reading, N. J. ————, conductor; ————, engineer.

February 5, 1913—Wm. Eagle, employe, non-fatally injured. Attending switches. Wm. Eagle, conductor; Wm. Coughlin, engineer.

February 9, 1913—A. A. Sullivan, employe, non-fatally injured. Fell on office steps. ————, conductor; ————, engineer.

February 15, 1913—W. E. Peoples, employe, non-fatally injured. Falling off engine. Port Reading, N. J. George Geiss, conductor; T. J. Snyder, engineer.

February 18, 1913—Robert McKibben, employe, non-fatally injured. Coupling cars. Port Reading, N. J. R. Mulvaney, conductor; H. Luckenbill, engineer.

February 26, 1913—Thomas Owens, employe, non-fatally injured. Falling off tank. Port Reading, N. J. J. Toner, conductor. J. R. Neville, engineer.

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March 7, 1913—William Heller, employe, non-fatally injured. Jumping off engine. Port Reading. N. J. J. Closkey, conductor; D. Overholt, engineer.

April 15, 1913—D. Minucci, employe, non-fatally injured. Side obstruction. Port Reading, N. J. ————, conductor; ————, engineer.

April 29, 1913—Edward Seifert, employe, non-fatally injured. Jumping off caboose. Durham, N. J R. Beswick, conductor; Geo. Klotzbach, engineer.

May 3, 1913—Wm. H. Keihm, employe, non-fatally injured. Jumping from engine to tank. Port Reading, N. J. F. P. Albertson, conductor; Wm. Coughlin, engineer.

May 13, 1913—Patrick Lane, employe, non-fatally injured. Coupling cars. Port Reading, N. J. John Closkey, conductor; D. Overholt, engineer.

May 15, 1913—Wm. M. Marshman, employe, non-fatally injured. Thrown against side of cab. Woodbridge, N. J. W. M. Marshman, conductor; L. P. Shaw, engineer.

June 15, 1913—John Bodnar, employe, non-fatally injured. Handling rail. Port Reading, N. J. Ed. Everson, conductor; Parker Brown, engineer.

June 23, 1913—Wm. V. Coughlin, employe, non-fatally injured. Jumping off engine. Port Reading, N. J. F. P. Albertson, conductor; W. V. Coughlin, engineer.

July 18, 1913—R. E. Donohue, employe, non-fatally injured. Falling from car. Port Reading, N. J. J. J. Kish, conductor; Dennis O'Reilly, engineer.

August 3, 1913—Chas. F. Takacs, employe, non-fatally injured. Working on track. Port Reading, N. J. ————, conductor; ————, engineer.

August 11, 1913—John D. Miller, employe, non-fatally injured. Jumping off engine. Port Reading, N. J. J. Closky, conductor. D. Overholt, engineer.

August 29, 1913—Fritz Shea, employe, non-fatally injured. Getting under car. Port Reading, N. J. J. Closky, conductor; D. Overholt, engineer.

September 11, 1913—John B. Haffner, employe, killed. Collision of cars. Port Reading, N. J. F. P. Albertson, conductor; Jos. Benning, engineer.

September 20, 1913—Frank Korasy, employe, non-fatally injured. Unloading timber. Port Reading, N. J. Edward Everson, conductor; P. Brown, engineer.

September 24, 1913—Louis Heydus, employe, non-fatally injured. Unloading rail. Port Reading, N. J. Ed. Everson, conductor; P. Brown, engineer.

October 7, 1913—Roman Chuda, employe, non-fatally injured. Handling stringers. Port Reading, N. J. ————, conductor; ————, engineer.

October 20, 1913—Carmine Franco, employe, non-fatally injured. Struck by chute crank. Port Reading, N. J. ————, conductor; ————, engineer.

October 23, 1913—Torval Gunderson, non-employe, fatally injured. Fell off trestle. Port Reading, N. J. ————, conductor; ————, engineer.

November 18, 1913—Tomasso Sacco, employe, fatally injured. Struck by car. Port Reading, N. J. ————, conductor; ————, engineer.

November 22, 1913—Tommasso Di Asio, employe, non-fatally injured. Unloading timber. Port Reading, N. J. ————, conductor; ————, engineer.

November 24, 1913—Patrick J. Nee, employe, non-fatally injured. Falling from car. Port Reading, N. J. P. J. Nee, conductor; J. Leimpeter, engineer.

December 1, 1913—Wm. Blair, employe, non-fatally injured. Adzing timber. Port Reading, N. J. ————, conductor; ————, engineer.

December 7, 1913—Thos. J. Young, non-employe, non-fatally injured. Falling from train. Woodbridge, N. J. ————, conductor; ————, engineer.

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RAHWAY VALLEY COMPANY, LESSEE.

Capital stock paid in,	$7,800 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$12,728 33

Dividends paid during the year 1913, and how paid—None.

The road extends from Commonwealth Junction to Robinson, a distance of 0.75 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$2,022 29
Income from freight,	27,313 64
Income from other sources,	1,007 63
Total,	$30,343 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$30,440 82

P. O. address of the above company—Kenilworth, N. J.

State of New Jersey, Union county, *ss.*—C. J. Wittenberg, being duly sworn, on his oath says that he is President of the Rahway Valley Company, Lessee, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

C. J. WITTENBERG.

Sworn and subscribed before me this —— day of ————A. D. 1914.

J. L. U. KIOQAN,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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RAHWAY VALLEY RAILROAD COMPANY.

Capital stock paid in,	$49,200 00
Bonded debt,	72,000 00
Floating debt—$328,000 bonds, $164,000 stock—as collateral to part of floating debt,	394,868 58 and interest.
Cost of road and equipments,	$516,068 58 and interest.

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 York, New York county, *ss.*—Louis Keller, being duly sworn, on his oath says that he is President of the Rahway Valley Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

LOUIS KELLER.

Sworn and subscribed before me this 20th day of February, A. D. 1914.

JOHN E. METTERHOUSE,
[L. S.] *Notary Public.*
Kings County. Certified in N. Y. Co. No. 24 N. Y.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.
Dividends paid during the year 1913, 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 as built extends from Perth Amboy to Raritan Hollow Brick Works, a distance of 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 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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RARITAN RIVER RAILROAD COMPANY.

Capital stock paid in,	$440,000 00
Bonded debt,	400,000 00
Floating debt—None.	
Cost of road and equipments,	$1,089,688 92
Dividends paid during the year 1913, 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, 9.57 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$10,014 12
Income from freight,	231,212 36
Income from other sources,	18,194 28
Total,	$259,420 76
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$121,516 89

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 1913, are correct and true, to the best of his knowledge and belief.

WILLIAM G. BUMSTED.

Sworn and subscribed before me this 3rd day of February, A. D. 1914.

JOHN T. DAVIDSON,
[L. S.] *Notary Public of New Jersey.*

ACCIDENTS.

March 3, 1913—Willard L. Stockton, fireman, was slightly injured while making adjustment to locomotive in motion at South Amboy, N. J. Conductor, Morris Lucitt; engineer, John F. Maguire.

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November 3, 1913—Jacob Woltzen, shopman, was slightly injured while repairing car at shop, South Amboy, N. J. Foreman, R. T. Stuart.

November 24, 1913—Harry L. Wolfe, foreman in charge of locomotive crane, had hip dislocated while operating crane at Serviss Junction, N. J.

December 15, 1913—John Ronnatti, trespasser, while attempting to cross draw bridge at South River, N. J., was struck by locomotive and killed. Conductor, Jas. French; engineer, John Sullivan.

December 23, 1913—John Press, shopman, was slightly injured while repairing locomotive at shop, South Amboy, N. J. Foreman, R. T. Stuart.

THE RARITAN TERMINAL AND TRANSPORTATION COMPANY.

Capital stock paid in,	$40,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments,	$41,699 30
Dividends paid during the year 1913, and how paid—None.	

The road extends from Main Stem L. V. R. R., Perth Amboy, N. J., to gate of Raritan Copper Works, Perth Amboy, N. J., a distance of about one mile.

RECEIPTS AND EXPENSES FOR 1913.

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,	$1,869 00

P. O. address of the above company—42 Broadway, New York City.

State of New York, New York county, *ss.*—T. Wolfson, being duly sworn, on his oath says that he is President of the Raritan Terminal and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

T. WOLFSON.

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Sworn and subscribed before me this 26th day of February, A. D. 1914.

[L. S.]

MORRIS MYERS,
Notary Public, 2520, New York Co.

ACCIDENTS.

None to our knowledge.

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 positions,	$60,000 00

The road extends from Quarry in Montville Township, Morris County, New Jersey, 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.*—Michael J. Kennedy, being duly sworn, on his oath says that he is Vice-President of the Rockaway River and Montville Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

M. J. KENNEDY.

Sworn and subscribed before me this 27th day of February, A. D. 1914.

[L. S.]

WILLIAM G. MCLOUGHLIN,
Notary Public of New Jersey.

RECEIPTS AND EXPENSES FOR 1913.

Income from freight—None.
Dividends paid during the year 1913 and how paid—No dividends.

P. O. address of this company—90 West Street, New York.

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ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

Capital stock paid in, ... $45,600 00
Bonded debt—None.
Floating debt—None.

Cost of road and equipments, ... $45,654 14

The road extends from Kingston Junction, N. J., 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 United New Jersey Railroad and Canal Company. The present rental is 6 per cent. on $18,700 stock, taxes and $100 for maintaining 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.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me this 14th day of February, A. D. 1914.

ERNEST H. BROWN,
[L. S.] *Notary Public,*
Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers, ...	$2,378 73
Income from freight, ...	15,031 49
Income from other sources, ...	1,341 22
Total, ...	$18,751 44

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, ... *$21,376 70
Dividends paids during the year 1913, and how paid—Two of three per cent on $18,700 stock, paid in cash.

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

ACCIDENTS.

November 15, 1913—Hugh Hurley, killed at Kingston, N. J. H. A. Linthurst, conductor; S. McCrea, engineer.

THE SOUND SHORE RAILROAD COMPANY.

Capital stock paid in, ... $149,200 00

The road extends from Broadway in Elizabeth (Port District) 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 11th day of February, A. D. 1914.

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the Central Railroad Company of New Jersey.
Dividends paid during the year 1913, and how paid—None.

*Includes $1,818.11 rental for the use of the road and taxes.

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

ACCIDENTS.

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

STONE HARBOR RAILROAD COMPANY.

Capital stock paid in,	$8,000 00
Bonded debt—See "Remarks."	
Floating debt—See "Remarks",	10,104 00
Cost of road and equipments—See "Remarks."	
Dividends paid during the year 1913, and how paid—None.	

The road extends from Stone Harbor to a point in Cape May Court House, N. J., a distance of 3.84 miles.

REMARKS.

This company contracted with South Jersey Realty Company for the building of its line, including all rights of way and equipment for $692,000.00, payable in $350,000.00 of its bonds and $342,000.00 of capital stock, subject to the approval of the New Jersey Public Utilities Commission. The company has not as yet received the authorization of said commission for issuance of bonds and stock for this purpose, therefore, the accounts representing assets costing said amount have not been set up on the books of the company.

The entire road has been leased to Stone Harbor Terminal Railroad Company for the consideration of one-half of the net profits of operating line. There being no profits from operating line, "None" is reported in respective on this statement.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—See "Remarks",	$1,793 35

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers (see "Remarks")—None.
Income from freight (see "Remarks")—None.
Income from other sources (see "Remarks")—None.

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P. O. address of the above company—Stone Harbor, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—David Risley, being duly sworn, on his oath says that he is President of the Stone Harbor Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

DAVID RISLEY.

Sworn and subscribed before me this day of February, A. D. 1914.

[L. S.]

WILLIAM H. BRENNIAN,
A Foreign Commissioner of Deeds, for New Jersey, Residing in Philadelphia, Pa.

STONE HARBOR TERMINAL RAILROAD COMPANY.

Capital stock paid in,	$2,000 00
Bonded debt—See "Remarks."	
Floating debt,	4,520 98

Cost of road and equipments—See "Remarks."
Dividends paid during the year 1913, and how paid—None.

The road extends from a point in Cape May Court House to junction of tracks of Atlantic City Railroad Company, a distance of .587 miles.

REMARKS.

This company contracted with South Jersey Realty Company for the building of its line, including all rights of way and equipment, for $150,000, payable $100,000 of its capital stock and $50,000 of its bonds, subject to the approval of the New Jersey Public Utilities Commission. The company not having received as yet such approval, the accounts representing assets costing said amounts have not been set up on its books.

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The Stone Harbor Railroad Company has leased its line to this company, which it operates in conjunction with its own.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$6,700 51
Income from freight,	9,540 31
Income from other sources,	48 35
Total,	$16,289 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$17,540 03

P. O. address of the above company—Stone Harbor, N. J.

State of Pennsylvania, Philadelphia county, *ss.*—R. P. Risley, being duly sworn, on his oath says that he is President of the Stone Harbor Terminal Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

R. P. RISLEY.

Sworn and subscribed before me this 25th day of February, A. D. 1914.

[L. S.]

WILLIAM H. BRENNIAN,
A Foreign Commissioner of Deeds for New Jersey, Residing in Philadelphia, Pa.

THE SUSSEX RAILROAD COMPANY.

Capital stock paid in,	$1,638,600 00
Cost of road and equipments,	$1,919,388 94

Dividends paid during the year 1913, and how paid—None.

The road extends from Netcong, N. J., to Franklin, N. J., a distance of 30.55 miles.

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RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$65,393 69
Income from freight,	92,827 85
Income from other sources,	42,023 30
Total,	200,244 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$209,795 02

P. O. address of the above company—90 West Street, New York, N. Y.

State of New York, New York county, *ss.*—P. J. Flynn, being duly sworn, on his oath says that he is President of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

P. J. FLYNN.

Sworn and subscribed before me this 4th day of March, A. D. 1914.

JOSEPH FIELL,

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

ACCIDENTS.

January 16, 1913—Supetz, Annie, trespasser, Franklin Furnace. Attempting to get on moving cars at quarry, fell and car wheel passed over foot, crushing two toes.

August 2, 1913—Gallagher, C. J., non-trespasser, muscles of back sprained; Fuller, Rebecca, non-trespasser, bruised, lips lacerated; Biais, Regina, non-trespasser, gums cut, teeth knocked out; Citro, Dominick, non-trespasser, knee injured; Biais, Anna, non-trespasser, corner of eye lacerated. Above five persons passengers on N. Y. S & W. train when same collided with extra 885 standing on N. Y. S. & W. tracks, Franklin Furnace.

August 30, 1913—Bird, Ira, trainman, Newton, fell from box car, bruising head and fracturing bone of arm.

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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. Bessler, 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 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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

W. G. BESLER.

Sworn and subscribed before me this 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY AND TRENTON, LAWRENCEVILLE AND PRINCETON EXTENSION RAILROAD COMPANY.

Capital stock paid in, T. L. & P. R. R. Co.,		$200,000 00
T. L. & P. Extension R. R. Co.,		50,000 00
Bonded debt, T. L. & P. R. R.,		100,000 00
Floating debt (advances by New Jersey and Pennsylvania Traction Company):		
T. L. & P. R. R.,	$157,343 24	
T. L. & P. Extension R. R.,	7,103 02	$154,446 26
Cost of road and equipments, as shown on books of New Jersey and Pennsylvania Traction Co.,		$664,684 57

Dividends paid during the year 1913, and how paid—None.

The Trenton, Lawrenceville and Princeton Railroad extends from Trenton to Stony Brook, Princeton Township, Mercer County, a distance of 9.56 miles.

Trenton, Lawrenceville and Princeton Extension Railroad extends from Stony Brook to Princeton Borough, a distance of 1.46 miles. Total 11.02 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers—See "Remarks,"	$50,855 88
Income from freight—See "Remarks,"	9,072 62
Income from other sources—See "Remarks,"	1,035 63
Total,	$60,964 13
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—Total operating expenses,	$38,529 54

REMARKS.

The entire capital stocks and bonds of these companies are owned by the New Jersey and Pennsylvania Traction Company, and the roads form part of the electric railway system operated by the latter company. The earnings and expenses are included in the accounts of the New Jersey and Pennsylvania Traction Company, and the amounts shown above result from prorating on a track mileage basis.

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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 1913, are correct and true, to the best of his knowledge and belief.

WM. REDWOOD WRIGHT.

Sworn and subscribed before me this 13th day of February, A. D. 1914.

J. H. RHOADS,
[L. S.] *Notary Public.*
Commission Expires April 16, 1915.

ACCIDENTS.

On June 26, 1913, at Bayard Lane crossing, near Princeton, car struck wagon, throwing out and injuring driver, William E. Stives, and damaging the horses and wagon.

(TRENTON TERMINAL RAILROAD COMPANY.) PUBLIC SERVICE RAILROAD COMPANY.

Capital stock paid in,	$105,000 00
Bonded debt—None.	
Floating debt,	78,507 58
Cost of road and equipments,	819,219 92
Dividends paid during the year 1913, and how paid—None.	

The road extends from Olden Avenue, Trenton, to Main Street, Milltown, and from Bonhamton Junction to Summer Street, Elizabeth, a distance of 35.765 miles.

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RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$82,216 92
Income from freight,	37 62
Income from other sources,	2,487 74
Total,	$84,742 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$80,170 72

REMARKS.

Trenton Terminal Railroad Company and Elizabeth, New Brunswick and Trenton Railroad Company were merged June 30, 1913, forming Public Service Railroad Company. This report covers operations for entire year. Cost of road and equipments includes expenditures upon property of Elizabeth and Trenton Railroad Company, which company is operated under lease.

P. O. address of the above company—Broad and Bank Streets, Newark, N. J.

State of New Jersey, Essex county, *ss.*—George J. Roberts, being duly sworn, on his oath says that he is Vice-President of the Public Service Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

GEORGE J. ROBERTS.

Sworn and subscribed before me this 28th day of February, A. D. 1914.

[L. S.]

WILLARD L. HAYWARD,
Notary Public of New Jersey.

THE TUCKERTON RAILROAD COMPANY.

Capital stock paid in,	$552,241 54
Bonded debt,	100,000 00
Floating debt.	892 19
Cost of road and equipments,	679,233 85

Dividends paid during the year 1913, and how paid—None.

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The road extends from Whitings, N. J., to Tuckerton, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$37,184 38
Income from freight,	49,090 98
Income from other sources,	5,502 89
Total,	91,778 25
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$84,269 47

P. O. address of the above company—Tuckerton, New Jersey.

State of Pennsylvania, Philadelphia county, *ss.*—Richard Askhurst, 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 1913, are correct and true, to the best of his knowledge and belief.

RICHARD ASKHURST.

Sworn and subscribed before me this 11th day of February, A. D. 1914.

[L. S.]

JOHN ROGERS,
Notary Public.
660 Bullitt Bldg., Philadelphia, Pa.
Commission Expires January 19, 1915.

ACCIDENTS.

On October 25th, the body of James Smith was found about one-third of a mile north of Cox's Crossing, supposed to have been run over by the south-bound train of the night of the 24th. Reported to Utility Commission.

On October 28th, Engineman Pharo, while stepping from tender of the engine to engine proper, had the misfortune to slip and twist his right leg in some way, breaking the knee cap.

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THE UNION TRANSPORTATION COMPANY.

Captial stock paid in, ... $20,250 00
Bonded debt—None.
Floating Dept—None.

The road extends from Pemberton to Hightstown, a distance of 24.37 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79 and all taxes.

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

State of New Jersey, Ocean county, *ss.*—F. S. Gaskill, being duly sworn, on his oath says that he is President of the Union Transportation Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. S. GASKILL,.

Sworn and subscribed before me this 5th day of February, A. D. 1914.

W. SCOTT CHAFEY,
Notary Public.

[L. S.]

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers and milk, ...	$ 45,780 74
Income from freight, ...	30,861 19
Income from other sources, ...	*8,619 58
Total, ...	$85,261 58
Expenditures during the year for working road, including repairs, Total, ...	$85,261 51

Dividends paid during the year 1913, and how paid—two and one-half per cent cash, Feb. 12, 1913, $506.25; two and one-half per cent cash, Aug. 12, 1913, $506.25; total, $1,012.50.

P. O. address of this company—New Egypt, N. J.

*Demurrage, $471.00; U. S. Mail, $1.592.48; Miscellaneous, $3,161.77; Adams Express, $982.77; Income from Investments, $2,411.56; Total, $8,619.58.

**Pay Roll, $44,603.65; Bills, $39,437.89; Redemption, $280.00; Dividends, $1,012.50; Discounts paid, $500.00; Total, $85,834.04.

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THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

Capital stock paid in	$21,240,400 00
Bonded debt	20,000,000 00
Cost of road and equipments,	$58,827,397 03

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of 458.73 miles, also the canal from Bordentown to New Brunswick, 44 miles, and feeder 22 miles, in all 66 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of 10 per centum per annum on its capital stock, 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.

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.

Sworn and subscribed before me this 5th day of February, A. D. 1914.

JOHN M. HAGUE,
[L. S.] *Notary Public of New Jersey.*

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$14,863,559 00
Income from freight,	20,911,429 00
Income from other sources,	7,912,288 00
Total,	$43,687,276 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$45,797,977 00
Dividends paid during the year 1913, and how paid—Ten per centum on capital stock paid quarterly by The Pennsylvania Railroad Company,	$2,124,040 00

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P. O. address of this company—P. O. Box 236, Trenton, N. J.

ACCIDENTS.

Persons Alighting from or Boarding Trains in Motion and Falling on Station Platform and Steps.

Pennsylvania Railroad Company—The Camden Terminal Division.

March 23, 1913—Emma Haigh, injured at Camden, N. J. H. Githens, engineman; R. Slight, conductor.

July 10, 1913—M. B. Roberts, injured at Camden, N. J. J. English, engineman; J. W. Sharp, conductor.

October 7, 1913—Isabella H. Demarest, injured at Camden, N. J. No crew involved.

October 13, 1913—Reba C. McLaughlin, injured at Camden, N. J. G. Walsh, engineman; L. Leitenberg, conductor.

November 17, 1913—Thomas Stanley, injured at Camden, N. J. No crew involved.

Persons Injured in Manner Stated.

September 2, 1913—Rocco Forte, injured in consequence of coach window falling on hand, at Camden, N. J. A. Thomas, engineman; T. A. Wright, conductor.

October 27, 1913—George Jaquillard, injured while unloading bricks from freight car, at Pavonia, Camden, N. J.

November 25, 1913—Frank Harker, injured by stumbling over rail, at Camden, N. J.

Employes Killed or Injured in the Manner Stated.

January 3, 1913—James Burns, laborer, stepped on raised piece which tilted and he fell, sustaining slight injuries. Camden freight station.

January 7, 1913—Donato Gerardo, laborer, was slightly injured while working on tracks in Camden yard.

February 5, 1913—George Bozarth, Jr., gang leader, slightly injured while engaged in cleaning up yard at Pavonia, N. J.

February 4, 1913—Harry Rotan, mill laborer, while engaged in unloading timber from car at Camden shops, had his foot injured.

February 12, 1913—Jacob J. Murray, freight car repairman, while handling a coupler in Camden shops, injured his left hand.

March 18, 1913—Miller Egbert, truck repairman, while working at car barn, Camden, N. J., sustained a rupture.

March 22, 1913—James Dempsey, freight laborer, while handling raised piece at the Camden freight station, bruised his foot.

April 10, 1913—Louis F. Franck, freight car repairman, while engaged in repairing freight car at Pavonia, N. J., fell and was injured about back.

May 19, 1913—Batista Staine, laborer, while working about Camden yard, received slight injuries to his hip, caused by being struck by piece of coal.

May 13, 1913—William J. Graham, baggage porter, wrenched his back while handling baggage at Camden Terminal.

May 21, 1913—John W. Hoey, Jr., assistant track foreman, while engaged in unloading ties from car at Camden, N. J., was slightly injured.

May 28, 1913—Thomas Kenny, freight laborer, bruised his right arm while trucking freight at the Camden freight station.

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June 14, 1913—George Josting, freight laborer, received slight injury to leg while engaged in unloading freight at Camden freight station.

June 16, 1913—Dode Carter, track watchman, fell while working on track near Fish House, N. J., and received slight injuries.

June 17, 1913—Daniel Z. Lippincott, machinist, wrenched his back while working in enginehouse, Camden, N. J.

July 29, 1913—George B. Murray, machinist, while working in Pavonia shop, Camden, bruised his leg.

July 30, 1913—Frank Tiedeman, shop helper, while working about shop yard at Camden, bruised his right knee.

August 4, 1913—Charles I. Durkin, laborer, while working on track, at Camden shops, sprained his ankle.

August 9, 1913—Peter Pisecco, ash pit laborer, sustained a slightly burned left eye while cleaning the front end of a locomotive in Camden yard.

August 10, 1913—George H. Madden, baggage porter, bruised his right foot while handling baggage truck at the Camden Terminal.

August 14, 1913—John E. Gauntt, car cleaner, cut his finger while working in Camden Terminal.

August 16, 1913—Samuel Jones, track laborer, bruised his foot while handling switch timber in Camden yard.

August 17, 1913—Andrew Mroczkowski, car cleaner, strained his body while handling ice in the trainshed at Camden Terminal.

August 28, 1913—Augusto Tamazzini, track laborer, while helping to move hand car loaded with stone, slipped and fell, sustaining contusion of back and abdomen. Camden yard.

August 29, 1913—Jerry Goodman, track laborer, bruised his finger while handling ties at Camden yard.

August 28, 1913—John J. Ashcroft, engine preparer, while working at coaling station, Camden yard, sustained injury to his chest.

August 28, 1913—Jabez Chatterton, blacksmith, bruised his right foot while engaged in knocking rivets from piece of iron at Camden shops.

August 28, 1913—Frederick A. Schlusselburg, car cleaner, while working on top of car, slipped and fell, spraining his foot. Camden Terminal.

September 5, 1913—Frank W. Baker, freight car repairman, while engaged in repairing car at Camden shops, was slightly injured.

September 17, 1913—Edgar J. Cohan, machinist, while working at machine shop, Pavonia, sustained a bad laceration of left eye.

October 4, 1913—John Parker, car inspector, while repairing freight car, strained his knee. Pavonia yard, Camden, N. J.

October 8, 1913—Howey S. Packer, boilermaker, while working in Camden enginehouse, got a piece of steel in his eye.

None of the employes in question discharged on account of these accidents. Yard Conductor W. W. Patterson died October 26, 1913.

Employes Injured in the Manner Stated.

Camden Terminal Division—The Pennsylvania Railroad Co.

March 24, 1913—William Bessey, yard freight conductor, injured while uncoupling cars at Camden, N. J. Eli Thomas, engineman; William Bessey, conductor.

April 4, 1913—John P. Belleville, freight brakeman, injured while releasing brakes on car. F. J. Kleinschmidt, engineman; J. S. Bates, conductor.

April 29, 1913—Homer C. Keleher, signal laborer, injured by being struck by drill train at Camden, N. J. (Pavonia Yard). William Van Nest, engineman; J. T. McKaig, conductor.

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June 16, 1913—A. C. Powell, Jr., freight brakeman, injured while working about train at Camden, N. J. F. Richman, engineman; J. B. Martin, conductor.

June 24, 1913—Anton Soslowski, passenger car repairman, fell from ladder while working about car. Crew unknown.

June 26, 1913—William Bessey, freight yard conductor, injured while working about drill train, air hose struck him, Camden, N. J. F. Elbertson, engineman; W. Bessey, conductor.

July 1, 1913—Kenneth M. Scotten, passenger yard brakeman, injured by jumping from drill train and being struck by engine on next track, Camden, N. J. W. H. Way, engineman; C. L. Dougherty, conductor.

July 8, 1913—Pasquale Costanzo, car cleaner, injured by being knocked down in car, due to other cars colliding with it, Camden, N. J. Crew unknown.

July 30, 1913—Harry Cale, yard brakeman, injured while assisting in drilling cars at Camden, N. J. G. Fennimore, engineman; R. H. Boyce, conductor.

August 7, 1913—N. R. McCollister, yard brakeman, injured while working about train, Camden, N. J. N. Prevost, engineman; R. Boyd, conductor.

August 19, 1913—J. M. O'Brien, extra yard brakeman, injured while working about train, Camden, N. J. J. McCulley, engineman; C. E. Lutz, conductor.

August 26, 1913—C. E. Pfeffer, freight brakeman, injured by catching foot in loose boards on car roof, Pavonia Yard, Camden, N. J. R. Sprowl, engineman; N. H. Taylor, conductor.

September 2, 1913—Edmund Myers, laborer, while unloading freight from car, Camden, N. J. W. Van Nest, engineman; J. T. McKaig, conductor.

September 3, 1913—William Kistner, freight brakeman, injured by falling from car at Pavonia Yard, Camden, N. J. A. Perkins, engineman; J. MacIntyre, conductor.

September 18, 1913—John G. Helm, freight brakeman, injured by draft of cars colliding with other cars, Camden, N. J. W. K. Lawson, engineman; W. W. Patterson, conductor.

September 23, 1913—P. W. Shemela, yard freight conductor, injured while working about train at Camden, N. J. J. E. Lacey, engineman; F. W. Shemela, conductor.

October 18, 1913—Frederic Gagliardo, ash pit laborer, injured by being struck by light engine while going over ash pit, Camden, N. J. No crew involved.

October 26, 1913—William W. Patterson, yard freight conductor, killed while engaged in drilling cars, Camden, N. J. W. K. Lawson, engineman; W. W. Patterson, conductor.

November 4, 1913—Charles J. Galvin, switchman, injured by drill engine while walking too close to track, Camden, N. J. W. F. Reynolds, engineer; no conductor.

November 28, 1913—J. J. Conroy, yard conductor, injured in attempt to lower gondola car door. R. Elbertson, engineman; G. Weldon, conductor.

December 16, 1913—Arthur Millard, fireman, slipped on pilot of engine and fell to ground, Camden, N. J. H. Harker, engineman; F. Johnson, conductor.

December 21, 1913—Howard L. Padgett, freight brakeman, injured while attempting to board train while in motion. Thos. Ford, engineman; W. J. Thompson, conductor.

December 25, 1913—George H. Shinn, fireman, slipped and fell in engine tank, Camden, N. J. F. J. Berrin, engineman; F. T. Sprague, conductor.

Employes Coupling and Uncoupling Cars.

Manhattan Division.

August 13, 1913—Edward J. Jones, little finger of right hand bruised and partly cut off at Hars. Cove. J. Hall, engineer; J. A. Quinn, conductor.

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September 1, 1913—Robert W. Marfleet, left thumb crushed at Hars. Cove. Thos. Cody, engineer; H. T. Lowenberg, conductor.

Falling from Trains, Locomotives or Cars.

March 8, 1913—Sidney J. Trethewey, right hip bruised at Hars. Cove. G. D. McCullaugh, engineer; M. J. Frawley, conductor.

March 21, 1913—Michael F. Leonard, left side bruised at Hars. Cove. G. D. McCullaugh, engineer; J. W. McDermott, conductor.

July 8, 1913—William J. O'Brien, face slightly bruised at Hars. Cove. E. V. Metz, engineer; J. J. Jamison, conductor.

July 31, 1913—Anton Kanaby, left ankle bruised at Hars. Cove. J. P. Mason, engineer; T. Dempsey, conductor.

August 13, 1913—John F. Brady, left shin cut and bruised at Hars. Cove. C. Campbell, engineer; J. J. Egan, conductor.

September 4, 1913—John W. McDermott, left shoulder injured at Hars. Cove. G. D. McCullaugh, engineer; J. W. McDermott, conductor.

Struck by Trains, Locomotives or Cars.

March 11, 1913—Joseph Wisoki, back, spine and left hand injured at Hars. Cove. H. Fliegauf, engineer; P. J. McHale, conductor.

November 10, 1913—Harry Loeber, killed at Hars. Cove. N. Brown, engineer; J. G. Pahl, conductor.

Struck by Obstructions Overhead and at Side of Tracks.

August 15, 1913—William W. Capple, right and left knee injured at Hars. Cove. T. F. O'Connor, engineer; Geo. Allen, conductor.

November 12, 1913—James J. Colliton, forehead, nose and chin scratched at Hars. Cove. G. C. McCullaugh, engineer; W. F. Nester, conductor.

Other Causes.

January 1, 1913—Emil J. P. Romaine, right side bruised at Hars. Cove. Crew unknown.

January 16, 1913—Emil J. P. Romaine, toe on right foot bruised at Hars. Cove. W. T. Gillen, engineer; S. L. Van Benthuysen, conductor.

January 17, 1913—S. L. Van Benthuysen, left side and arm injured at Hars. Cove. W. T. Gillen, engineer; S. L. Van Benthuysen, conductor.

January 20, 1913—Peter J. Mackin, left knee injured at Hars. Cove. J. Regan, engineer; C. M. Robinson, conductor.

January 22, 1913—James W. Berlew, gash through right ear at Hars. Cove. G. D. McCullaugh, engineer; G. Hawes, conductor.

February 11, 1913—Geo. F. Kemp, left side of face injured at Hars. Cove. J. H. Tierman, engineer; H. Simons, conductor.

February 13, 1913—Geo. W. Null, hip slightly injured at Hars. Cove. E. P. Arnold, engineer; M. J. Varley, conductor.

February 25, 1913—Robt. Y. McCall, left leg broken at Hars. Cove. R. Y. McCall, engineer; G. W. Crispin, conductor.

March 5, 1913—George Miller, right leg bruised at Hars. Cove. G. D. McCullaugh, engineer; M. J. Frawley, conductor.

March 6, 1913—Otto A. Pfifferling, right arm bruised at Hars. Cove. No engineer; no conductor.

March 13, 1913—Jas. A. Coman, left leg and groin injured at Hars. Cove. G. D. McCullaugh, engineer; D. F. McDermott, conductor.

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March 24, 1913—Dennis J. O'Brien, Jr., right side injured at Hars. Cove. H. Mitchell, engineer; T. J. Boyle, conductor.

April 17, 1913—Walter Denniston, right ankle sprained at Hars. Cove. I. Emmons, engineer; C. F. Wyckoff, conductor.

April 21, 1913—Edw. Van Hart Conley, left ankle wrenched at Hars. Cove. I. Emmons, engineer; C. F. Wyckoff, conductor.

May 14, 1913—Jas. A. Coman, back injured at Hars. Cove. M. G. Chevalier, engineer; J. G. Brezney, conductor.

May 21, 1913—Geo. W. Null, back sprained at Hars. Cove. S. T. Parker, engineer; C. J. P. Kraebel, conductor.

May 29, 1913—Edw. Van Hart Conley, right shin bruised at Hars. Cove. I. Emmons, engineer; E. V. H. Conley, conductor.

June 4, 1913—W. H. Banfield, slightly injured about head at Hars. Cove. G. B. Buzzee, engineer; W. H. Banfield, conductor.

June 12, 1913—Wm. Knauss, right arm and hand cut at Hars. Cove. Tractor; foreman, W. Knauss.

July 3, 1913—Edw. F. Knitter, left wrist sprained at Hars. Cove. W. T. Gillen, engineer; S. L. Van Benthuysen, conductor.

June 8, 1913—Geo. W. Null, left foot injured at Harsimus Cove. M. G. Chevalier, engineer; C. J. P. Kraebel, conductor.

July 8, 1913—Edw. J. Brabston, back bruised at Hars. Cove. T. Blakesley, engineer; A. C. Miller, conductor.

July 18, 1913—Jos. M. Boss, right knee sprained at Hars. Cove. C. Cozzens, engineer; J. H. Ochsie, conductor.

September 6, 1913—William G. Tucker, back injured at Hars. Cove. J. A. Smith, engineer; J. L. Kenihan, conductor.

September 15, 1913—Robert A. Kellar, right ankle sprained at Hars. Cove. No engineer; no conductor.

November 21, 1913—Patrick A. McGovern, ligaments of left arm sprained at Hars. Cove. J. R. Mitchell, engineer; J. E. Westcott, conductor.

Struck by Train, Locomotive or Cars—Non-Employes.

April 23, 1913—Thomas Thompson, right leg severed at knee and left leg crushed. Died 6:45 A. M. April 24, 1913. St. Francis Hospital. Injured at Hars. Cove. I. Emmons, engineer; C. F. Wyckoff, conductor.

May 16, 1913—Paul Sheminiski, killed at Hars. Cove. I. Emmons, engineer; E. V. H. Conley, conductor.

July 27, 1913—Thomas Anderson, right foot crushed at Hars. Cove. Crew unknown.

All the enginemen and conductors mentioned above are still in the service.

Employes Killed or Injured by Other Causes.

January 1, 1913—Antonio Eleoteri, M. W. laborer, right hand cut handling material at Bordentown.

January 6, 1913—Walter Slover, laborer, left foot bruised handling material at South Amboy, N. J.

January 8, 1913—William M. Jobes, carpenter, right side strained handling material at Bordentown.

January 9, 1913—Giovannia Massari, M. W. laborer, right hand injured handling material at Bordentown, N. J.

January 10, 1913—Austin C. Applegate, M. W. laborer, foot injured handling ties at Old Bridge, N. J.

January 10, 1913—Concenqio Bigioni, M. W. laborer, back sprained handling material at Bordentown.

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January 11, 1913—Federico Baratti, M. W. laborer, cut over right eye handling tools, Burlington.

January 15, 1913—Elmer E. Kirkuff, freight yard brakeman, left ankle sprained by fall at Hammonton Avenue, Trenton, N. J. W. H. Werts, engineer; C. O. Leigh, conductor.

January 15, 1913—Frank A. Compton, coal dropper, left hand injured by switch at South Amboy, N. J.

January 15, 1913—Clarence S. Chadwick, freight brakeman, right ankle sprained getting off car at Helmetta, N. J. H. C. Miller, engineer; J. B. Brink, conductor.

January 18, 1913—Elmer Bloodgood, freight yard brakeman, face scalded by escaping steam at South Amboy.

January 22, 1913—W. L. McCommons, freight brakeman, left hand injured by lading shifting at Bordentown. Geo. Terrill, engineer; A. J. Steinmetz, conductor.

January 23, 1913—John R. Gotz, shop hand, left hand injured handling material at South Amboy, N. J.

January 25, 1913—J. T. Mason, freight conductor, right hand injured by fall at Bordentown, N. J. Albert Schuster, engineer; J. T. Mason, conductor.

January 28, 1913—Geo. R. Devine, carpenter, right hand injured handling machinery at Bordentown.

January 31, 1913—Stephen Laskiewicz, freight car repairman, left foot bruised handling tools at South Amboy, N. J.

February 1, 1913—John J. Smith, laborer, left side injured handling machinery at South Amboy.

February 1, 1913—William M. Jobes, carpenter, face cut handling tools near Bordentown.

February 4, 1913—Harry J. Cliver, freight brakeman, back sprained handling freight at Riverton, N. J. J. Robbins, engineer; R. R. West, conductor.

February 7, 1913—Philip J. McGuire, loading inspector, left wrist wrenched by fall at South Amboy.

February 9, 1913—Thos. B. Ehrlich, engine inspector, right hand cut handling tools, South Amboy.

February 24, 1913—Gregor Maguszynice, car repairman, left hand injured handling material at South Amboy, N. J.

February 28, 1913—Samuel H. Pitman, M. W. laborer, right hand injured handling rail, Bordentown, N. J.

April 10, 1913—Frank J. Cramer, M. W. laborer, left foot bruised handling material at Roebling.

April 8, 1913—William Reed, M. W. laborer, left hand cut handling tools at Roebling, N. J.

April 18, 1913—L. A. Vadakin, freight brakeman, ankle sprained by fall at Old Bridge, N. J. C. Jobes, engineer; H. McCue, conductor.

April 21, 1913—Wilmer N. Keisling, acting agent, ankle sprained by misstep at Beverly, N. J.

April 21, 1913—Feliz Golets, crossing watchman, left leg and arm bruised by fall at Spotswood, N. J.

April 24, 1913—Harry Atkinson, laborer, back sprained handling freight at Riverside, N. J.

May 5, 1913—William J. Moody, freight brakeman, right knee bruised getting on car at Runyon. R. O. Steelman, engineer; C. R. Grant, conductor.

May 12, 1913—John B. Willoby, freight brakeman, ankle and knee bruised getting on car at Helmetta, N. J. J. B. Schuyler, engineer; W. S. Thorpe, conductor.

May 13, 1913—William H. Hunsinger, track foreman, eye injured handling tools, Robbinsville.

May 16, 1913—Chas. G. Joslyn, warehouseman, severe injury to head and body by falling from car at Hightstown, N. J.

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May 16, 1913—H. B. Wahl, groundsman, foot cut handling tools, Roebling, N. J.

May 19, 1913—Martin H. Baird, air brake repairman, left hand hurt handling tools, South Amboy.

May 24, 1913—Loretangeli Sante, M. W. laborer, slight injury to head handling tools at Florence.

May 26, 1913—John M. Phillips, freight car repairman, right ankle sprained by fall at South Amboy.

May 30, 1913—Raymond Lanigan, freight brakeman, right hand sprained handling frog at Runyon, N. J. E. A. Cooper, engineer; G. J. Woodington, conductor.

June 6, 1913—Richard B. Ward, freight brakeman, left leg and right thumb bruised by fall from car at West Palmyra. J. Robbins, engineer; H. M. Fritzinger, conductor.

June 2, 1913—Joshua C. Hill, flagman, leg crushed run over by car at Bordentown, N. J. Geo. Terrell, engineer; A. J. Steinmetz, conductor.

June 12, 1913—Harry S. Wood, baggage-master, foot bruised handling box at Riverton, N. J. W. J. Burton, engineer; W. W. Gaskill, conductor.

June 11, 1913—Carlo Bocchini, M. W. laborer, hand injured handling tools, Fieldsboro, N. J.

June 13, 1913—Thos. H. Redmond, freight brakeman, testicle strained releasing brake at Bordentown. W. B. Ludlow, conductor.

June 26, 1913—C. T. Kimble, freight brakeman, right arm bruised releasing brakes on cars at Runyon, N. J. W. L. Anderson, engineer; B. McKenna, conductor.

June 27, 1913—Giacoma Pecorilli, M. W. laborer, left hand and left hip bruised by piece of ice thrown from train at Yardville.

July 1, 1913—Loretangeli Sante, M. W. laborer, left hand cut handling tools at Kinkora, N. J.

July 4, 1913—Russell Rockhill, helper, arm sprained by fall at Helmetta, N. J.

July 8, 1913—T. B. Eskridge, operator, injured about the head and body, struck by baggage truck at Helmetta, N. J.

July 15, 1913—Felice Ferri, M. W. laborer, head bruised by car door at Beverly, N. J.

July 15, 1913—Joseph Baran, M. W. laborer, right wrist cut handling rail at South Amboy.

July 16, 1913—James P. Egan, freight brakeman, hand bruised closing car door at Riverton, N. J.

July 16, 1913—C. G. Meilke, freight flagman, skull fractured and face bruised, struck by overhead bridge east of Jamesburg, N. J. F. Boone, engineer; S. E. Sterner, conductor.

July 13, 1913—Frederick J. Ertle, freight brakeman, eye injured by cinder at Yardville, N. J. D. Eckman, engineer; C. R. Stewart, conductor.

July 22, 1913—W. T. Crammer, carpenter, left hand bruised handling tools at Bordentown, N. J.

July 22, 1913—George R. Devine, carpenter, hand bruised handling tools at Bordentown, N. J.

July 23, 1913—W. F. Petty, freight brakeman, right ankle and leg bruised by lading shifting at East Burlington. L. V. Cain, engineer; A. B. Southerd, conductor.

July 28, 1913—Luigi Scartocci, M. W. laborer, hand injured handling tools at Bordentown, N. J.

July 30, 1913—Luigi Grasso, M. W. laborer, left hand bruised handling tools at Burlington.

August 2, 1913—Giacomo Astolfi, M. W. laborer, left side sprained handling rails at Burlington.

August 8, 1913—W. H. Smith, freight brakeman, right leg bruised by fall from car at Jamesburg, N. J. R. T. Clayton, engineer; J. Gunson, conductor.

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August 9, 1913—James Doory, engineman, right hand injured against tool box on engine at Cranbury. James Doory, engineer; E. Patton, conductor.

August 9, 1913—W. T. Wampole, groundsman, side strained carrying material at Bordentown, N. J.

August 10, 1913—J. B. Thomas, freight brakeman, left knee and shoulder bruised by fall at Bordentown.

August 11, 1913—A. H. Danley, freight brakeman, right foot bruised falling from car at Prospect Plains. C. A. Jobes, engineer; H. V. McCue, conductor.

August 12, 1913—Frank Wojcichowski, freight car repairman, left hand injured handling tools at South Amboy.

August 14, 1913—John F. Griffin, freight conductor, left hand bruised by fall at East Burlington, N. J.

August 15, 1913—E. J. Schlichting, fireman, left wrist burned while working fire at Burlington, N. J.

August 16, 1913—Giovanni Maracea, M. W. laborer, left leg bruised by fall at Riverton, N. J.

August 16, 1913—Andrea Masseri, M. W. laborer, left foot injured handling tools at Rusling, N. J.

August 18, 1913—L. Estello, freight brakeman, elbow bruised getting off car at Jamesburg, N. J. R. F. Clayton, engineer; J. Gunson, conductor.

August 20, 1913—Chas. R. McDaniel, M. W. laborer, right hand injured handling tools at Yardville, N. J.

August 25, 1913—Geo. Klisko, M. W. laborer, thumb mashed handling material at South Amboy, N. J.

August 27, 1913—Michael G. Langan, M. W. laborer, left leg bruised getting off car at Yardville, N. J. W. T. Perry, engineer; I. D. Peak, conductor.

August 28, 1913—A. B. Southard, freight conductor, left hand injured handling material at East Burlington.

September 1, 1913—John T. Addison, freight brakeman, hand injured by car door at Prospect Plains, N. J. T. C. Eckman, engineer; C. R. Stewart, conductor.

September 9, 1913—W. A. Colgan, flagman, left side sprained pushing cabin car at Old Bridge, N. J. A. W. Fitzgerald, engineer; C. A. Slimm, conductor.

September 12, 1913—J. M. Phillips, freight car repairman, head injured handling tools at South Amboy, N. J.

September 17, 1913—Geo. H. Gross, laborer, left ankle sprained handling freight at Jamesburg, N. J.

September 17, 1913—H. Smith, freight brakeman, right foot sprained handling freight at Yardville, N. J. C. A. Jobes, engineer; H. V. McCue, conductor.

September 19, 1913—Eugenio DiPietro, M. W. laborer, right foot bruised handling ties at Roebling.

September 19, 1913—R. M. Sprague, storetender, right ankle sprained handling tools at South Amboy.

September 21, 1913—J. P. Costello, freight flagman, right arm strained getting off car at Old Bridge. J. Ader, engineer; C. H. Phillips, conductor.

September 23, 1913—J. F. Shroder, freight brakeman, ankle sprained by fall at Jamesburg, N. J. R. F. Clayton, engineer; R. P. Farr, conductor.

September 26, 1913—J. K. Ingram, fireman, left arm broken by lever of engine at South Amboy, N. J. A. M. Jennings, engineer; J. P. Dill, conductor.

September 23, 1913—F. J. Murcha, brakeman, head injured by overhead bridge at Cranbury, N. J. W. C. Everitt, engineer; J. N. Newell, conductor.

September 25, 1913—William Ritter, carpenter, left foot cut by a nail at Florence, N. J.

October 2, 1913—J. J. Coughlin, freight brakeman, right foot bruised by switch lever at Jamesburg. H. L. Jobes, engineer; H. Z. Mount, conductor.

October 8, 1913—C. W. Butterfield, yard clerk, knee bruised by fall at Bordentown, N. J.

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October 14, 1913—Eugenio Santone, M. W. laborer, back bruised handling ties at Burlington, N. J.

October 15, 1913—John McCaw, Jr., fireman, knee sprained by fall on engine at Florence, N. J.

October 16, 1913—H. F. Fikentscher, freight brakeman, both ankles sprained by a fall from car at South Amboy. G. L. Ettenger, engineer; J. T. Mason, conductor.

October 18, 1913—Jos. Simenore, M. W. laborer, left foot bruised handling rail at Spotswood, N. J.

October 21, 1913—C. Anderson, freight brakeman, back wrenched by fall on engine at Stevens. No engineer; J. W. Knowles, conductor.

October 22, 1913—Stanislaw Lewanaoskie, freight car repairman, right leg cut handling tools, South Amboy.

October 23, 1913—Stephen Riley, laborer, hand injured handling freight at South Amboy.

October 24, 1913—William Kistner, freight brakeman, side sprained handling freight at Riverton, N. J. William Joiner, engineer; J. B. Dean, conductor.

November 5, 1913—T. A. Barter, freight brakeman, back bruised by baggage truck on platform, Riverside. J. W. Robbins, engineer; H. M. Fritzsinzer, conductor.

November 7, 1913—Francesco Sardella, M. W. laborer, left foot bruised handling ties, Fieldsboro, N. J.

November 10, 1913—William Hayes, freight brakeman, hand injured handling freight at Hightstown, N. J.

November 20, 1913—Nathan Duben, M. W. laborer, right hand injured handling ties at Fieldsboro, N. J.

November 14, 1913—J. T. Robbins, engineman, right arm bruised by falling on engine, Beverly, N. J. J. T. Robbins, engineer; R. R. West, conductor.

November 24, 1913—William P. Siegriest, car repairman, hand injured handling tools, South Amboy.

November 28, 1913—Howard Kniss, M. W. laborer, left leg and right side bruised handling material at Burlington, N. J.

November 28, 1913—Pietro Bonanni, M. W. laborer, left foot bruised handling timber at Burlington.

December 3, 1913—S. H. Pitman, laborer, back sprained handling ties at Bordentown, N. J.

December 2, 1913—Gottlib Newmann, blacksmith, left foot cut handling tools at South Amboy, N. J.

December 12, 1913—Thos. Brennen, lineman, had cut and bruised handling material at Riverside, N. J.

December 5, 1913—M. J. Roche, freight brakeman, heel bruised by falling from car at Beverly, N. J. A. H. Steinmetz, conductor; no engineer.

December 30, 1913—W. L. Southwick, yard helper, right leg bruised getting on a car at Burlington. P. F. Mount, engineer; I. D. Peak, conductor.

Bordentown Branch.

July 29, 1913—Loreto Angeli, M. W. laborer, hand injured handling tools at Rusling.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

November 22, 1913—Unknown man, killed near Robbinsville, N. J. E. W. Cain, engineer; C. Davidson, conductor.

November 23, 1913—Edward Chatman, killed near Yardville, N. J. Train unknown.

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November 25, 1913—Fred. Jacobs, injured about head and body, near Ernston, N. J. H. Bloodgood, engineer; J. Stanton, conductor.

December 7, 1913—John Sayre, injured about the head at East Burlington, N. J. W. J. Grace, engineer; D. C. Bullock, conductor.

Persons Killed or Injured by Other Causes.

January 27, 1913—Edgar W. Heisler, hand injured by falling from train at Beverly, N. J. W. G. Riley, engineer; H. G. VanMarter, conductor.

January 30, 1913—A. Cubberly, right side injured by fall in car at Jamesburg, N. J. G. Wilkinson, engineer; Jos. Dowell, conductor.

February 4, 1913—Ethel Dock, arm injured by fall alighting from train at Hightstown, N. J. G. E. Moore, engineer; J. James, conductor.

February 12, 1913—Mrs. Herman Schwartz, hand bruised by fall at Riverton, N. J.

February 14, 1913—H. Barron, wrist bruised by car door at Riverside, N. J. W. Tilton, engineer; Ed. Stout, conductor.

February 22, 1913—Dayton Phillips, right hand bruised by car door at Riverton, N. J. J. B. Jobes, engineer; J. L. Richey, conductor.

February 27, 1913—John Sodusky, both legs crushed by falling under wheels of train at Ernston, N. J. F. G. Disbrow, engineer; J. T. Dill, conductor.

March 22, 1913—Miss H. Westervell, side injured by falling in car at Morris Junction. J. H. McMurty, engineer; W. B. Bean, conductor.

March 31, 1913—Milton Levick, face bruised getting on train at Old Bridge, N. J. E. P. King, engineer; J. H. Duncan, conductor.

April 21, 1913—Miss Ethel M. Duncan, ankle sprained by fall alighting from train at Lower Jamesburg, N. J. E. W. Cain, engineer; H. M. VanNest, conductor.

May 3, 1913—Patrick O'Loughlin, side bruised by fall alighting from train at Jamesburg. Frank Jennings, engineer; J. H. Duncan, conductor.

May 19, 1913—Miss Jennie Coons, left arm injured by fall alighting from train at Riverside, N. J. H. Treaux, engineer; A. L. Johnson, conductor.

July 8, 1913—C. O. Erricson, arm bruised; L. G. Erricson, foot bruised, by baggage truck at station, Helmetta, N. J.

July 25, 1913—E. W. Bennett and G. R. Bennett, injured about the head by pieces of broken car window at Florence. W. Hand, engineer; H. Ostrander, conductor.

August 4, 1913—William McGuire, ankle sprained by fall alighting from train at Delanco, N. J. F. Jennings, engineer; W. W. Gaskill, conductor.

September 9, 1913—Robert F. Miller, head cut by piece of broken car window at Delair, N. J. P. J. Hire, engineer; E. Stout, conductor.

October 5, 1913—A. S. Cooper, hand injured by car door at Palmyra, N. J. No engineer; T. A. Wright, conductor.

October 18, 1913—Geo. Rigler, legs bruised by fall alighting from train at Spotswood, N. J. T. Jobes, engineer; D. R. Blizard, conductor.

November 23, 1913—Mrs. Frank Bills, left leg injured by fall at Bordentown, N. J.

December 1, 1913—Mrs. Workman, hip injured by falling alighting from train at Riverside. J. Jones, engineer; D. R. Blizard, conductor.

May 24, 1913—Edward Kelly, left foot crushed jumping on train at East Burlington, N. J. J. B. Schuyler, engineer; W. S. Thorpe, conductor.

Persons Killed by Trains While Crossing Tracks.

April 10, 1913—Joseph Rush, killed at Cinnaminson Ave., Palmyra, N. J. H. F. Ogden, engineer; R. R. West, conductor.

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July 22, 1913—Valentz Brzybrlak, killed at Thompson St., Burlington, N. J. J. R. Bodine, engineer; C. A. Holloway, conductor.

October 20, 1913—Jos. Petty, killed at Maple St., Helmetta, N. J. L. L. Tisser, engineer; Jos. Smith, conductor.

Persons Injured by Trains While Crossing Tracks.

April 10, 1913—Furman Rush, injured about head and body at Cinnaminson Ave., Palmyra. H. F. Ogden, engineer; R. R. West, conductor.

July 31, 1913—E. E. Bergen, injured about the leg at Washington St., Burlington, N. J. J. Kugler, engineer; A. F. Perret, conductor.

October 2, 1913—Henry Wells, injured about head and body at Woodlane Ave., Edgewater Park, N. J. J. C. Shreve, engineer; W. G. Brown, conductor.

October 22, 1913—H. W. Brock, Bernett Bintleff, Clifford Bintleff, Nicolas Lomanne, Wm. P. Laun, all injured about head and body at Cooper St., Beverly, N. J. L. Elms, engineer; no conductor.

Persons Killed or Injured by Trains While Walking or Standing on Tracks.

January 8, 1913—Geo. Hoffman, killed at Cambridge, N. J. F. Goff, engineer; A. F. Perret, conductor.

March 9, 1913—P. Coleman, killed near Bordentown, N. J. Train unknown.

May 24, 1913—Jos. Curley, injured about the head at Hightstown, N. J. J. B. Schuyler, engineer; W. S. Thorpe, conductor.

June 17, 1913—Unknown man, killed at Hightstown, N. J. Train unknown.

July 13, 1913—Richard Clark, injured about the head and body at Hightstown, N. J. Train unknown.

August 24, 1913—Harry Clappell, killed at Lippincott Ave., Riverside, N. J. J. Costigan, engineer; Mason Rudman, conductor.

August 19, 1913—Thomas McCormick, killed at Burlington, N. J. Train unknown.

November 3, 1913—Alex. Sairtski, killed near Fieldsboro, N. J. W. E. Hand, engineer; J. W. Goff, conductor.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.

January 6, 1913—Jas. Henderson (colored), injured at Jersey City, N. J. J. Burke, conductor; J. O'Brien, engineer.

January 11, 1913—M. Norwisky, killed at Linden, N. J. T. A. Cosgrove, conductor; W. B. Searles, engineer.

January 25, 1913—Jas. McKee, injured at Jersey City, N. J. T. M. Hoffman, conductor; J. W. Jewett, engineer.

February 10, 1913—John Morris, killed at Linden, N. J. J. Cafferty, conductor; F. A. Henneman, engineer.

February 14, 1913—Mrs. Mary Galvin, killed at New Brunswick, N. J. R. E. Buggy, conductor; F. A. Blakesley, engineer.

May 6, 1913—John Kromer, injured at Lawrence, Trenton, N. J. J. H. Gamble, conductor; N. Bratton, engineer.

May 20, 1913—Samuel Ricker, killed at South St., Newark, N. J. C. R. Evans, conductor; A. Rodgers, engineer.

August 21, 1913—John Krupscrak, killed at Linden, N. J. H. L. Poland, conductor; W. F. Keefe, engineer.

October 16, 1913—Michael Dunz, killed at Marion, Jersey City, N. J. J. Burke, conductor; J. O'Brien, engineer.

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November 2, 1913—Frank Townsend, injured at Princeton Junction, N. J. R. Symons, conductor; J. Graham, engineer.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

January 10, 1913—Frank Fistek, killed at Rahway, N. J. H. L. Poland, conductor; W. S. Laird, engineer.

January 14, 1913—Baiso Sanzone, injured at Marion, Jersey City, N. J. Light engine; E. J. Outwater, engineer.

March 11, 1913—John Coreskey, injured at Harrison, N. J. W. H. Nunn, conductor; F. Hyde, engineer.

April 19, 1913—Theo. Sullivan, Jr., injured at Stelton, N. J. E. Lynch, conductor; C. O. Eldridge, engineer.

May 10, 1913—John L. Butler, killed at Rahway, N. J. L. Hampton, conductor; P. McGovern, engineer.

May 15, 1913—John Foster, injured at Harrison, N. J. J. H. Stout, conductor; W. H. Peabody, Jr., engineer.

June 13, 1913—Chas. A. Rogers, killed at Princeton Junction, N. J. C. M. Malmsbury, conductor; M. P. Schira, engineer.

June 19, 1913—Henry H. Davis, killed at Waverly, Newark, N. J. G. J. Tyrol, conductor; J. Maloney, engineer.

June 22, 1913—Lewis Smith, injured at Trenton, N. J. G. Woodington, conductor; C. H. Compton, engineer.

June 24, 1913—Ike Diamond, injured at Colonia, N. J. H. Leonard, conductor; O. P. Kellar, engineer.

August 8, 1913—Sig. Lominsky, injured at Jersey City, N. J. T. Watson, conductor; H. G. Cochrane, engineer.

August 17, 1913—Unknown man, killed at Newark, N. J. N. B. Van Horn, conductor, M. McNearny, engineer.

September 5, 1913—William Frey, injured at Iselin, N. J. B. S. Quinland, conductor; J. M. Cook, engineer.

November 29, 1913—John Haggerdorn, killed at Rahway, N. J. J. L. Riland, conductor; M. J. Kellar, engineer.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

January 9, 1913—Edwin L. Packer, injured at Trenton, N. J. J. W. Noble, conductor; T. C. Bellerjeau, engineer.

February 1, 1913—J. Flynn, injured at Harrison, N. J. F. A. Smith, conductor; E. Reynolds, engineer.

February 4, 1913—Edward Ives, killed at Waverly, Newark, N. J. E. Ammerman, conductor; J. H. O'Connors, engineer.

February 7, 1913—T. Symington, killed at South Elizabeth, N. J. W. H. Post, conductor; J. Niece, engineer.

February 17, 1913—Wm. Lodine, injured at Monmouth Junction, N. J. A. White, conductor; L. C. Mahoney, engineer.

March 1, 1913—M. J. Boice, injured at Rahway, N. J. N. B. Van Horn, conductor; V. W. Traphagen, engineer.

March 2, 1913—John Carolan, injured at Elizabeth, N. J. E. J. Volkert, conductor; J. M. Carroll, engineer.

March 22, 1913—John R. Rupp, injured at Trenton, N. J. E. Deacon, conductor; J. B. Watts, engineer.

April 24, 1913—G. C. Gamma, injured at Market street, Newark, N. J. J. G. Sackrider, conductor; W. H. Stalee, engineer.

May 2, 1913—Chas. Ochsner, injured at South street, Newark, N. J. C. Campbell, conductor; B. F. Twible, engineer.

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May 24, 1913—Sillman Smith, injured at New Brunswick, N. J. E. S. Payran, conductor; J. M. Mullen, engineer.

June 5, 1913—Mrs. M. Hamilton, injured at South street, Newark, N. J. N. B. Van Horn, conductor; M. McNearney, engineer.

June 11, 1913—Francis Dent (colored), injured at Trenton, N. J. C. F. Schweder, conductor; H. A. Claflin, engineer.

June 16, 1913—William Tracey, injured at South street, Newark. W. C. Wilson, conductor; F. Pearl, engineer.

July 18, 1913—Fred. Walker, killed at Trenton, N. J. A. C. Miller, conductor; C. W. Seeds, engineer.

July 18, 1913—William Quinn, injured at Meadows, Kearny, N. J. J. J. Jamison, conductor; E. Metz, engineer.

July 20, 1913—W. H. Van Blarcum, Jr., injured at Marion, Jersey City, N. J. J. D. Smith, conductor; G. A. Ward, engineer.

August 5, 1913—Tony Cozz, injured at Jersey City, N. J. Unknown train.

August 7, 1913—Mrs. H. Van Sickle, injured at Metuchen, N. J. J. F. Post, conductor; J. Sweeney, engineer.

October 21, 1913—F. Krestan, injured at North Elizabeth, N. J. G. A. Reed, conductor; M. McNearney, engineer.

December 21, 1913—John Dobgl, injured at Trenton, N. J. J. Gordon, conductor; O. W. Morrow, 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)

January 10, 1913—Eugene F. Winham, killed at Rahway, N. J.
January 20, 1913—Sabatino Grisci, fatally injured at Linden, N. J.
March 8, 1913—George DeMass, injured at South Elizabeth, N. J.
April 30, 1913—Jos. Rosinski, Jr., injured at Trenton, N. J.
May 11, 1913—Geo. R. Squires, colored, killed at Metuchen, N. J.
May 29, 1913—Unknown man, killed at Perth Amboy Jct., Rahway, N. J.
June 7, 1913—Claude P. Autry, killed at South Elizabeth, N. J.
July 7, 1913—J. Hudson Wise, killed at Rahway, N. J.
July 19, 1913—John Tomias, killed at Linden, N. J.
August 26, 1913—Wm. G. Holmes, killed at Rahway, N. J.
August 27, 1913—Alfred G. Goodall, killed at Plainsboro, N. J.
October 8, 1913—Peter Zimmerman, killed at South Elizabeth, N. J.
October 25, 1913—Unknown man, killed at Trenton, N. J.
October 26, 1913—Ferris Zoro, injured at Market St. Station, Newark, N. J.
October 26, 1913—Geo. W. Contrell, killed at Trenton, N. J.

Persons Other Than Employes, Killed or Injured In Other Ways Than As Stated Above.

January 12, 1913—Edw. Bellew, Trenton, N. J., fell from an unknown freight train while stealing a ride; scalp wounds. Crew unknown.

January 30, 1913—W. Skirton, Franklin Park, N. J., fell from train No. 14, en route, while crossing from one car to another; killed. W. H. Washer, conductor; C. H. Bloomer, engineer.

February 7, 1913—Edward Rivers, New Brunswick, N. J., closed the door of the toilet, coach 1646, train 118, on his own hand, right, bruising same. W. Burroughs conductor; J. H. Vandegrift, engineer.

February 8, 1913—Vincenzo Navi, Trenton, N. J., claims to have been struck by a piece of coal that fell from a passing train, inflicting lacerations of hands, face and head. Unknown train.

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February 11, 1913—Paul P. Travers, Newark, N. J., in endeavoring to raise window of coach, train 19, pushed hand through window glass, cutting right hand. W. J. Thomas, conductor; C. Higgins, engineer.

February 20, 1913—C. R. Lochevet, Trenton, N. J., while alighting from train 129, slipped and fell. R. H. Gamble, conductor; T. H. Carroll, engineer.

February 22, 1913—Harry L. Horton, Elizabeth, N. J., claims that while standing on platform of coach, train No. 224, waiting to alight, door closed on his hand, bruising right hand. T. F. Goble, conductor; W. Bartlett, engineer.

March 3, 1913—Dr. E. A. Rushford, wrist and hand bruised; J. A. O'Keefe, E. P. Scott, slight cuts and bruises, Rahway, N. J., explosion of locomotive boiler, engine No. 2037, hauling extra passenger train, account of low water in boiler, causing ballast to fly and break window glasses in coaches of the train.

March 15, 1913—Albert Geldhauser, Elizabeth, N. J., claimed that while standing on platform of coach, train No. 469, someone closed the door on his hand, bruising finger, left hand. J. R. Thatcher, conductor; O. Shipley, engineer.

March 25, 1913—R. L. Trenover, Harrison, N. J., tripped and fell over suit case on train No. 0220, Manhattan Transfer, bruising both knees. J. J. Coffey, conductor; J. Burdick, motorman.

March 26, 1913—Fred. C. Harding, Market St., Newark, N. J., while standing on platform preparing to alight from train, hand rail that secures trap door, came out of socket and struck him on head, inflicting slight contusion. C. C. Howard, conductor; W. Tillon, engineer.

March 31, 1913—Miss Sarah Evans, Rahway, N. J., window broken on train No. 112, by something striking same, flying glass striking passenger; right eye injured. F. Minster, conductor; E. L. Godefroy, engineer.

March 31, 1913—Unknown girl, South St., Newark, N. J., door of coach, train No. 323, was closed on this child's hand by another passenger, while alighting from train. Wm. Gee, conductor; J. Hubbs, engineer.

April 10, 1913—William Henry, Newark, N. J., claims that a hot cinder entered his eye while a passenger on train 129. R. W. Gamble, conductor; T. J. Carroll, engineer.

April 12, 1913—Mrs. Henrietta Kemper, Jersey City, N. J., struck by glass from window broken by stoning of train, H. & M. 1147, electric, claiming a piece of glass lodged in her right eye. Thomas Ford, conductor; E. Banghart, motorman.

April 12, 1913—Mrs. E. L. Burbank, Trenton, N. J., claimed to have fallen over suit case in aisle of car, train 71, injuring right shoulder. E. J. Thoroughgood, conductor; R. F. Manlove, engineer.

April 17, 1913—Mrs. J. G. Perkins, Elizabeth, N. J., while alighting from train 150, slipped and fell, spraining right ankle. Geo. J. Tyrol, conductor; F. Roberts, engineer.

April 17, 1913—Miss A. L. Stevens, Rahway, N. J., claims that while alighting from train 943, the door of coach closed on her right hand, bruising same. E. L. Freeman, conductor; F. C. Cain, engineer.

April 24, 1913—Unknown man, Summit Ave., Jersey City, N. J., while boarding train, H. & M. electric, No. 0489, his right hand was caught between the side of the door and the door casing, as the door was being opened. S. Silman, conductor; W. M. Kunle, engineer.

April 26, 1913—Miss L. Maddell, South St., Newark, N. J., while alighting from train 131, door closed on her hand, bruising her fingers of right hand. A. White, conductor; F. Bradbury, engineer.

May 9, 1913—Mrs. W. B. Given, Market St., Newark, N. J., while coming out of toilet of coach on train No. 63, she closed the door on her right hand, bruising finger. W. H. Post, conductor; W. Furman, engineer.

June 1, 1913—Miss A. C. Bates, Market St., Newark, N. J., while alighting from train 496, missed stepping box, and fell, spraining right wrist. E. E. Wilvert, conductor; M. McGowan, engineer.

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June 7, 1913—Benjamin Hughes, Rahway, N. J., standing on station platform, struck by a stone picked up by train 115, sustaining contusion of right leg. F. Minster, conductor; E. L. Godefroy, engineer.

June 8, 1913—Miss L. C. Clarke, Jersey City, N. J., claims to have been thrown to floor of car as she was getting out of her seat when train No. 176 stopped at this station, inflicting severe injuries to back. W. H. Post, conductor; W. Furman, engineer.

June 15, 1913—Mrs. E. C. Miller, North Elizabeth, N. J., this woman claims that while standing in door way of coach on train (number unknown), door closed on her hand, bruising right wrist and hand.

June 22, 1913—Miss Anna Peck, Iselin, N. J., fainted while alighting from train 85, and fell, sustaining small scalp wound on left side of head. E. J. Volkert, conductor; W. T. Austin, engineer.

July 5, 1913—Infant child, Mrs. J. Krou, Manhattan Trans., Harrison, N. J., alighting from train 222, child stepped between trap door and station platform, slightly scratching left leg. F. M. Adams, conductor; D. J. Keleher, engineer.

July 17, 1913—Gertrude Shasken, Jersey City, N. J., while sitting in coach of train No. 219, window suddenly dropped on her elbow, left, contusing same. J. H. Moore, conductor; J. M. Pickel, engineer.

July 17, 1913—Elwood Marsh, Waverly, Newark, N. J., this boy claims to have boarded some freight train at Waverly Yard, stealing a ride, when his foot was caught between the couplers of cars, right foot contused. Unknown train.

July 18, 1913—Miss Jessie Allen, Elizabeth, N. J., accidentally slipped and fell while alighting from standing train No. 130, slightly bruising elbow. G. Kleppinger, conductor; W. Bratton, engineer.

July 18, 1913—Mr. Chas. McElwaine, Jersey City, N. J., attempting to lower window of coach of train 487, which was stuck, by striking same, put hand through window, cutting right wrist. D. R. Blizzard, conductor; W. F. Lacy, engineer.

July 19, 1913—Harold Barnett, Princeton Junction, N. J., parents claim that on account of jar in train, this child was thrown against window sill of parlor car in train No. 31, and his forehead badly bruised. T. A. Brooks, conductor; J. H. Waters, engineer.

July 20, 1913—Mrs. Jos. L. Page, Harrison, N. J., while alighting from H. & M. train 0153, this woman had fingers of right hand bruised, due to catching same between the door and casing as trainman was opening the door. H. Wagner, conductor; H. Cavanaugh, engineer.

July 24, 1913—Jos. S. Lebo, Meadows, Kearny, N. J., stealing a ride on Adams Ex. train No. 17, struck by overhead bridge at W. & P. Branch, and killed. H. Danenhour, conductor; W. J. Godshall, engineer.

August 3, 1913—Peter Fridl, Rahway, N. J., attempting to board train 152, stumbled against the trap door and fell, sustaining slight contusion of nose. L. M. Hampton, conductor; F. Eshleman, engineer.

August 4, 1913—James Milligan, Harrison, N. J., Manhattan Trans., claims to have slipped on door sill of car, train No. 73, and fell, fracturing ulna bone of right arm. W. A. Boulton, conductor; J. H. McMurty, engineer.

August 25, 1913—Mrs. M. Gardner (colored), Harrison, N. J., Manhattan Trans., claims that while standing up in seat as train 58 was coming to a stop, a suit case fell out of rack and struck her on the top of the head, bruising forehead. W. S. Stewart, conductor; H. Newman, engineer.

September 18, 1913—Unknown man, Park Place, Newark, N. J., when alighting from H. & M. train No. 1173 at this station, being intoxicated, reeled and fell against safety chain of car, cutting lower lip. F. Hardt, conductor; F. Miller, engineer.

September 24, 1913—Frederick Baldwin, So. Broad St. Yard, Newark, N. J., unloading freight in car, drill engine pushed cars against the car in which he

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was working, throwing him down, wrenching left hip. Robt. Symons, conductor; M. J. Cahill, engineer.

September 26, 1913—Esther Viacava, New Brunswick, N. J., while sleeping on the seat of coach, train Ex. Pass. 5097, this child rolled off the seat to the floor of the car, bruising right forehead. C. C. Yeager, conductor; F. C. Myers, engineer.

September 27, 1913—Frank Demorest, en route between Deans and New Brunswick, N. J., struck head against door of car in pursuing some boys who were annoying him, train 138, laceration of forehead. G. T. West, conductor; C. Stickle, engineer.

September 30, 1913—William Van Horn, Newark, N. J., Waverly, fell from Extra 692 while stealing a ride and run over, killed. J. H. Lyons, conductor; J. J. Hawkey, engineer.

October 4, 1913—Marrao Milton, en route between Trenton and New Brunswick, N. J., nursing baby in the toilet of coach, train 148, some woman opened the door and seeing the toilet occupied closed the door; in doing so caught two fingers on baby's right hand. W. R. Cottrell, conductor; G. V. Plant, engineer.

October 1, 1913—Samuel Rabanowitz, Metuchen, N. J., while standing in the doorway of parlor sleeping car, train No. 32, another passenger closed the door on his hand, bruising finger slightly. P. J. Barrett, conductor; G. Reynolds, engineer.

October 19, 1913—E. W. Daniels, Newark, N. J., while walking through dining car, train 59, slipped on the iron door sill and fell, bruising right knee. J. T. Post, conductor; M. Lee, engineer.

October 24, 1913—Unknown man, Jersey City, N. J., entering the toilet of coach on train No. 483, accidentally closed the door of the toilet on his own hand, bruising thumb. H. G. Van Marter, conductor; W. G. Riley, engineer.

October 25, 1913—Eugene Franklin, Harrison, N. J., Manhattan Trans., walking through smoking car of train No. 23, this man slipped and fell on the platform of the car from some unknown reason, spraining right ankle. F. E. Brice, conductor; J. M. Cook, engineer.

October 16, 1913—Chas. Van Brock, face scratched; J. H. McKeown, abrasion of forehead, Iselin, N. J., train No. 126, engine of this train had eccentric strap broken, causing stone ballast to fly and break window in coach occupied by these passengers, the flying glass striking them in the face. F. Minster, conductor; G. Roe, engineer.

October 16, 1913—Mrs. A. A. Woodhull, Princeton Junction, N. J., this woman claims to have fallen over a suit case in the aisle of coach of train 73, when boarding train at this station, slightly bruising left ankle. W. A. Boulton, conductor; G. Roe, enginee.

October 19, 1913—Mrs. R. De Soto, Metuchen, N. J., while standing in the doorway of coach of train No. 173, preparing to alight, a passenger, coming out of the toilet of this car, closed the door on this wman's hand, bruising wrist. T. H. Flanagan, conductor; M. Hogen, engineer.

November 2, 1913—Miss Ray Bassoff, Market St., Newark, N. J., claims that while standing in doorway of coach of train No. 249, some unknown person closed the door on her hand, badly bruising fingers of right hand. W. J. Quinn, conductor; J. S. Sweeney, engineer.

November 2, 1913—Mrs. J. B. Dunn, Market St., Newark, N. J., after boarding train 407 at this station while going from one car to another to get seats together for the entire party, this woman tripped over the ridge on buffer plate and fell, bruising left knee. T. H. Flanagan, conductor; W. J. Rorohan, engineer.

November 15, 1913—Geo. Stryker (colored), Princeton, N. J., this man boarded train to see a friend off, and train No. 980 started before he got off. In alighting, he slipped and fell on platform, sustaining severe laceration of scalp. B. Gray, conductor; B. M. Lupton, engineer.

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November 29, 1913—D. B. Jacobson, Elizabeth, N. J., while standing in the vestibule of coach in train No. 938, the brakeman, coming out of the car to informs these passengers that there were seats in the rear, closed the doof on this man's hand, bruising two fingers. E. L. Freeman, conductor; L. E. Eastmond, engineer.

December 2, 1913—Mrs. Clara Luddington, Manhattan Trans. Harrison, N. J., while steam engine was coupling to train No. 135, engineman misjudged distance and struck train hard, causing this passenger to be thrown forward, striking her face against back of seat in front of her, lacerating lower lip. G. W. Hauler, conductor; A. B. Ryan, engineer.

December 3, 1913—V. Svattella, A. Reveida, Monmouth Junction, N. J., Immigrant Special, Ex. 1413, when passing this point, windows were broken by stones, and faces of passengers cut by flying glass. W. J. Thomas, conductor; J. Doak, engineer.

December 15, 1913—M. J. Gubovitz, Adams, New Brunswick, N. J., door on Ex. Frt. 3511 swung open and struck coaches of train No. 51, westward passenger, breaking windows, this passenger sustaining slight scratches about face from broken glass. W. G. Stewart, conductor; J. Anderson, engineer.

December 16, 1913—Norman Mitchell, Princeton, N. J., bullet from hunter's gun struck and broke window of coach in train No. 967, glass striking passenger, cutting cheek slightly. B. Gray, conductor; M. S. Montgomery, engineer.

December 17, 1913—Mrs. Jacob Guson, Trenton, N. J., train No. 51, enroute, steward, in endeavoring to open ventilator in dining car, pulled the hook out of the ventilator, the hook falling and striking this woman on the nose, bruising same. J. W. Jones, conductor; C. S. Stevens, engineer.

December 30, 1913—Julius Simmeroth, Elizabeth, N. J., this man claims that while standing on the platform of station, he was struck on the chin by a small piece of coal that fell from a passing locomotive. We are unable to determine the train responsible.

December 31, 1913—Miss N. Hartman, Market St., Newark, N. J., slipped on ice on station platform, while attempting to board train 392, spraining leg. A. V. Bergen, conductor; R. A. Skirm, engineer.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.

January 2, 1913—John E. Holle, injured at Waverly, Newark, N. J. J. E. Holle, conductor; S. Berner, engineer.

January 7, 1913—Leo I. Gorman, injured at Plainsboro, N. J. A. C. Miller, conductor; H. F. Carman, engineer.

January 9, 1913—Wm. N. Stults, injured at Monmouth Junction, N. J. W. N. Stults, conductor; Geo. La Bar, engineer.

January 10, 1913—Thos. Richardson, Jr., injured at Waverly, Newark, N. J. J. K. Geldhauser, conductor; T. M. Mount, engineer.

January 13, 1913—Geo. C. Moore, injured at Meadows Yards, Kearny, N. J. W. P. Gibbons, conductor; G. W. Burbank, engineer.

January 29, 1913—Benj. Schaff, injured at Trenton Yard, Trenton, N. J. B. Schaff, conductor; J. V. Nutt, engineer.

February 9, 1913—Otto Heck, injured at Waverly, Newark, N. J. G. W. Arnold, conductor; Jas. Walker, engineer.

February 10, 1913—August Schmidhauser, killed at Meadows Yard, Kearny, N. J. A. Schmidhauser, conductor; Jas. Drumm, engineer.

February 14, 1913—Fred J. Nann, injured at Meadows Yard, Kearny, N. J. W. P. Gibbons, conductor; W. Scott, engineer.

February 15, 1913—Harry Odenthal, injured at Meadows Yard, Kearny, N. J. Light engine; C. E. Petty, engineer.

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February 19, 1913—S. Samurkwic, injured at Waverly, Newark, N. J. E. K. Armstrong, conductor; W. R. Baldwin, engineer.

February 19, 1913—Chas. A. Barber, injured at Perth Amboy Junction, Rahway, N. J. H. F. Berry, conductor; T. H. Hand, engineer.

March 1, 1913—Aug. Stauffer, killed at Waverly, N. J., Newark. G. W. Hoffman, conductor; B. Rossell, engineer.

March 4, 1913—C. G. Alloway, injured at South St., Newark, N. J. Wm. McIntyre, conductor; F. W. Lefferts, engineer.

March 13, 1913—F. S. DeLong, injured at Waverly, Newark, N. J. J. E. Holle, conductor; Jas. Walker, engineer.

March 15, 1913—H. J. Redmond, injured at Meadows Yard, Kearny, N. J. J. J. Sinnott, conductor; F. H. Silvers, engineer.

March 26, 1913—Chas. H. Boothroyd, injured at Meadows Yord, Kearny, N. J. T. F. Boylan, conductor; I. A. Decker, engineer.

March 28, 1913—Clifford W. Peel, killed at Newark, N. J., West Newark Br. C. W. Peel, conductor; S. P. Ross, engineer.

April 1, 1913—Louis A. Newman, injured at Waverly Yard, Newark, N. J. E. J. Schickel, conductor; R. C. Klausen, engineer.

April 2, 1913—Edw. J. Madden, injured at Waverly Yard, Newark, N. J. E. J. Schickel, conductor; R. C. Klausen, engineer.

April 5, 1913—Henry C. Feid, injured at Waverly, Newark, N. J. F. C. Witten, conductor; E. Holmes, engineer.

April 7, 1913—Archibald T. Rigg, injured at Waverly Yard, Newark, N. J. R. F. Symons, conductor; J. J. Costello, engineer.

April 13, 1913—Theodore H. Brant, injured at Waverly Yard, Newark, N. J. F. J. Purcell, conductor; N. H. MacDonald, engineer.

April 15, 1913—John Nicolai, injured at Meadows Yard, Kearny, N. J. T. F. Boylan, conductor; I. A. Decker, engineer.

April 15, 1913—John Zelaski, injured at Meadows Yard, Kearny, N. J. Light engine; A. E. Harris, engineer.

April 16, 1913—Edw. P. Mount, injured at Trenton, N. J. Jos. Ward, conductor; W. Watson, engineer.

April 30, 1913—Samuel C. Dean, injured at Manhattan Transfer, Harrison, N. J. Light motor; E. J. Brandes, engineer.

May 1, 1913—Wm. T. Mason, injured at Waldo Ave., Jersey City, N. J. C. S. Neal, conductor; R. Walker, engineer.

May 6, 1913—Thos. B. Patelsky, injured at Meadows Yard, Kearny, N. J. C. F. Schweder, conductor; H. A. Claflin, engineer.

May 7, 1913—John F. Jones, injured at Meadows Yard, Kearny, N. J. Light engine; D. R. Shank, engineer.

May 8, 1913—Abram Mico, injured at Meadows Yard, Kearny, N. J. Chas. Humcke, conductor; W. H. Holland, engineer.

May 11, 1913—John D. Carr, injured at Barracks Yard, Trenton, N. J. R. E. Sibbitt, conductor; C. Miller, engineer.

May 11, 1913—Thos. F. Brady, injured at Waverly Yard, Newark, N. J. F. S. McComas, conductor; E. J. Outwater, engineer.

May 13, 1913—Chas. H. Bowman, injured at Jersey City, N. J. C. H. Bowman, conductor; G. W. Burbank, engineer.

May 14, 1913—J. M. Milligan, injured at New Brunswick, N. J. L. Leitenberg, conductor; P. P. Cahill, engineer.

May 28, 1913—F. D. Konover, injured at Perth Amboy Junction, Rahway, N. J. J. J. Creagan, conductor; T. H. Egan, engineer.

June 11, 1913—Raymond W. Pierce, injured at Waverly Yard, Newark, N. J. R. Symons, conductor; J. Graham, engineer.

June 17, 1913—Frank E. Kline, injured at Waverly Yard, Newark, N. J. R. Symons, conductor; J. Graham, engineer.

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June 19, 1913—Jos. F. Castiaux, injured at Meadows Yard, Kearny, N. J. T. F. Boylan, conductor; I. A. Decker, engineer.

June 22, 1913—Thomas Parr, injured at Meadows Yard, Kearny, N. J. A. C. Triebeneck, conductor; J. A. Reid, engineer.

June 24, 1913—Theodore Lake, injured at Meadows Yard, Kearny, N. J. N. B. Woodward, conductor; D. R. Shank, engineer.

June 28, 1913—John P. McGowan, injured at Rahway, N. J. S. A. Stokes, conductor; R. B. Korlin, engineer.

June 29, 1913—Geo. J. Sullivan, injured at Metuchen, N. J. A. Spille, conductor; M. F. Garrigan, engineer.

July 1, 1913—Harry Houseal, injured at Waldo Ave., Jersey City, N. J. A. Sauveley, conductor; I. W. Geesey, engineer.

July 3, 1913—Herbert H. Clark, injured at Waverly Yard, Newark, N. J. T. J. Wells, conductor; P. V. Driscoll, engineer.

July 31, 1913—Joseph Ward, killed at Trenton, N. J. J. Ward, conductor; E. A. Cooper, engineer.

August 3, 1913—Wm. F. Thomas, injured at Jersey City, N. J. W. F. Thomas, conductor; G. A. Lander, engineer.

August 6, 1913—Michael J. Gordon, injured at Waverly, Newark, N. J. G. W. Arnold, conductor; W. Nunamacher, engineer.

August 7, 1913—Adfur E. Maines, injured at Monmouth Junction, N. J. J. J. Jamison, conductor; E. Metz, engineer.

August 7, 1913—Stephen C. Thornton, injured at Waverly Yard, Newark, N. J. R. Symons, conductor; J. Graham, engineer.

August 8, 1913—Chas. J. Kenner, injured at Barracks Yard, Trenton, N. J. C. J. Kenner, conductor; W. Watson, engineer.

August 18, 1913—John M. Grace, injured at Waverly Yard, Newark, N. J. J. H. Lyons, conductor; W. J. Mitchell, engineer.

August 21, 1913—Cestaw Sokolinicky, injured at Meadows Yard, Kearny, N. J. C. A. Humcke, conductor; W. H. Holland, engineer.

September 2, 1913—Thomas J. Brennan, injured at Meadows Yard, Kearny, N. J. H. Van Pelt, conductor; F. T. McMahon, engineer.

September 5, 1913—William Wilson, injured at Waverly Yard, Newark, N. J. R. L. Bright, conductor; F. Matthews, engineer.

September 10, 1913—Albert E. Cassidy, injured at Barracks Yard, Trenton, N. J. A. Martin, conductor; H. Dannenhour, engineer.

September 10, 1913—Lyman F. Strong, injured at Meadows Yard, Kearny, N. J. Light engine; Chas. Stewart, engineer.

September 25, 1913—Chas. E. Hendrickson, injured at Barracks Yard, Trenton, N. J. A. Berrien, conductor; S. Craig, engineer.

October 3, 1913—A. C. Triebeneck, injured at Meadows Yard, Kearny, N. J. A. C. Triebeneck, conductor; J. A. Reid, engineer.

October 6, 1913—O. N. Limebeck, injured at Perth Amboy Junction, Rahway, N. J. J. J. Creagan, conductor; T. H. Egan, engineer.

October 8, 1913—A. B. Adams, injured at Meadows Yard, Kearny, N. J. R. E. Sibbitt, conductor; O. E. Booz, engineer.

October 9, 1913—Edw. L. Burns, injured at River St., Newark, N. J. J. H. Stout, conductor; F. C. Voget, engineer.

October 12, 1913—Daniel E. Funk, injured at Waldo Ave., Jersey City, N. J. J. McNamara, conductor; A. Parkinson, engineer.

October 17, 1913—Jos. J. Ford, injured at Meadows Yard, Kearny, N. J. R. F. Buchanan, conductor; I. A. Decker, engineer.

October 20, 1913—Carl Elmer, injured at Trenton, N. J. G. A. Holl, conductor; J. Mutt, engineer.

October 21, 1913—L. E. Ganong, injured at Perth Amboy Junction, Rahway, N. J. F. A. Smith, conductor; L. E. Ganong, engineer.

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October 25, 1913—Peter Trangel, injured at Barracks Yard, Trenton, N. J. A. Berrien, conductor; S. Craig, engineer.

October 29, 1913—R. E. Taylor, injured at Barracks Yard, Trenton, N. J. A. Berrien, conductor; S. Craig, engineer.

October 30, 1913—Wm. Rathgeber, injured at Meadows Yard, Kearny, N. J. T. F. Buchanan, conductor; I. A. Decker, engineer.

October 31, 1913—Chas. M. Anthony, injured at Meadows Yard, Kearny, N. J. R. T. Elder, conductor; E. L. Hammond, engineer.

November 1, 1913—M. S. Mason, injured at Princeton, N. J. M. S. Mason, conductor; M. S. Montgomery, engineer.

November 3, 1913—J. K. Geldhauser, injured at South St., Newark, N. J. J. K. Geldhauser, conductor; J. J. Hawkey, engineer.

November 6, 1913—L. Laycock, killed at Waverly Yard, Newark, N. J. J. Holppe, conductor; C. H. Miller, engineer.

November 7, 1913—Wilmer L. Jester, injured at Meadows Yard, Kearny, N. J. H. T. Graham, conductor; J. T. Roberson, engineer.

November 10, 1913—John L. Reese, injured at Waverly Yard, Newark, N. J. J. L. Reese, conductor; Geo. Zengle, engineer.

November 11, 1913—Timothy Sheehah, injured at Meadows Yard, Kearny, N. J. J. J. Sinnott, conductor; E. F. Brennan, engineer.

November 12, 1913—F. E. Kline, injured at South St. Yard, Newark, N. J. J. H. Lyons, conductor; J. J. Hawkey, engineer.

November 13, 1913—Michael J. Gordon, injured at Meadows Yard, Kearny, N. J. J. L. Reese, conductor; G. R. Huber, engineer.

November 13, 1913—Horatio S. Yarnell, injured at Waverly, Newark, N. J. R. F. Symons, conductor; W. D. Whiteneck, engineer.

November 22, 1913—John J. Zeller, injured at Barracks Yard, Trenton, N. J. J. B. Brink, conductor; H. C. Miller, engineer.

November 22, 1913—John F. Randow, injured at Plainsboro, N. J. A. P. Leland, conductor; M. J. Shelly, engineer.

November 22, 1913—J. C. Carr, injured at Waverly Yard, Newark, N. J. L. Tharp, conductor; M. S. Compton, engineer.

November 24, 1913—C. A. Thomas, injured at Jersey City, N. J. C. A. Dollinger, conductor; C. A. Thomas, engineer.

November 24, 1913—M. J. Fitzgerald, injured at Waverly, Newark, N. J. A. W. Fries, conductor; A. Ziegler, engineer.

November 25, 1913—E. B. Ammerman, injured at Rahway, N. J. E. B. Ammerman, conductor; W. B. Purt, engineer.

November 26, 1913—Vincent B. Heran, injured at Barracks Yard, Trenton, N. J. C. J. Scheeler, conductor; F. L. Bruere, engineer.

November 26, 1913—C. W. Malmsbury, injured at Trenton, N. J. C. W. Malmsbury, conductor; C. S. Miller, engineer.

November 29, 1913—John A. McCue, injured at Waldo Ave., Jersey City, N. J. Light engine; J. M. Scheible, engineer.

December 3, 1913—John J. Howlett, injured at Waverly Yard, Newark, N. J. J. K. Geldhauser, conductor; Wm. Hutchinson, engineer.

December 7, 1913—George M. Opdyke, injured at Meadows Yard, Kearny, N. J. J. J. Sinnott, conductor; E. F. Brennan, engineer.

December 9, 1913—Ira L. Drummond, injured at Barracks Yard, Trenton, N. J. R. T. Elder, conductor; W. Griscom, engineer.

December 10, 1913—Frederick Schultz, injured at Monmouth Junction, N. J. Light engine; H. G. Cochrane, engineer.

December 10, 1913—Leonard W. Maley, injured at Meadows Yard, Kearny, N. J. J. J. Pendy, conductor; E. E. Masterson, engineer.

December 15, 1913—Philip MacDonald, injured at Waverly Yard, Newark, N. J. G. J. Johnson, conductor; W. C. Joiner, engineer.

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December 16, 1913—D. C. Burke, injured at Marion Yard, Jersey City, N. J. R. A. Walsh, conductor; H. Metz, engineer.

December 18, 1913—R. H. Van Sickle, injured at Waldo Ave., Jersey City, N. J. Light engine; R. H. Van Sickle, engineer.

December 19, 1913—E. H. Brientnall, injured at Waverly Yard, Newark, N. J. Jas. Flack, conductor; G. W. Zengel, engineer.

December 19, 1913—William P. Knox, injured at Meadows Yard, Kearny, N. J. W. P. Gibbons, conductor; D. Watson, engineer.

December 23, 1913—Oliver E. Purnell, injured at Meadows Yard, Kearny, N. J. J. M. Knotts, conductor; T. A. Fearen, engineer.

December 24, 1913—E. J. Smithson, injured at Barracks Yard, Trenton, N. J. W. H. Hess, conductor; M. Gillick, engineer.

December 26, 1913—James Daley, injured at Waldo Ave., Jersey City, N. J. J. A. Keenan, conductor; J. Daly, engineer.

Employes Killed or Injured By Accident As Stated.

January 7, 1913—Peter Csanadi, Rahway, N. J., struck and killed by train No. 145, westward passenger train, while working on tracks. H. G. Kettner, conductor; J. J. Maloney engineer.

January 13, 1913—Jas. L. Meyers, Trenton, N. J., fell from engine 3394 of train 149, to the station platform, spraining knee, due to catching overalls on tank faucet. G. J. Tyrell conductor; F. A. Burness, engineer.

January 21, 1913—Jas. Reilly, Rahway, N. J., struck and killed by train No. 45, while examining switches at "CM" Tower, Rahway, N. J. W. M. Post, conductor; W. F. Smith, engineer.

January 21, 1913—J. T. Ohmenhiser and Luther Opdyke, Newark, N. J., struck by wire, which had broken loose and was hanging from pole to the tracks, causing friction burns. H. T. Mulligan, conductor; J. A. Newark, engineer.

January 25, 1913—Henry P. Shinkle, Trenton, N. J., struck by overhead bridge at Centre street, while riding on cars; lacerations of nose and forehead. J. J. Ryan, conductor; H. G. Cole, engineer.

January 28, 1913—Edw. Miller. Meadows Yard, Kearny, N. J. This man claims that while alighting from the Modoc train someone stepped on his coat, causing him to fall to the ground, sustaining contusion of the nose. H. H. Schaffer, conductor; E. M. Young, engineer.

January 29, 1913—Jos. L. Emmons, Waverly Yard, Newark, N. J. While crossing tracks in Waverly Yard, was struck by light engine, stepping directly in front of the same, sustaining general contusions and abrasions. Light engine; W. A. Hyland, engineer.

January 30, 1913—M. M. Hook, Rahway, N. J. While scooping water, train N-152, freight, this man attempted to raise the scoop, when the same struck the end of the water trough, the handle striking his arm, fracturing left wrist. J. J. Creagan, conductor; T. H. Egan, engineer.

January 30, 1913—Geo. W. Whitley, Jersey City, alighting from engine at this point, slipped on wet cross ties in track, and fell, spraining shoulder and back. Light engine; G. W. Whitley, engineer.

January 30, 1913—Antonio Capuano, Deans, N. J., while working on tracks, struck by cellar bolt plate which flew from train 29, sustaining contusion interior of chest. T. J. Leonard, conductor; O. K. Keller, engineer.

January 31, 1913—Frank L. Bruere, Millstone Jct., New Brunswick, N. J., struck by something protruding from train No. 54, while working on Ex. Frt. 1510, possibly due to some passenger throwing a bottle or other object from car window; laceration of scalp. J. H. Scott, conductor; F. L. Bruere, engineer.

February 4, 1913—D. A. Mulherin, Linden, N. J. Cinder entered right eye causing inflammation, while working on passenger train No. 351. W. S. Satterthwaite, conductor; F. V. Cain, engineer.

February 6, 1913—Chas. F. Schweder, Metuchen, N. J., while taking light out of gig-top of cabin car of Train N-12, engine 895, eastward freight, fell against

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partition of car, bruising right side of chest. J. S. Rogers, conductor; H. Mayers, engineer.

March 9, 1913—Alfred Adams, New Brunswick, N. J. While working on extra freight train, a hot cinder entered his eye. A. W. Fries, conductor; C. L. Vaux, engineer.

March 15, 1913—P. T. Beraldi, Iselin, N. J. In alighting from train at this point he slipped and fell, sustaining lacerations about the face. H. B. Rue, conductor; H. R. Rue, engineer.

March 21, 1913—Nichole Ponessi, Princeton Junction, N. J., struck by train while working on tracks, sustaining severe contusion of the elbow. A. P. Leland, conductor; M. J. Shelly, engineer.

March 24, 1913—Mike Yazlowacki, New Brunswick, N. J., while working on the tracks, struck by grease cup compressor which flew from train N-40, engine 3150, sustaining contusion of right leg. A. C. Skirm, conductor; W. Smith, engineer.

April 4, 1913—C. A. Neugebauer, Plainsboro, N. J., while operating water scoop of engine, extra 5269, allowed scoop to slip out of his hands, striking him on the wrist bruising same. J. J. Knotts, conductor; J. L. Dyer, engineer.

April 7, 1913—Chas. E. Gordon, Trenton, N. J., while alighting from a car in train 583, slipped on the end of a cross tie and sprained ankle. J. Gabert, Jr. conductor; H. Cane, engineer.

April 10, 1913—John J. Boulger, Manhattan Transfer, Harrison, N. J. This man went on top of the tender of engine hauling train 2148, for some unknown reason, and was struck by the overhead structural work of the electric line over the main tracks, and killed. T. C. Morse, conductor; G. V. Plant, engineer.

April 15, 1913—Morris F. Brady, Summit Ave., Jersey City, N. J. This man climbed over top of tender, extra 1062, to recover his hat which blew from his head, and in doing so was struck by the enclosed bridge of Summit Ave. Station; slight abrasions of scalp. H. M. Hazen, conductor; W. Van Wart, engineer.

April 16, 1913—Wm. D. Perrine, New Brunswick, N. J., attempting to board his train, N-12, freight tripped over fish plates on ground and fell, spraining right hand. H. H. Shaffer, conductor; E. M. Young, engineer.

April 18, 1913—Chas. R. Osmun, Waverly Yard, Newark, N. J., while on his way home through yard, strained his left leg in jumping over a small ditch.

April 19, 1913—Harry L. Mack, Trenton, N. J., while riding on the roof of car in train Ex. 5043, struck by bridge at Chambers St., sustaining laceration, left brow and left cheek. W. W. Colley, conductor; H. L. Peeky, engineer.

April 19, 1913—Frank T. Booze, Princeton Junction, N. J., was struck by a train on No. 1 track, while standing alongside of his train on track No. 2, sustaining a fracture of left forearm. W. R. Beahm conductor; J. H. McMurty, engineer.

April 20, 1913—Chas. Werman, Meadows Yard, Kearny, N. J. This man closed the door of coach of Modoc train on his right hand, contusing the right middle finger. J. D. Smith, conductor; O. Hardy, engineer.

April 23, 1913—Gabor Molnar, Trenton, N. J., struck and injured by extra freight engine 857, while working on the tracks at this point. T. B. Comiskey, conductor; J. M. Mullen, engineer.

April 24, 1913—Edw. J. Murtha, Jersey City, N. J., while firing freight train No. 353, a large lump of coal rolled down and struck his left foot, contusing same. W. H. McGrath, conductor; W. F. Austin, engineer.

April 26, 1913—Wm. O. Cubbag, Plainsboro, N. J., attempting to alight from engine by stepping on track fence, and in jumping to the ground, slipped on the fence and fell spraining right ankle. C. Linthurst, conductor; O. E. Booz, engineer.

May 1, 1913—Louis B. Thorn, Jersey City, N. J., attempting to board train 323, as it was attempting to leave station, slipped on the first step of combined car and fell bruising nose and upper lip. Wm. Gee, conductor; J. Hubbs, engineer.

May 1, 1913—Francis McCabe, Trenton, N. J., attempting to board train Ex.

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857, in motion, slipped and fell, right leg being run over and crushed. T. Fearenside, conductor; A. M. Spicer, engineer.

May 8, 1913—Dziore Szczekoski, Meadows Yard, Kearny, N. J., sleeping under a car standing on coal trestle of boiler room, was struck and killed, when the car was drilled out. J. W. Castiaux conductor; W. A. Hyland, engineer.

May 11, 1913—Geo. A. Forster, Jr., Princeton Junction, N. J., working on Ex. 2674, a large lump of coal rolled down from the top of the tender and struck his left foot, injuring the left great toe. W. W. McColley, conductor; G. A. Forster, engineer.

May 13, 1913—L. R. Taylor, Plainsboro, N. J., handling water scoop lever, the lever slipped out of his hand, striking right wrist badly bruising same. J. J. Riley, conductor; M. J. Rood, engineer.

May 13, 1913—Wm. Mills, Market St., Newark, N. J., while returning from Waverly with other members of the carpenter gang, on engine 2614, this man was sitting on the tender, when approaching the overhead bridge, C. R. R. of N. J., west of Market Street Station, he got up to a standing position and was struck by the bridge, being killed. F. H. MacKinney, conductor; L. J. Daly, engineer.

May 22, 1913—A. F. Dellia, Plainsboro, N. J., Ex. 728 approaching the water troughs made a rough stop, throwing this man against a window in the cabin car, breaking window, cutting his right eyebrow. C. W. Widler, conductor; E. Dill, engineer.

May 22, 1913—A. Molnar and M. Indre, No. 2, Trenton, N. J. These men while working on track failed to hear train approaching after warning had been given, and were struck by train No. 58, the former being killed and the latter seriously injured. Geo. Stewart, conductor; C. R. Bush, engineer.

May 22, 1913—Uzal McCabe, Plainsboro, N. J., operating water scoop of engine hauling extra freight train, hand slipped off scoop, the scoop striking his left arm, bruising same. F. H. Hellings, conductor; J. Killey, Jr., engineer.

May 24, 1913—Jas. Maloney, Monmouth Junction, N. J. This man allowed his arm to extend too far outside of cab window and same was struck by mail bag suspended from crane, bruising and spraining right elbow. K. P. Kelly, conductor; J. Maloney, engineer.

May 24, 1913—Richard Suchand, Plainsboro, N. J. While train N-41 was scooping water, the fireman failed to raise the scoop in time, which struck the end of the trough, the handle striking his forearm, bruising same. E. H. Hellings, conductor; J. Killey, Jr., engineer.

May 25, 1913—J. H. Rochford, Linden, N. J., while climbing up side of car of train Ex. 1648, in motion, lost his balance and fell to the ground, sustaining general contusions and abrasions. L. D. Bunn conductor; H. Albrecht, engineer.

May 26, 1913—John Bubar, Elizabeth, N. J., struck and killed by train 125, while working on tracks at this point. P. J. Hogan, conductor; F. A. Blakesley, engineer.

May 29, 1913—G. Palmieri, Trenton, N. J., while alighting from train, Modoc, engine 1553, in motion at Barracks Yard, he slipped and fell, sustaining laceration of head. J. D. Dyer, conductor; T. C. Bellerjeau, engineer.

June 3, 1913—I. R. Sump, Princeton Junction, N. J., apparently fell from Ex. 3370, and was run over and killed. Other members of crew had no knowledge of accident. H. Booz, conductor; C. A. Daley, engineer.

June 4, 1913—G. R. Clarkson, Princeton Junction, N. J., while firing engine of train Ex. 728, this man claims that a large piece of coal rolled from the top of the tender to the deckplate, striking and bruising his right foot. D. Wilt, conductor; H. J. Stoner, engineer.

June 6, 1913—Pasquale Elmo, Meadows Yard, Kearny, N. J., injured in consequence of collision between engine 781 and yard crane, being knocked off the crane; contusion wound of the head. F. Culnen, conductor; I. A. Decker, engineer.

June 13, 1913—Albert Doty, Jersey City, N. J., walked directly in front of engine 511, which was backing out of the train shed; left arm crushed and amputated. J. J. Kenyon, conductor; F. Senes, engineer.

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June 17, 1913—Danl. E. Funk, Rahway, N. J., operating water scoop of Ex. 3442, slipped on apron of engine, wrenching his back. F. Middaugh, conductor; J. A. Newark, engineer.

June 19, 1913—Morris Stack, Rahway, N. J., after lowering the gates at this point, this man walked a short distance from the crossing between the tracks and was struck by train No. 9. A. T. Berry, conductor; C. H. Blumer, engineer.

June 19, 1913—Preston L. King, Jr., Trenton, N. J., while looking for signals from Ex. 3089, standing between the engine and tender, was struck by running board which had been torn loose and knocked from the train; killed. H. H. Shaffer, conductor; C. M. Young, engineer.

July 23, 1913—Jos. P. McWilliams, New Brunswick, N. J., walking around his engine, 1621, stepped on a loose piece of ballast and sprained right ankle. Y. Wilson, conductor; J. P. McWilliams, engineer.

July 25, 1913—J. S. Roberson, Market Street, Newark, N. J., while alighting from the rear car of train No. 470, slipped and fell, bruising forehead. A. White conductor; E. Reynolds, engineer.

July 26, 1913—Wm. Hutchinson, Waverly Yard, Newark, N. J., tightening nut on engine 2366, wrenched leg and bruised left cheek, wrench slipping off nut, and striking him on the cheek. L. R. Emde, conductor; Wm. Hutchinson, engineer.

July 4, 1913—H. W. Hertel, Metuchen, N. J., hot cinder entered his eye, while working on Ex. freight, 3241, inflaming right eye. T. Ryan, conductor; M. Schira, engineer.

July 6 1913—F. A. Gemperling, Jersey City, N. J., walking up stairway of interlocking station to get orders, stumbled and fell, spraining left ankle. F. A. Gemperling, conductor; J. M. Soper, engineer.

July 10, 1913—W. F. Conk, Trenton, N. J., while on his way to work, struck and killed by train N-59, engine 2916. J. S. Rogers, conductor; H. M. Ayres, engineer.

July 13, 1913—Fred. L. Gutman, Waverly Yard, Newark, N. J., while in the cabin car of Ex. 3341, freight, the engineman applied air, this man losing his balance and falling against side of car, bruising head and right arm. I. B. Grover, conductor; L. L. Tissier, engineer.

July 17, 1913—G. Cambria, Rahway, N. J., alighting from Ex. 1561, construction train, in motion, slipped and fell sustaining lacerations about the face. H. F. Berry, conductor; Wm. Abos, engineer.

July 18, 1913—John J. McNamara, Meadows, N. J., apparently attempted to board engine 1480, moving out of the enginehouse, and was caught between the enginehouse wall and engine, being killed. A. S. Terhune, fireman.

July 19, 1913—Stif Falta, New Brunswick, N. J., walking over Raritan River bridge on way to Medical Examiner's office, was struck by train No. 145 and killed. F. Farber, conductor; S. Simpson, engineer.

July 26, 1913—Wilson Peel, Jersey City, N. J., struck and killed by Ex. 5280, while cleaning deck of freight drawbridge at Hackensack River. L. A. Linthurst, conductor; F. W. Hennery, engineer.

August 1, 1913—Jas. P. Moran, South Broad Street, Newark, N. J., scalded by water from sprinkling hose which became detached from injector pipe, account poor fastening; right leg scalded. W. A. Brown, conductor; Wm. Abos, engineer.

August 2, 1913—Louis Walter, Stelton, N. J., allowed a hot hoe to fall against right wrist, burning same, account of carelessness while firing engine of train PG-21. P. Theil, conductor; J. J. Flanagan, engineer.

August 20, 1913—Morris E. Strock, Plainsboro, N. J., while preparing to take water with engine 186, train No. 84, slipped, and before he could recover, the handle of the scoop struck and bruised his nose. H. Allen, conductor; L. H. Forsythe, engineer.

August 20, 1913—W. E. Parkinson, Deans, N. J., while climbing up side ladder of car in train N-12, engine 2654, struck by the shelter shed of station and knocked

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from the car, being instantly killed. H. H. Shaffer, conductor; C. M. Young, engineer.

August 27, 1913—Chas. A. Tyson, Trenton, N. J., alighting from standing freight train 2.MD-10, stepped on stone ballast and sprained right ankle. Dan. Wilt, conductor; M. S. Compton, engineer.

August 29, 1913—Wm. H. Abos, Waverly, Newark, N. J., claims to have wrenched his back in operating the reverse lever on engine No. 2510. W. A. Brown, conductor; W. H. Abos, engineer.

August 30, 1913—Andrew Moran, Elizabeth, N. J., struck by extra freight train 1151, while working on the bridge at the C. R. R. of N. J., sustaining severe contusions of head. E. B. Ellhoff, conductor; J. Fabian, engineer.

September 2, 1913—Carl N. Schuts, Trenton, N. J., while riding on top of tender of engine No. 3097, hauling train N-9, westward, this man was struck by the overhead bridge at Olden Avenue, sustaining lacerations of scalp and right shoulder.

September 3, 1913—John Talamine, Jr., South Elizabeth, N. J., while alighting from his train, MD-1, on No. 3 track, was struck by westward passenger train No. 45, on No. 4 track; right arm double-fracture, general contusions. W. H. Post, conductor; W. A. F. Smith, engineer.

September 11, 1913—Wilmer L. Jester, Newark, N. J., while working on freight train, engine 1085, a hot cinder entered his right eye, inflaming same. H. W. Cropper, conductor; H. Booz, engineer.

September 13, 1913—H. C. O'Browksy, South Elizabeth, N. J., seized with a fainting spell and fell to the tracks, being struck by some passing train.

September 26, 1913—Austin H. Day, Trenton, N. J., while walking over the coal in tender of engine 1659, freight extra, he sprained his right knee. W. T. Brewer, conductor; D. C. Rome, engineer.

October 1, 1913—A. P. Leland, Princeton Junction, N. J., in closing door of car in Ex. freight, engine 1082, caught right hand between door and jamb, bruising three fingers. A. P. Leland, conductor; M. J. Shelly, engineer.

October 3, 1913—Wm. Hillborn, Jr., Trenton, N. J., while lifting a hot hoe from the fire in engine 2545 of extra freight train, his right hand was lacerated by a wire protruding from a broom. J. A. Willis, conductor; John Grant, engineer.

October 3, 1913—T. V. Sault, between Newark and Elizabeth, N. J., he claims that something protruding from another train struck and cut the left side of his head, while working on Ex. 2521. W. J. Carroll, conductor; E. H. Wilkinson, engineer.

October 5, 1913—Chas. P. Vandevoort, New Brunswick, N. J., while boarding cabin car of Ex. 1093, struck his left foot on stone ballast bruising large toe. C. Sylvester, conductor; F. Gaul, engineer.

October 10, 1913—Arthur C. Leitch, Waverly, Newark, N. J., while in cabin car of Ex. 3524, lost balance when engineman applied air, and fell against the door, bruising left middle finger. R. F. Somers, conductor; J. J. Stapleton, engineer.

October 11, 1913—Alex Marka, Iselin, N. J., body of this man was found lying on the tracks, having evidently been struck and killed by a train while patrolling the tracks. Unknown train.

October 12, 1913—Jos. T. Neunert, Monmouth Junction, N. J., pulling slash bar out of fire, engine 1403, freight train, train rounded curve, causing the bar to come against his right side, injuring the right groin. Light engine. Chas. Vaughn, engineer.

October 13, 1913—Edw. J. Hart, New Brunswick, N. J., while removing hoe, working on Ex. 3528, struck his back against gates on tender of engine, contusing back of hip. E. H. Manby, conductor; R. O. Stillman, engineer.

October 22, 1913—Harold F. Berry, Linden, N. J., walking up bank alongside of his train, Ex. 2468, stepped on a stone and sprained his left leg. H. F. Berry, conductor; Geo. Warner, engineer.

October 26, 1913—Geo. E. Ream, Menlo Park, N. J., putting slash bar in

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fire box of engine 3468, train P-5, slipped, one end of bar sticking out, striking passing train, and other end, striking this man in left ribs, bruising same. W. Gibbons, conductor; H. L. Houghton, engineer.

October 27, 1913—Thomas J. Drury, Waverly Yard, Newark, N. J. This man left his work, transferring freight in the shop yard, and while crossing the yard was evidently struck and killed by a passing train. Unknown train.

November 6, 1913—Morris Moses, Princeton Junction, N. J., while working on Ex. 01558, a hot cinder entered left eye, causing inflammation. A. P. Leland, conductor; M. J. Shelly, engineer.

November 6, 1913—Thomas Snyder, New Brunswick, N. J., while in the act of alighting from Ex. 1659, in motion, slipped and fell from the train, bruising and spraining right shoulder. Thos. Snyder, conductor; G. E. Barnett, engineer.

November 8, 1913—Petroneli Filomeno, Newark, N. J., struck by a rail tong that was picked up by a passing train, No. 1041, tongs having been left near track by track laborer; fracture of left hip. C. C. Dollinger, conductor; C. A. Thomas, engineer.

November 14, 1913—Wm. T. Brewer, Iselin, N. J., thrown from rear car of Ex. 841, in consequence of helping engine No. 1504 running into the same; general contusions and abrasions. W. T. Brewer, conductor; E. C. Rowe, engineer.

November 23, 1913—W. P. Carr, New Brunswick, N. J., scalded in consequence of a flue bursting in the boiler of engine of train 140; first and second degree burns. P. R. James, conductor; W. P. Carr, engineer.

November 24, 1913—Jacob Ulmer, Lawrence, Trenton, N. J., struck and killed by light engine 3527, while patrolling the tracks. E. Stevenson, conductor; H. A. Claflin, engineer.

November 25, 1913—Frank Hoffman, Lawrence, Trenton, N. J., opening the coal doors on tender, pinched finger, left hand, between door and side of tender. Ex. freight, 857. J. H. Sheehan, conductor; Jos. Stebler, engineer.

November 25, 1913—Runkle Rea, Jr., Trenton, N. J., on his way home from work, stepped directly in front of Train 309, which he thought was on adjoining track; fracture, base of skull. W. N. Trapper, conductor; C. W. Morrow, engineer.

November 26, 1913—John H. Wharton, Bristol, Pa., while alighting from Ex. 1111, to throw a switch, slipped off step and fell, injuring right foot. A. Hartpence, conductor; M. Green, engineer.

November 26, 1913—Paul Bernhart and C. Trendacosta, Deans, N. J., killed in consequence of being struck by train No. N-41, engine 2772, while working on tracks. A. P. Leland, conductor; M. J. Shelly, engineer.

November 30, 1913—R. W. Long, Trenton, N. J., removing hoe from fire, while working on Ex. 5052, struck left wrist against the hot hoe, burning his wrist. R. T. Elder, conductor; G. T. Forsythe, engineer.

November 30, 1913—Chas. A. Daley, New Brunswick, N. J., working on PG-19, freight, a hot cinder entered his left eye, causing same to become inflamed. J. J. McCormick, conductor; C. A. Daley, engineer.

December 1, 1913—Edgar C. Lawton, Trenton, N. J., while riding on top of car in Ex. 3529, struck by overhead bridge at Chambers Street and killed. W. H. Hess, conductor; M. Gillick, engineer.

December 2, 1913—Herman J. Klein, Harrison, N. J., while getting up from desk in the cabin car, Ex. freight, the train stopped, throwing him against the door of cabin, injuring right side of forehead. H. J. Klein, conductor; J. K. Morris, engineer.

December 2, 1913—John H. Kerns, New Brunswick, N. J., while working on Ex. 3533. freight, a hot cinder entered and inflamed right eye. J. Holpp, conductor; C. H. Miller, engineer.

December 8, 1913—Wm. Hillborn, Jr., Elizabeth, N. J., while working on Ex. 5135, freight, a hot cinder entered and inflamed right eye. F. Priest, conductor; H. L. Burroughs, engineer.

December 10, 1913—Henry T. Farmer, Plainsboro, N. J., while working on Ex.

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5066, in operating the water scoop, this man claims to have strained his back. C. Boudwin, conductor; J. W. Hancock, engineer.

December 21, 1913—Wm. J. Sharpley, Rahway, N. J., while boarding the rear end of Ex. 5170, this man came in contact with the inter-track fence, bruising right leg and hip. B. F. Wiltse, conductor; Jos. Fisher, engineer.

December 24, 1913—John M. Conway, Menlo Park, N. J., working on Ex. 2049, in rounding curve, slash bar he was handling struck him on the foot, left, bruising same. J. Casey, conductor; D. R. Shank, engineer.

Perth Amboy and Woodbridge Division.

Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.

June 6, 1913—Mike Czumer, injured at Perth Amboy, N. J. C. S. Neal, conductor; F. Crispin, engineer.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

December 11, 1913—Miss Gertrude Farrell, injured at Woodbridge, N. J. H. G. Kettner, conductor; T. Hall, engineer.

Persons Killed or Injured in Attempting to Get On or Off Moving Trains.

March 7, 1913—B. Greenhault, injured at Avenel, N. J. W. H. Meshrow, conductor; L. J. Daly, engineer.

July 17, 1913—E. C. Erhart, injured at Avenel, N. J. W. R. Beahm, conductor; J. Toomey, engineer.

August 13, 1913—Miss Bertha Kenney, injured at Woodbridge, N. J. S. Boulton, conductor; R. A. Blake, engineer.

Persons Other Than Employes Killed or Injured In Other Ways Than As Stated.

July 12, 1913—Miss T. Spilburger, Woodbridge, N. J., alighting from train 249, carrying a folding go-cart and a suit case, slipped and fell, wrenching right ankle. L. Leitenburg, conductor; W. Bartlett, engineer.

July 19, 1913—W. H. Miller, Perth Amboy, N. J., loading express packages into car, struck hand on tin strips on trunk, lacerating fingers of right hand. W. R. Beahm, conductor; J. Toomey, engineer.

August 17, 1913—Wilbur Riley, Perth Amboy, N. J., looking out of window of coach on train No. 242, struck by a stone thrown by some unknown boy; slight contusion of head. J. W. Leary, conductor; J. M. Scheible, engineer.

November 14, 1913—Joseph Chryn, Perth Amboy, N. J., while hanging on step of car in train of engine 2459, N-152, freight, struck by switch stand on L. V. R. R., and thrown under the train; killed. J. J. Creagan, conductor; T. H. Egan, engineer.

Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.

October 27, 1913—R. Walker, injured at Perth Amboy, N. J. C. S. Neal, conductor; R. Walker, engineer.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

April 2, 1913—Daniel B. Ross, injured at Middlebush, N. J. E. L. Freeman, conductor; L. Eastmond, engineer.

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Employes Killed or Injured By Accident As Stated.

May 9, 1913—J. J. A. Randolph, Delair Junction, N. J., while looking for hot journals on train No. 493, a hot cinder entered his left eye, causing inflammation. W. E. Brown, conductor; W. E. Hand, engineer.

Of the foregoing enginemen and conductors, the following are not at present in service:

Engineman F. A. Blakesley.
Conductor Clifford W. Peel.
Conductor H. W. Priest.
Conductor T. J. Reese.
Conductor Aug. Schmidhauser.
Conductor Joseph Ward.

VENICE PARK RAILROAD COMPANY.

Capital stock paid in,	$ 2,000 00
Bonded debt—None.	
Floating Dept—None.	
Cost of road and equipments,	10,000 00
Dividends paid during the year 1913, and how paid—None.	

The road extends from Marmora and Ohio Avenues to Central and Riverside Avenues, a distance of about 1 mile.

REMARKS.

This road carries passengers, but collects no fares. Venice Park Railway operates over its tracks for which no rent is paid.

State of New Jersey, Atlantic county, *ss.*—Geo. 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 1913, are correct and true, to the best of his knowledge and belief.

GEO. F. JOLY, JR.

Nothing to report.

Sworn and subscribed before me this 27th day of February, A. D. 1914.

WINFIELD S. KIRK,
Notary Public of New Jersey.

[L. S.]

My Commission Expires the 3rd day of September, 1917.

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VENICE PARK RAILWAY COMPANY.

Capital stock paid in,	$19,000 00
Bonded debt—None.	
Floating debt,	1,112 00
Cost of road and equipments,	15,368 25

Dividends paid during the year 1913, and how paid—None.

The road extends from Adriatic and South Carolina Avenues to Ohio and Marmora Avenues, a distance of about three-quarters of a mile.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$3,649 39
Income from freight—None.	
Income from other sources—None.	
Total,	$3,649 39

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$4,940 10

State of New Jersey, Atlantic county, *ss.*—Geo. F. Joly, Jr., being duly sworn, on his oath says, that he is President of the Venice Park Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true, to the best of his knowledge and belief.

GEO. F. JOLY, JR.

Sworn and subscribed before me this 27th day of February, A. D. 1914.

WINFIELD S. KIRK,

[L. S.] *Notary Public of New Jersey.*

My Commission Expires the 3rd day of September, 1917.

ACCIDENTS.

On July 22, 1913, car bumped wagon of Wm. Burton, on Adriatic Ave., near Kentucky, and he claimed $10.00 damage, which was paid and case settled.

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VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock paid in,	$25,000 00
Bonded debt,	15,000 00
Floating debt—None.	
Cost of road and equipments,	38,923 00

The road extends from Evansville, N. J., to Vincentown, N. J., a distance of 2.77 miles.

It is leased to the United New Jersey Railroad and Canal Company and lease assigned to the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is 6 per cent. 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 Compny, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia county, *ss.*—A. J. County, 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.

A. J. COUNTY.

Sworn and subscribed before me this 14th day of February, A. D. 1914.

[L. S.]

ERNEST H. BROWN,
Notary Public.
Commission Expires February 21, 1915.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$ 1,303 96
Income from freight,	3,462 59
Income from other sources,	1,090 73
Total,	$5,857 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	$13,929 45

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Includes $1,361,63 rental paid for use of road and taxes.
Dividends paid during the year 1913, 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 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 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 11th day of February, A. D. 1914.

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.
Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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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 3.66 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 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.
Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

THE WARREN RAILROAD COMPANY.

Capital stock paid in, ...	$1,800,000 00
Bonded debt, ...	1,394,000 00
Floating debt, ...	486 38
Cost of road and equipments, ...	3,194,486 38

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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 7 per cent. on its stock and interest on its bonds.

Report of operations is included in that of The Morris and Eessex 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.

Sworn and subscribed before me this 4th day of March, A. D. 1914.

[L. S.]

JOSEPH FIELL,
Foreign Commissioner of Deeds for the State of New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1913.

Included in report of the Morris and Essex Railroad Co.
Amount paid to stockholders during the year 1913, and how paid—
$126,000.00, paid in cash direct to stockholders by the Delaware, Lackawanna and Western R. R. Co.

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

ACCIDENTS.

August 8th, 1913—Snyder, Walter, trackman, Hampton; laid down on track to rest and was struck by train, lacerating head and bruising leg.

August 9th, 1913—Serfoss, William, trackman, Bridgeville; walking on westbound track was struck and fatally injured by eastbound train using westbound track due to washout.

August 18th, 1913—Keifer, Constantine, trespasser, Oxford Furnace; struck and fatally injured while walking on track.

December 19th, 1913—Silverthorn, Henry, trespasser, Oxford Furnace; walking on track, struck and fatally injured.

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THE WEST END RAILROAD COMPANY.

Capital stock paid in, ... $43,700 00

The road extends from a point on the New Jersey Southern Railway, in Long Branch, to West End, in Long Branch, 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.

Sworn and subscribed before me this 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.
Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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WEST JERSEY AND SEASHORE RAILROAD COMPANY.

Capital stock paid in,	$9,682,400 00
Bonded debt,	7,915,374 94
Floating debt—None.	
Cost of road and equipments,	20,090,961 72

Dividends paid during the year 1913, and how paid—Two of three per cent. each on the Special Guaranteed Stock, and two of two and one-half per cent. each on the Common Capital Stock. All paid in cash.

The road extends from—	Miles.
Camden Electrical Terminal Camden, to South side Second St.,	0.33
Camden South side Second St., to Cape May, Grant St. station,	81.29
Connection with Atlantic City R. R., Mt. Pleasant, N. J., 860 feet north of station, to Junction with Atlantic City R. R., 4,632 feet north of station	0.71
Woodbury, N. J., to Salem, N. J.,	28.35
Woodbury, N. J., to Penns Grove, N. J.,	21.64
Riddleton N. J., to Elmer, N. J.,	10.38
Alloway Junction, N. J., to Quinton, N. J.,	4.22
Salem, N. J., 1,507 feet north of the station, to 1,580 feet south of Broadway,	1.25
Glassboro, N. J., to Bridgeton, N. J.,	20.83
Bridgeton, 323 feet north of centre of Penn St., to 242 feet south of centre of old passenger station,	0.53
Newfield, N. J., Atlantic City, N. J.,	34.55
Pleasantville, N. J., to Somers Point, N. J.,	7.20
Manumuskin N. J., to Maurice River, N. J.,	9.75
Sea Isle Junction, to Ocean City, N. J.,	16.23
Sea Isle City, to Stone Harbor, N. J.,	10.05
Wildwood Junction, to Wildwood Crest, N. J.,	8.36
Cooper's Point, Camden, N. J., to Atlantic City, N. J.,	58.78
Connection with Atlantic City Railroad, Winslow Junction, 173 feet south of station, to 3,023 feet south of station,	.054
Camden, 2,827 feet north of Liberty Park, to South Camden, N. J.,	0.98
Haddonfield, N. J., to Medford, N. J.,	11.90
Drawbridge station, Atlantic City, to Providence Ave., Atlantic City,	1.23
Atlantic City, Absecon Inlet, to Longport, N. J.	8.38
A total distance of,	337.48

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$4,199,900 74
Income from freight,	1,814,635 55
Income from other sources,	798,156 53
Total,	$6,812,692 82
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	6,305,515 73

Includes $1,125,220.87 interest on bonded debt, taxes and other obligatory charges.

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

State of Pennsylvania, Philadelphia county, *ss.*—Samuel Rea, being duly sworn, on his oath says that he is President of the West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me this 16th day of February, A. D. 1914.

LEWIS NEILSON,
Notary Public,
Commission expires 26 February, 1917.

[L. S.]

ACCIDENTS.

Persons Killed or Injured by Moving Trains While Crossing Tracks.

January 9, 1913—Viola B. Smith, George Smith, injured at Ivyside, N. J. George T. Bennett, engineman; T. R. Shinn, conductor. Two children injured.

January 16, 1913—Harry L. Davis, injured at Camden, N. J. George Simpkins, engineman; F. Daly, conductor.

February 6, 1913—Robert S. Race, Clarence Baldauf, George Corbett, all killed at Absecon, N. J. J. S. Carter, engineman; H. Ostrander, conductor.

February 23, 1913—Orem Brown, killed at Ashland, N. J. J. S. Carter, engineman; J. W. Goff, conductor.

March 22, 1913—J. Brown, injured at Camden, N. J. C. H. Richman, engineman; A. Lewis, conductor.

March 27, 1913—Marion Dolson, injured at Camden, N. J. A. J. English, engineman; A. F. Kessler, conductor.

June 28, 1913—George Boehringer, killed at Gloucester, N. J. S. R. Stinson, engineman; F. N. Yeiter, conductor.

July 11, 1913—Edmund Painter, killed; Mrs. Edmund Painter, injured, at Aura, N. J. C. W. Letts, engineman; M. A. Fitch, conductor.

July 17, 1913—Edward Charles, injured at Wenonah, N. J. S. R. Stinson, engineman; C. B. Sharp, conductor.

July 19, 1913—Georgianna Bradway, Nathan S. Bradway, both injured at Vineland, N. J. G. T. Smith, engineman; S. Hewett, Jr., conductor.

July 29, 1913—Joshua Hoffman, injured at Holly Beach, N. J. George T. Goff, engineman; W. R. Witherow, conductor.

August 2, 1913—R. T. Schalbach, injured; Verna Hobart, injured; Mrs. R. T. Schalbach, killed; Elizabeth Schalbach, killed. Accident happened at Buena, N. J. W. H. Hartman, engineman; W. M. Morgan, conductor.

August 27, 1913—Hommark Pennisuk, killed at (South) Camden, N. J. J. C. Dwyer, engineman; E. H. Steer, conductor.

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August 30, 1913—Harry Warwick, injured at Berlin, N. J. George Ludlam, engineer; George Alexander, conductor.

August 31, 1913—Vincenzo Molinari, Sr., and Vincenzo Molinari, Jr., both killed at McKee City, N. J. M. F. Kennedy, engineman; M. W. McKean, conductor.

September 4, 1913—Charles Karkon, injured at Atlantic City, N. J. C. D. Cooper, engineman; A. Lewis, conductor.

September 4, 1913—Donato Troiano, Pietro Clementi and Salvatore Di Donato, all injured at Penns Grove, N. J. F. J. Kleinschmidt, engineman; W. B. Stratton, conductor.

September 9, 1913—Parker Heritage, killed at North Woodbury, N. J. J. T. Bodell, engineman: J. T. Sayre, conductor.

September 26, 1913—Howard Sage, injured at Camden, N. J. John Y. Hoagland, engineman; W. S. Miller, conductor.

October 1, 1913—H. Skinner, injured at Mt. Royal, N. J. George Bennett, engineman; J. T. Sayre, conductor.

November 15, 1913—John Winkler, injured at Egg Harbor, N. J. T. Crean, engineman; C. F. McClure, conductor.

December 22, 1913—James Matthews, killed at Bridgeton, N. J. E. Hutchinson, engineman; M. A. Fitch, conductor.

December 25, 1913—Fred Wible, injured at Gibbstown, N. J. R. A. Cashman, engineman; C. W. Bierne, conductor.

Persons Killed or Injured While Trespassing on Tracks.

March 25, 1913—Mrs. John Frazier, killed at Camden, N. J. Walter Jenkins, engineman; J. W. Goff, conductor.

May 1, 1913—Mrs. C. H. Tucker, injured at Atlantic City, N. J. J. C. Shreve, engineman; W. E. Brown, conductor.

June 6th, 1913—Herbert Reed, killed at Sea Isle City, N. J. George Hughes, engineman; H. Steer, conductor.

June 29, 1913—Jonathan Price, killed at Pleasantville, N. J. B. H. Hickey, engineman; J. F. Williams, conductor.

August 10, 1913—John Watterson (colored), injured at Bridgeton, N. J. R. S. Brooks, engineman; J. S. Bates, conductor.

September 8, 1913—Charles S. Ambruster, killed at Elmer, N. J. H. M. Githens, engineman; H. H. Hawkins, conductor.

September 9, 1913—Ralph DiGiacoma, injured at Atlantic City, N. J. C. Hires, engineman; J. J. Peyton, conductor.

October 4, 1913—Edward Hawn, injured at Bridgeton, N. J. E. Hutchinson, engineman. Light engine.

October 15, 1913—Clarence Miller, injured at Millville, N. J. A. H. Grace, engineman; F. N. Yeiter, conductor.

October 22, 1913—Dr. H. E. Hahn, killed at Newfield, N. J. M. McGowan, engineman; E. I. Ayers, conductor.

October 31, 1913—Joseph Cassidy, killed at South Vineland, N. J. George Schock, conductor; B. LaDow, motorman.

November 10, 1913—Elizabeth Woodfault, killed at Egg Harbor, N. J. F. A. Potts, engineman; C. C. Phifer, conductor.

Passengers Injured in the Manner Stated.

July 15, 1913—N. H. Remstein, injured by passenger coach window dropping on his arm at Absecon, N. J. G. S. Huff, engineman; D. J. Dugan, conductor.

July 17, 1913—Mrs. Anna Varley and Mrs. J. Shock, injured by fall received in car due to sudden jerk of train at North Wildwood, N. J. W. Howey, engineman; W. H. Colby, conductor.

September 7, 1913—Mrs. J. S. Beattie, injured by piece of glass wedged in hand hold of ice cooler on car, Pleasantville, N. J. W. Matthew, engineman; J. G. Ennis, conductor.

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October 26, 1913—Mrs. W. H. McOwen, injured by being thrown against seat arm in coach, due to jerk of train, Atlantic City, N. J. C. Thomas, engineman; J. A. Kenihan, conductor.

October 29, 1913—H. J. Taylor, injured in consequence of tack working through seat in passenger coach, Winslow Junction, N. J. D. Isard, engineman; F. A. Baker, conductor.

November 4, 1913—Marguerita Morrison, child, injured by bumping nose in attempt to look out of passenger coach window. C. S. Lee, engineman; J. D. Parks, conductor. Mays Landing, N. J.

December 12, 1913—Anthony D. Robinson, injured in consequence of seat casting breaking in passenger coach, Vineland, N. J. L. G. Haines, engineman; A. Shinn, conductor.

December 26, 1913—George Damminger, injured in consequence of slipping and falling in aisle of passenger coach. W. Matthews, engineman; G. Schock, conductor.

Persons Injured by Contact With Covered and Protected Third Rail or Shoe.

August 13, 1913—Frederick Labry, injured by coming in contact with electrified third rail, burned, at Vineland, N. J.

September 5, 1913—Sarah E. Greensmith, burned in consequence of coming in contact with electrified third rail, at Vineland, N. J.

November 8, 1913—Fred. Kline, injured at North Woodbury, N. J.

Persons Injured by Crossing Gates Being Lowered.

December 3, 1913—Fred C. Scheiderman, injured at Pleasantville, N. J.

November 24, 1913—Thomas Lyons, injured at Camden, N. J.

Persons Injured by Horses Becoming Frightened at Trains.

June 23, 1913—Robert Block, injured at Bridgeton, N. J.

July 29, 1913—Louis D. Garton and Earhardt Schneider, injured at Bridgeton, N. J.

August 20, 1913—Manfred Peterson, injured at Haddonfield.

December 17, 1913—Mary Mungo, injured at Waterford, N. J.

December 29, 1913—Korteks Tepelsch, injured at Camden, N. J.

December 30, 1913—Frank Stadelmaier, injured at Berlin, N. J.

Persons Injured by Missiles Thrown at Trains.

February 16, 1913—Mrs. J. H. Whitwell, injured at Ancora, N. J.

March 22, 1913—Miss Julia Davis and Miss Sarah Mounts, injured at Gloucester, N. J.

March 23, 1913—Miss Jessie Heathman and James McIllroy, injured at Hammonton, N. J.

June 10, 1913—Mrs. Ella Diefenback, injured at Sewell, N. J.

July 16, 1913—Isadore Rotheim, injured at Sewell, N. J.

August 10, 1913—Anna Trauble, injured at Ancora, N. J.

April 16, 1913—Leslie R. Butler, injured in consequence of falling while transferring mail bags from car to station, due to raised piece slipping from the car. Mail clerk.

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Persons Alighting from or Boarding Trains In Motion and Falling on Station Platforms and Steps.

January 13, 1913—Roman Papernick, injured at Camden, N. J. C. Dwyer, engineman; J. F. Harrigle, conductor.

January 11, 1913—Hannah Marshall, injured at Absecon, N. J. F. A. Potts, engineman; C. C. Phifer, conductor.

February 13, 1913—A. Steirenfeld, injured at Atlantic City, N. J. W. Bodell, engineman; A. E. Prickett, conductor.

February 22, 1913—James Dickinson, injured at Bisho Bridge, N. J. H. H. Hawkins, conductor.

March 14, 1913—William H. Simpson, injured at Alloway Junction, N. J. J. McClintock, engineman; F. R. Shinn, conductor.

March 22, 1913—Mrs. George W. DeVaull, injured at Bridgeton, N. J. W. S. Baker, engineman; A. Shinn, conductor.

April 20, 1913—Alfred Ladue, injured at Minotola, N. J. R. S. Doughty, engineman; W. M. Morgan, conductor.

May 10, 1913—George L. Messack, injured at Bridgeport, N. J. E. F. Brown, engineman; A. Borton, conductor.

May 10, 1913—M. P. Boyd, injured at Atlantic City, N. J. C. Lee, engineman; J. D. Parks, conductor.

May 28, 1913—Elwood Miller, injured at Atlantic City, N. J. M. McGowan, engineman; A. G. Clements, conductor.

June 10, 1913—Mrs. Frank Webb, injured at Bridgeton, N. J. C. W. Letts, engineman; M. A. Fitch, conductor.

June 2, 1913—Mrs. Louise Hayes, injured at Berlin, N. J. T. Fitzgerald, engineman; J. J. A. Connell, conductor.

June 14, 1913—James Farley, injured at Atlantic City, N. J. J. Carter, engineman; J. W. Sharp, conductor.

July 18, 1913—Savalitona Messena, injured at Haddonfield, N. J. G. Wood, engineman; C. Layer, conductor.

August 16, 1913—Mrs. Catherine Miller, injured at Glassboro, N. J.

August 20, 1913—Mrs. S. F. Tomkins, injured at Atlantic City, N. J. G. W. Goodfellow; R. S. Ennis, conductor.

August 5, 1913—William D. Frank, injured at Ocean City, N. J. R. S. Willis, engineman; J. E. Weatherby, conductor.

August 14, 1913—Clara E. Aurand, injured at Sewell, N. J. J. W. Sharp, engineman; H. W. Rogers, conductor.

August 31, 1913—Samuel Heine, injured at Clayton, N. J. B. LaDow, engineman; A. C. Henderson, conductor.

September 20, 1913—Dr. William C. Raughley, injured at Berlin, N. J.

September 25, 1913—Russell Myers, injured at Woodbury, N. J. L. G. Haines, engineman; A. Shinn, conductor.

October 14, 1913—J. Wesley Arthur, injured at Richland, N. J. W. Bodell, engineman; W. M. Morgan, conductor.

October 12, 1913—W. Williamson, injured at Grassy Sound, N. J. G. T. Groff, engineman; H. Steer, conductor.

October 11, 1913—Joseph W. Vance, injured at Westville, N. J. W. H. Hartman, engineman; H. B. Mathues, conductor.

October 9, 1913—Mrs. M. Reed, injured at Camden, N. J. W. G. Hand, engineman; F. N. Yeiter, conductor.

October 7, 1913—Joshua Ware, injured at West Berlin, N. J. W. Scott, engineman; J. Newell, conductor.

November 16, 1913—Mrs. Robert Glover, injured at Bridgeport, N. J. T. J. Firestone, engineman; W. C. Johnson, conductor.

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November 25, 1913—Mrs. S. E. Sporer, injured at South Westville, N. J. L. G. Haines, engineman; A. Shinn, conductor.

November 23, 1913—Mrs. William Powell, injured at Gloucester, N. J. E. S. Horner, engineman; A. L. Sparks, conductor.

November 10, 1913—John C. Kimmerle, injured at Gloucester, N. J. F. Parker, engineman; T. F. Higgins, conductor.

November 17, 1913—George Carmany, injured at Atlantic City, N. J. T. Fitzgerald, engineman; C. D. Harrold, conductor.

December 8, 1913—Harriett Adams, injured at Sea Isle Junction, N. J. S. Tatem, engineman; B. B. Hughes, conductor.

December 1, 1913—Harry L. Whitehead, injured at Pitman, N. J. L. G. Haines, engineman; A. Shinn, conductor.

December 2, 1913—Matthew Baker, injured at Bridgeport, N. J. E. F. Brown, engineman; W. C. Montgomery, conductor.

December 20, 1913—Mary J. Pidgeon, injured at Clarksboro, N. J. J. M. McClintock, engineman; H. H. Hawkins, conductor.

Employes Injured In the Manner Stated.

January 3, 1913—Charles M. Booz, freight brakeman, injured by coming in contact with telephone wire while he was on top of box car and being thrown off, at Glassboro, N. J. F. W. Blake, conductor; W. B. Layton, engineman.

February 11, 1913—Lloyd C. Womer, freight conductor, injured by falling while working about train, at Clayton, N. J. W. Howey, engineman; Lloyd C. Womer, conductor.

March 20, 1913—Thomas C. Walker, baggage master, injured while working about train, at Quinton, N. J. P. J. Sullivan, engineman; F. E. Smith, conductor.

March 24, 1913—John Foster, came in contact with lamp post on edge of station platform while riding on side of freight car, freight brakeman, at Mays Landing, N. J. J. W. Sharp, engineman; H. H. Smith, conductor.

April 29, 1913—William H. Forrest, freight brakeman, strained back while working about train, at Fishers, N. J. T. J. Price, engineman; H. H. Smith, conductor.

April 29, 1913—Harry C. Thompson, injured while working about train at Millville, N. J. S. R. Stinson, engineman; C. J. Lord, conductor.

May 5, 1913—C. R. Clyborn, freight brakeman, injured by going between short side of curve and moving cars and was squeezed, at Camden, N. J. J. D. Wendell, conductor; A. F. Kersher.

May 2, 1913—Henry E. Zook, freight brakeman, injured while trucking freight from car, at Atco, N. J. W. Parker, engineman; E. J. Ayers, conductor.

August 1, 1913—A. A. Johnson, passenger conductor, injured by fall from car step to ground as train passed over switch, at Holly Beach, N. J. F. Clayton, engineman; C. A. J. Johnson, conductor.

June 23, 1913—Daniel C. Hand, engineman, injured by falling from running board, at Wildwood Crest, N. J. Daniel C. Hand, engineman.

June 13, 1913—William H. Kilby, lineman, injured by coming in contact with high tension wire, at Glassboro, N. J.

May 9, 1913—James J. Coughlin, freight brakeman, injured while fixing angle cock on train, at (South) Camden, N. J. G. Simpkins, engineman; J. P. Gifford, conductor.

May 20, 1913—Thomas R. Bareford, freight brakeman, injured by catching hand in nail in car door, at Sea Isle City, N. J. D. Daniels, engineman; C. H. Baxter, conductor.

May 18, 1913—Burton H. Hickey, engineman, (motorman), injured by coming in contact with trolley pole on car, causing him to fall to ground, at South

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Vineland, N. J. B. H. Hickey, motorman; J. Loefladd, conductor.

May 27, 1913—Walter E. Doughten, fireman, injured while working about engine, at Winslow Junction, N. J. L. R. Abrams, engineman; E. J. Ayars, conductor.

June 5, 1913—John Todd, freight brakeman, injured while unloading freight from car, at Collingswood, N. J. W. McCullough, engineman; H. H. Smith, conductor.

June 9, 1913—Giuseppe LaRovera, drowned, track laborer; Abramo Vallese, injured, track laborer, engine came in contact with claw bar and claw bar pushed rail off bridge and falling rail caused LaRovera to fall into water, and struck Vallese, injuring him, at Townsend Inlet, N. J. J. G. Speer, engineman; J. E. Weatherby, conductor.

July 18, 1913—Nathaniel Hopkins, injured by falling from bridge, at Townsend Inlet, N. J. , bridge carpenter.

July 31, 1913—Charles W. Bieri, injured by bumping block falling on him, at Atlantic City, N. J.

August 18, 1913—Alfred Regn, carpenter, injured by adz slipping, at Townsend Inlet, N. J.

July 28, 1913—S. D. Farr, conductor; C. E. Miltenberger, engineman; these men were injured in consequence of drawhead being removed from train falling at Woodbury, N. J. C. E. Miltenberger, engineman; S. D. Farr, conductor.

August 6, 1913—Albert Holden, injured by falling from train, at Atlantic City, N. J. W. Bodell, engineman; H. Robinson, conductor. Passenger brakeman.

August 12, 1913—Frank B. Mattson, conductor, injured by falling from train, at Pitman, N. J. J. Ackroyd, engineman; F. B. Mattson, conductor.

August 16, 1913—John E. Farrar, crossing watchman, injured by ballast picked up by passing train, at Hammonton, N. J.

August 26, 1913—Earl R. Peak, fireman, injured by stumbling over rail into ash pit, at Millville, N. J.

August 26, 1913—Robert F. Wright, brakeman, freight, injured while closing car door, at Newfield, N. J. B. Hickey, engineman; J. Golder, conductor.

September 16 1913—Elmer E. Reinhart, freight brakeman, caboose car door closing on hand, at Atlantic City, N. J. E. L. Cain, engineman; J. F. Gaffney, conductor.

September 4, 1913—Charles W. Hoffman, engine preparer, injured in consequence of falling while getting on engine; no crew involved.

September 20, 1913—Lewis Scull, fireman, injured while working about train, Camden, N. J. J. R. Gandy, engineman.

September 25, 1913—Lewis C. Gans, fireman, injured by boiler flue bursting, at Elwood, N. J. T. A. Crean, engineman; J. M. Corrigan, conductor.

September 26, 1913—F. Ernst, freight brakeman, injured while working about train, at Cape May, N. J.

September 26, 1913—D. S. Harris, freight brakeman, injured by catching foot under switch lever. M. McGowan, engineman; J. E. Hartzell, conductor. Waterford, N. J.

October 23, 1913—John R. Gandy, fireman, injured by injector being turned on while coal sprinkler valve was open. M. F. Shute, engineman; S. Hewitt, Atlantic City, N. J.

October 29, 1913—John F. Gaffney, yard conductor, injured while assisting in drilling. Atlantic City, N. J. L. L. Tomlin, engineman; J. F. Gaffney, conductor.

November 1, 1913—Thomas R. Bareford, freight brakeman, injured by stepping on piece of coal. D. Daniels, engineman; C. H. Baxter, conductor. Belleplain.

November 6, 1913—Lester F. Eck, yard brakeman, injured by stepping off train on cinder, at Atlantic City, N. J. W. Brown, engineman; H. E. We'ls, conductor.

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November 27, 1913—Harry O. Kandle, passenger brakeman, injured by stepping off train and turning ankle, at Harding, N. J. E. Hutchinson, engineman; C. E. Smith, conductor.

December 10, 1913—Sidney D. Farr, injured while putting car replacer in car, at Penns Grove, N. J. Freight brakeman. W. Laurier, engineman; W. B. Stratton, conductor.

December 18, 1913—W. J. McClurg, passenger brakeman, injured by baggage car door closing on hand, at Ancora, N. J. F. Husted, engineman; C. D. Harrold, conductor.

None of the employes in question discharged on account of these accidents.

WEST SHORE RAILROAD COMPANY.

Capital stock paid in,	$10,000,000 00
Bonded debt,	50,000,000 00
Floating debt,	12,833,472 08
Cost of property and franchises,	72,833,472 08

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 4 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.

Sworn and subscribed before me this 11th day of February, A. D. 1914.

D. H. HOUSE,
Notary Public in and for New York Co., N. Y.
Certificate Filed in Westchester Co.
My Commission Expires March 30, 1914.

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RECEIPTS AND EXPENSES FOR 1913.

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 31, 1913, is correct and true to the best of his knowledge and belief.

RICHARD A. WHITE,

Sworn and subscribed before me this 11th day of February, A. D. 1914.

D. H. HOUSE,
Notary Public in and for New York Co., N. Y.
Certificate Filed in Westchester Co.
My Commission Expires March 30, 1914.

ACCIDENTS.

January 4, 1913—Bogota, Terrence F. Duggan, passenger, age 32, injured. Thrown down in aisle of car account sudden stop of train when making station stop.

January 9, 1913—Weehawken, F. W. Liese, employe, age 30, yard freight fireman, injured. While shaking grates on locomotive his finger was caught between shaker bar and drip pan.

January 13, 1913—Dumont, Frank W. Keener, employe, age 27, passenger trainman, injured. While getting on standing coach he struck his knee against the corner of one of the steps.

January 22, 1913—Weehawken, Thomas Hynes, employe, age 24, yard brakeman, injured. Engine 585 with 46 cars and pusher engine was pulling out of yard when car I. & N. E. 5534 mounted point of switch and partly turned over. Cause unknown. The track frog and car were in good condition.

January 29, 1913—Weehawken, Thomas Healy, employe, age 33, yard brakeman, injured. Stepped in front of moving car to adjust knuckle and was caught between end sticks before he got clear, account of cars being on curve.

January 30, 1913—Granton, Mahlon D. Marion, employe, age 40, freight brakeman, injured. While climbing from one car to another in moving train he slipped and fell to ground.

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February 5, 1913—Weehawken, Nicoli Lavosi, employe, age 23, section laborer, killed. Struck by train while at work on track.

February 7, 1913—Bogota, Wm. J. Sleight, passenger, age 56, killed. Attempted to cross track ahead of train on which he intended to become a passenger and was struck.

February 11, 1913—Weehawken, Edward McVey, employe, age 33, freight yard brakeman, injured. Slipped and fell from deck of car to ground while in the act of setting up brakes.

February 11, 1913—Dumont, Julius Dubois, passenger, age 22, injured. Slipped on ice while alighting from standing train and fell to station platform.

February 12, 1913—Weehawken, Harold Hankins, employe, age 22, yard brakeman, injured. While applying brakes he was thrown from car account of air being applied on engine.

February 12, 1913—Weehawken, collision. No one injured. Amount of damage, $610. Ten cars broke away from pull and collided with cars standing on track 1, driving rear car over end of track, knocking down three electric light poles, wrecking three 25KW transformers and slightly damaging the running gear of car C. C. C. & St. L. 21496.

February 27, 1913—Haworth, Sarah Shalackman, door of car came shut on her hand. Passenger, age 16, injured.

March 4, 1913—Bogota, Mrs. Clara Becker, passenger, age 22, injured. While alighting from standing train she stepped down between car step and stepping box and fell to ground.

March 6, 1913—Weehawken, Thos. J. Reilly, employe, age —, yard freight brakeman, injured. Walking between tracks 3 and 4 on Pier 1, turned on ankle caused by wide space between the planking.

March 11, 1913—Weehawken, Salverrio Cirello, employe, age 45, section laborer, killed. Struck by engine while walking on tracks on way home from work.

March 14, 1913—Weehawken, Joseph W. Blauvelt, employe, age 28, yard freight brakeman, injured. While adjusting knuckle on car N. H. 41970, car L. V. 47834 ran back and caught him between couplers.

March 15, 1913—Weehawken, William R. White, employe, age 28, yard freight brakeman, injured. Was in the act of raising uncoupling lever, when engineman shoved cars back and his hand was caught between lever and sill of car ahead.

March 16, 1913—West Englewood, derailment, no one injured, amount of damage $461. Train Extra, engine 2157, east, with 17 loads and 24 empties, while backing in east end of middle No. 1 at West Englewood for No. 16 to pass, had flange break on rear right side of forward truck on car N. Y. C. 38629, derailing same together with three other cars. Investigation showed that flange had become worn and sharp, due to ordinary wear and tear.

March 17, 1913—West Englewood, Chris Sevroid, passenger, age 32, injured. Alighted from moving train and fell.

March 17, 1913—Weehawken, Richard Bowe, employe, age 25, injured, yard freight brakeman. Struck by arm of movable crane on adjoining track.

March 20, 1913—New Durham, Antonio Montemoria, employe, age 34, coaler, injured. Crossing track just ahead of engine when it started to move and in getting out of the way he fell over track rail.

April 2, 1913—Bogota, Samuel G. Wright, employe, age 29, freight brakeman, injured. While on bottom of gondola car hopper doors opened and he fell to the track, eight cars going over him.

April 3, 1913—West Englewood, A. B. Miller, employe, age 25, freight brakeman, injured. Thrown against locker in caboose account of sudden stop of train.

April 7, 1913—Weehawken, Oli Tsaksen, trespasser, age 40, killed. Body was found lying between tracks. Probably struck by some train during the night.

April 7, 1913—Weehawken, George Nestor, trespasser, age 14, injured. While jumping on side of moving car, he came against dwarf signal and was thrown to the ground, one hand going under the wheels.

April 8, 1913—Weehawken, Frederick Davis, employe, age 33, plumber, injured.

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While walking through opening between cars, they were moved and he was knocked down and run over.

April 12, 1913—Weehawken, T. Ziti, employe, age 39, laborer, injured. Car in which he was at work was moved by engine and a case of paper fell over on his leg.

April 29, 1913—Weehawken, Norman Haynes, passenger, age 27, injured. Struck by ventilator which fell while porter was opening it.

May 8, 1913—Bergenfield, Silas Hulse, passenger, age 63, injured. Slipped and fell while boarding standing train.

May 10, 1913—Bergenfield, Edward A. Surtez, passenger, age 52, injured. Alighted from train before it stopped at station, fell and was dragged.

May 18, 1913—Weehawken, R. McLellan, employe, age —, freight yard brakeman. Foot slipped from car step and he fell off.

May 19, 1913—Little Ferry, Margaret E. Ackerman, passenger, age 45, injured. Getting on standing train, foot caught on splinter on car platform, throwing her to car platform, head striking against brake staff.

May 29, 1913—Weehawken, H. J. Rover, passenger, age —, injured. While trying to raise car window he knocked the glass out.

May 30, 1913—Weehawken, Alexander Dundas, trespasser, age 6, injured. Attempted to board moving freight train and was run over.

June 1, 1913—Dumont, Michael Berry, employe, age 31, passenger trainman, injured. Stepped from moving train and turned his ankle.

June 2, 1913—New Durham, Harry J. Piel, employe, age 23, carpenter, injured. While working between engine and tank, yard engine shoved up on tank and he was caught between them.

June 4, 1913—Little Ferry, unknown woman, passenger, age —, injured. While alighting from standing train her skirt caught on bolt head causing her to fall to ground.

June 7, 1913—Weehawken, George Teats, employe, age 46, yard brakeman, injured. Fell from standing car while stepping from one car to another.

June 12, 1913—West Englewood, Giovanna Losino, employe, age 47, section laborer, injured. Struck by train while working on track.

June 16, 1913—Dumont, William Rider, trespasser, age 48, injured. Struck by some train while trespassing on tracks.

June 26, 1913—New Durham, Delia Ritterbusch, passenger, age 27, injured. Stone was thrown through coach window and she was slightly cut by flying glass.

June 27, 1913—Weehawken, Pasquale Cipirello, employe, age 33, car cleaner, injured. Baggage car door slammed shut on his thumb account of air being applied suddenly.

June 29, 1913—Little Ferry, Ellen Fitze, passenger, age 68, injured. Train started up while she was alighting and she was thrown down on step.

July 1, 1913—New Durham, Daniel Chagnon, trespasser, age 21, killed. Struck by train while trespassing on tracks.

July 2, 1913—New Durham, Ida E. Sachs, passenger, age 32, injured. Trainman was attempting to close ventilator when it fell and struck her.

July 2, 1913—West Norwood, Leonardo Chiancone, employe, age 31, section laborer, injured. Stopped work at 6:00 P. M. Was returning from house to boarding car with a bag of lettuce, and while walking on track was struck by train.

July 6, 1913—Weehawken, Frank Hardenburgh, passenger, age 10, injured. Window dropped on his arm.

July 7, 1913—Weehawken, Austin P. Miller, employe, age 24, yard freight brakeman, injured. Struck by cars on adjoining track.

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July 11, 1913—Weehawken, George Mulrane, passenger, age 24, injured. Stepped from moving train and fell.

July 13, 1913—New Durham, Edward Drennan, passenger, age 22, injured. While raising window in car his hand slipped off catch and went through glass.

July 13, 1913—Bogota, Geo. W. Klaymeier, passenger, age 9 months, injured. Struck by piece of coal which fell from tender of passing engine while at station waiting for a train.

July 15, 1913—Weehawken, J. Genberg, employe, age 25, freight fireman, injured. Shaker bar slipped off lug.

July 20, 1913—Teaneck, Margaret Martin, passenger, age 5, injured. Sudden jar of train in stopping at station threw her against water tank.

July 21, 1913—Weehawken, W. A. Hang, passenger, age —, injured. Window dropped on his arm.

July 21, 1913—Granton, Frank Detrana, passenger, age 18, injured. Car window dropped on his hand.

July 22, 1913—Granton, Louis Henricks, employe, age 28, freight fireman, injured. Fell from front end of standing engine while placing flags.

July 23, 1913—Weehawken, Clara L. Lloyd, passenger, age 51, injured. While alighting from standing train she stepped down between car steps and station platform and fell.

July 26, 1913—Little Ferry, Thomas J. Simpson, jumped from moving train. Passenger, age 44, injured.

July 28, 1913—Weehawken, Dr. Max Kahn, passenger, age 28, injured. Fell while alighting from standing car account of stepping over or to one side of stepping box.

July 30, 1913—Weehawken, Mrs. J. A. Northinger, passenger, age —, injured. Car window dropped on her arm.

August 3, 1913—Granton, Hans P. Hanson, employe, age 33, fireman, killed. Struck by engine while walking on tracks.

August 12, 1913—New Durham, Josephine Shader, passenger, age 36, injured. Alighting from standing train and fell.

August 13, 1913—Weehawken, Thos. F. McIntyre, employe, age 38, injured, freight conductor. Fell while getting down from top of caboose account of jar to train when helper engine cut off.

August 16, 1913—Weehawken, Mrs. Beckie Goldberg, passenger, age —, injured. Claims to have slipped on coach steps while alighting from standing train, her legs going down between car steps and station platform.

August 18, 1913—New Durham, Laura Broads, passenger, age 35, injured. Coach window dropped onto her hand.

August 18, 1913—Teaneck, H. C. Foster, passenger, age —, injured. Stone was thrown through coach window and he was cut by flying glass.

August 21, 1913—Teaneck, V. A. Vogle, passenger, age 26, injured. Stone was thrown through car window by some unknown person and was cut by flying glass.

August 22, 1913—Weehawken, John Schetter, trespasser, age 30, injured. Jumped from moving freight train and fell.

August 27, 1913—New Durham, Carmine Pasqualone, employe, age 37, coaler. Struck by coal chute.

August 27, 1913—Bergenfield, Giuseppe Franna, employe, age 41, section laborer, killed. While working on track, was struck by train No. 31, engine 3821. The foreman and also crossing man shouted to him but apparently he did not hear.

August 30, 1913—Weehawken, Joseph Jonke, employe, age 34, car repairer, injured. Walking through yard and stepped in front of engine 3967, train 30, and was struck.

September 1, 1913—Bogota, Nick Tarrano, passenger, age 35, injured. Stone was thrown through car window and he was cut by flying glass.

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September 2, 1913—Dumont, Yvonne Barbe, passenger, age 9, injured. Car door came shut on her hand.

September 4, 1913—Weehawken, Dominico Petrollo. Struck by engine while he was shovelling ashes from ash pit to car. Employe, age 37, ash pit laborer, injured.

September 5, 1913—Weehawken, Carl H. Helin, passenger, age 41, injured. Coach window dropped on his hand.

September 6, 1913—Bogota, Carmele Potante, passenger, age 42, injured. Claims to have been pushed off train by trainman.

September 7, 1913—Little Ferry, Miss McNamara, passenger, age —, injured. Car window dropped on her hand.

September 8, 1913—Dumont, Alex. McCauslan, employe, age 68, train baggageman, injured. Was coupling air hose between engine and coach, and was caught between cut lever and bumper of coach. After he hooked up the air the conductor told him to get out and he replied, "All right" but stopped to hook the chains and was caught.

September 14, 1913—Weehawken, Alex. Grabousky, trespasser, age 8, injured. Attempted to board moving freight train and fell.

September 15, 1913—Haworth, Dominick Pisollo, employe, age 35, track laborer, killed.

September 16, 1913—New Durham, Leopold Heymann, passenger, age 3½, injured. Car window dropped on his hand.

September 20, 1913—Weehawken, Elizabeth Kaiser, passenger, age 38, injured. Slipped and fell while alighting from standing train.

October 13, 1913—West Englewood, Oscar Ekman, passenger, age 52, injured. Swing car door in passing freight train broke window at which he was seated, and was struck by a piece of the window casing.

October 18, 1913—New Durham, L. G. Kohls, passenger, age 27, injured. Jumped from moving train and fell.

October 21, 1913—Weehawken, Francis L. Robinson. Jumped from moving car and turned his ankle on a piece of ballast.

October 23, 1913—Weehawken, Michael Campbell. Engine coupled onto train quite hard and caused cover of water tank to fly off and strike him.

October 30, 1913—New Durham. Derailment. No one injured. Amount of damage, $185. Engine 2983, which had arrived at Weehawken with a train of freight, had been cut off and was returning to Granton engine house, and while passing over the cross-over leading from westbound main to the siding at New Durham, the rear driving wheels were derailed at a point 14 feet from the point of frog. Track blocked seven hours and forty-two minutes. Speed of engine 8 to 10 miles per hour. Investigation disclosed a worn condition of chafing casting between engine and tender; chafing casting attached to the engine proper was worn in such a way that the casting of the tender seemed to raise upon it which would cause a somewhat rigid wheel base, which may have resulted in the rear driver of the engine leaving the rails. Amount of damage, $185.

October 31, 1913—Weehaken, Ernest Giggleman, employe, age 30, yard freight brakeman, injured. Stepped in between engine and head car to adjust coupling and arm was caught between couplers. He did not signal before going in between.

November 2, 1913—Weehawken, Martin Costello, employe, age 30, yard freight brakeman, injured. While attempting to climb up on car he stepped on draw bar and his foot slipped down between the blocking when cars slowed up.

November 5, 1913—Weehawken, Jerry Monjavoda. Engine 171 was backing two cars on pier, and he attempted to cross track ahead of them and was struck. Employe, age 24, pier laborer, injured.

November 9, 1913—Weehawken, Charles Forms, employe, age —, assistant yard-

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master, injured. Engine had been derailed and while placing frogs, his thumb was caught between the frog and the rail.

November 17, 1913—Dumont. Collision. No one injured. Amount of damage, $760. While backing in empty coaches of train 211, brakeman failed to notice position of switch, set for track No. 1, and cars were shoved in on that track and collided with empty cars standing on that track. Track was blocked for six hours and thirty minutes. Four cars were badly damaged.

November 22, 1913—Weehawken. Derailment. No one injured. Amount of damage, $391. Train 12 had fifth car in train derailed at switch leading to track 15, due to some unknown cause.

November 23, 1913—Dumont, Frederick A. Weber, traveler-on-highway, age 49, injured. Herman D. Storm, traveler-on-highway, age 38, injured. Automobile in which they were riding was struck by train while going over crossing.

December 2, 1913—Harrington Park, August H. Schmidt, other persons, age 36, injured. Struck by train while driving over track at a private crossing.

December 2, 1913—Harrington Park. Derailment. No one injured. Amount of damage, $150. Train Extra, engine 3175, east, with 50 loads had drawhead drop down on west end of car B. & M. 60945, 29th car in train, account of defective draft timbers, derailing east truck of car T. P. W. 8090, 31st car in train, blocking track three hours and fifty-five minutes. No action taken.

December 11, 1913—Ridgefield Park, James Archer, traveler-on-highway, age 6, injured; Mrs. Julia Archer, traveler-on-highway, age 40, injured; Philip Dela, employe, age 46, crossing flagman, killed. Struck by engine while escorting woman and boy across track.

December 23, 1913—Granton, Thos. J. Warnock, employe, age 51, passenger engineman, injured. Was opening air pump valve on engine and while getting down he slipped and fell to deck of engine.

December 27, 1913—Harrington Park, Susan Shinners, passenger, age 23, injured; Frances R. Peck, passenger, age 38, injured; William Peck, passenger, age 40, injured. Thrown about in coach, account of rough stop of train in making stop at water plug.

December 27, 1913—Weehawken, John W. Deitz, employe, age 29, freight brakeman, injured. Derailment. Amount of damage, $43. Drawhead pulled out on one of the cars as train was pulling out of yard, causing air to go on, and helper engine, which had just been cut off, collided with rear of caboose, derailing one pair of trucks of N. Y. C. car 66716. Dietz was thrown down inside of caboose.

December 29, 1913—Weehawken. Derailment. No one injured. Amount of damage, $117. Train BW-2, engine 3189, consisting of 27 loads, was pulling into yard 2, when forward wheels on rear truck of car L. S. & M. S. 145219, 23rd car from engine, mounted track about two feet past end of guard rail at frog No. 32 crossover, car running with one pair of wheels off until same reached a point opposite "wye" shanty, when this car and N. Y. C. 105585 had all trucks derailed and before engine stopped both cars turned over, which caused the derailment of car C. M. P. L. 2106 which was following car 105585. It is assumed that cause of derailment was due to car M. D. T. 145219 not taking the 12 degree curve and trucks mounted rail.

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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 ninety-four one hundredths (.94) of a mile.

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

State of New York, 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 11th day of February, A. D. 1914.

[L. S.]

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

RECEIPTS AND EXPENSES FOR 1913.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1913, and how paid—None.

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

ACCIDENTS.

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

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WHARTON AND NORTHERN RAILROAD COMPANY.

Capital stock paid in,	$500,000 00
Bonded debt,	350,000 00
Floating debt,	119,010 30
Cost of road and equipments,	969,010 30

Dividends paid during the year 1913, and how paid—None.

The road extends from Wharton, N. J., to Green Pond Junction, N. J., a distance of 20.64 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$ 8,237 81
Income from freight,	36,976 04
Income from other sources,	2,221 37
Total,	$47,435 22
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	38,432 64

REMARKS.

In addition to above expenses the taxes for year 1913 were $5,842.62. The above expenses do not include 6 per cent. interest on funded debt.

P. O. address of the above company—Wharton, N. J.

State of New Jersey, Morris 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 1913, are correct and true, to the best of his knowledge and belief.

HARRISON S. MORRIS.

Sworn and subscribed before me this 2nd day of February, A. D. 1914.

W. F. SMITH,

[L. S.] *Notary Public of New Jersey.*

ACCIDENTS.

Leopold Bleile killed October 31, 1913, at Wharton Junction, Wharton, N. J.

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WILDWOOD AND DELAWARE BAY SHORT LINE RAILROAD COMPANY.

Capital stock paid in,	$262,700 00
Bonded debt,	263,600 00

Floating debt—None.

Cost of road and equipments,	526,300 00

$453,740.

Dividends paid during the year 1913, and how paid—None.

The road extends from Wildwood to Wildwood Junction, a distance of 4.25 miles.

RECEIPTS AND EXPENSES FOR 1913.

Income from passengers,	$28,688 45
Income from freight,	4,310 12
Income from other sources,	1,392 73
Total,	$34,391 30
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, including operating expenses,	$23,777 07

P. O. address of the above company—Wildwood, N. J.

State of New Jersey, Cape May county, *ss.*—Oliver I. Blackwell, being duly sworn, on his oath says that he is Secretary of the Wildwood and Delaware Bay Short Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1913, are correct and true to the best of his knowledge and belief, and that this statement is signed by the Secretary in the absence of President and Vice-President.

OLIVER I. BLACKWELL.

Sworn and subscribed before me this 14th day of March, A. D. 1914.

JOHN N. BRIGHT,
Notary Public of New Jersey.
My Commission Expires March 13, 1917.

[L. S.]

ACCIDENTS.

October 9, 1913—Chas. Amerine, section hand, hurt by falling rail, causing fracture of collar bone and several lacerations of head and face.

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Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1913.

COMPANIES.	Miles.	Capital Stock.	Bonded Debt.	Floating Debt.	Cost of Road and Equipments.	INCOME. From Passengers.	INCOME. From Freight.	INCOME. Other Sources.	INCOME. Total Income.	Expenses.	DIVIDENDS PAID IN 1913.	REMARKS.	LEASED TO OR OPERATED BY
Atlantic City Railroad,	166.73	$3,625,000.00	$4,539,017.00	.....	$9,122,516.33	$1,467,487.83	$771,752.25	$217,697.44	$2,456,937.52	$2,596,417.77	None,		
Atlantic City and Ocean City Railroad,	2.61	180,000.00	180,000.00	.....	338,533.93	.....	.....	19,991.33	19,991.33	.....	$9,000 in cash,		Atlantic City and Shore R. R. Co.
Atlantic City and Shore Railroad,	24.	1,000,000.00	950,000.00	.....	1,931,352.84	618,839.10	.....	14,770.05	633,609.15	320,484.33	None,	Report includes receipts and expenses of Atlantic City and Ocean City R. R. Co., and Atlantic Avenue Line, Atlantic City, N. J.,	
Baltimore and New York Railway,	5.35	350,000.00	350,000.00	$195,633.63	895,633.63	.....	414,156.72	.....	414,156.72	442,281.48	None,		Tuckerton Railroad Company.
Barnegat Railroad,	8.15	50,000.00	.....	43,658.51	53,826.45	1,357.48	1,848.82	648.94	3,855.24	11,948.64	None,		Operated jointly by the Lehigh Valley Co. of N. J., and Central R. R. C N. J.
Bay Shore Connecting Railroad,	1.194	40,000.00	.....	1,296.07	41,296.07	.....	.....	.....	.....	.....	None,		Pennsylvania Railroad Company.
Belvidere-Delaware Railroad,	80.98	1,253,000.00	2,585,000.00	.....	4,281,728.78	517,582.64	1,465,681.29	89,491.87	2,072,755.80	2,327,129.23	One of 6% in cash,		
Bergen County Railroad,	9.821	200,000.00	200,000.00	213,216.78	613,216.78	.....	.....	.....	.....	.....	6% paid stockholders as part of rent,	Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
Bergen and Dundee Railroad,	2.45	40,000.00	.....	6,971.00	40,000.00	.....	.....	.....	.....	.....	None,	Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
Brigantine Transportation Company,	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	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,	New Jersey Southern Railway Compan
Camden and Burlington County Railroad,	29.85	381,925.00	350,000.00	32,162.75	753,771.31	211,549.69	160,625.12	48,792.70	420,967.51	498,326.73	Two of 3% each in cash,		Pennsylvania Railroad Company.
Cape May, Delaware Bay and Sewell's Point Railroad,	6.29	150,000.00	150,000.00	408,302.62	343,972.93	19,815.71	4,150.71	1,215.93	25,182.35	31,539.91	None,		
Carteret Extension Railroad,	1.82	23,600.00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Central Railroad Co., of N. J.,	Central Railroad Company of New Jers
Carteret and Sewaren Railroad,	1.25	24,800.00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Central Railroad Co., of N. J.,	Central Railroad Company of New Jers
Central Railroad Company of New Jersey,	156.15	27,436,800.00	43,924,000.00	.....	.....	5,143,500.51	10,851,678.78	1,779,011.52	17,774,190.81	11,952,191.55	Six of 2% each, 12% in all, paid in cash,	Report includes expenditures and receipts of the following companies: 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., West Side Connecting R. R.,	
Chester Railroad,	10.04	98,500.00	.....	127,453.78	227,987.91	.....	.....	.....	.....	.....	None,	Receipts and expenditures included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna and Western
Cumberland and Maurice River Railroad,	21.20	252,900.00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	New Jersey Southern Railway Compa
Cumberland and Maurice River Extension Railroad,	1.23	16,200.00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	New Jersey Southern Railway Compa
Delaware and Bound Brook Railroad,	30.73	1,800,000.00	1,800,000.00	.....	3,545,189.83	.....	.....	215,901.29	215,901.29	213,103.22	Four quarterly 2%, Feb., May, Aug. and Nov.		Philadelphia and Reading Railway Com
Delaware River and Atlantic Railroad,	**52	.....	.....	.....	.....	.....	.....	.....	.....	.....	None,	See remarks in report,	
Delaware River Railroad and Bridge Company,	9.52	1,300,000.00	1,293,000.00	.....	2,600,000.00	156,581.80	162,706.18	4,494.44	323,782.42	168,257.30	June 20, $39,000, December 18, 1913, $39,000 in cash,		Pennsylvania Railroad Company. Erie Railroad Company.
Docks Connecting Railroad,	.367	9,000.00	.....	.....	9,187.50	.....	.....	.....	.....	.....	None,		
Dover and Rockaway Railroad,	5.12	150,000.00	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 Jer
East Jersey Railroad and Terminal Company,	.48	175,000.00	.....	51,380.69	202,342.47	.....	175,320.24	6,459.67	181,779.91	150,794.70	One cash dividend of 3% paid September 5, 1913, $5,250,		
East Trenton Railroad,	2.97	59,000.00	.....	.....	59,000.00	.....	.....	.....	.....	.....	None,	Operations and rental included in the report of Delaware and Bound Brook R. R. Co.,	Philadelphia & Reading Railway Co
Elizabeth Extension Railroad,	1.62	30,000.00	.....	.....	.....	.....	.....	.....	.....	.....	None,	Receipts and expenses included in report of Central Railroad Co. of N. J.,	Central Railroad Company of New Jer
Elizabeth, New Brunswick and Trenton Railroad,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		See remarks in report.	
Elizabeth and Trenton Railroad,	.....	991,650.00	990,000.00	.....	982,644.29	.....	.....	9,015.00	9,015.00	.....	April 1, 1913, preferred stock, $4,507.50: October 1, 1913, preferred stock, $4,507.50	See remarks in report,	Public Service Railroad Company.
Erie Railroad Company, Lessee,	1861.10	176,271,300.00	211,233,205.63	14,666,904.67	287,861,918.51	9,694,428.52	39,660,691.64	7,620,163.35	56,975,283.51	42,103,198.89	None,	Report includes earnings and expenses of Docks Connecting R. R., Long Dock Co., Paterson, Newark and New Yo k R. R., Paterson and Hudson River R. R., Newark and	

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Freehold and Atlantic Highlands Railroad,	24.47	650,000.00								None,	Receipts and expenses included in report of New Jersey Southern Railway,	New Jersey Southern Railway C
Freehold and Jamesburg Agricultural Railroad,	27.31	293,725.00	382,000.00		850,138.82	160,501.49	109,023.79	41,220.57	310,745.85	308,908.65	One of 6% in cash,	Pennsylvania Railroad Company.
Hackensack and Lodi Railroad,	1.41	25,000.00			25,000.00						None,	Operations and expenditures included in report of New York, Susquehanna and Western R. R., New York, Susquehanna & Weste
Harrison and East Newark Connecting Railroad,	.21	25,000.00			25,000.00						None,	Pennsylvania Railroad Company.
Hibernia Mine Railroad,	4.20	200,000.00			179,941.17			7,234.26	7,234.26	6,478.27	56,000 in cash,	Central Railroad Company of Ne
Hoboken Manufacturers' Railroad,	.60	400,000.00	300,000.00	648,341.93	893,959.77		135,225.81	8,845.23	144,071.04	227,626.68	None,	
Hoboken Railroad, Warehouse and Steamship Connecting Co.	1.607	300,000.00	153,000.00		196,762.45			22,000.00	22,000.00		1½% in June and 1½% in December, 1913, $9,000,	Hoboken Manufacturers' R. R.
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. Co., Delaware, Lackawanna & Western
Hopatcong Shore Railroad,	1.22	45,400.00	9,000.00		31,000.00			452.85	452.85	452.85	None,	Morris County Traction Company
Hudson and Manhattan Railroad,	18.775	45,249,950.00	77,966,133.66	1,454,624.99	119,593,213.97	3,478,084.18		2,034,678.41	5,512,762.59	5,512,762.59	None,	See report,
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						None,	Not operated during the year,
Jersey City and Bayonne Railroad,	5	13,500.00		1,195.92								Road not constructed,
Jersey City Belt Line Railway,	8.251	56,800.00		83.76	47,403.76						None,	Company dissolved May 9, 1913,
Kinkora and New Lisbon Railroad,	10.46	40,000.00		130,694.63	49,027.29	10,240.07	11,281.15	5,831.15	27,352.37	51,245.85	None,	Pennsylvania Railroad Company.
Lackawanna Railroad Company of New Jersey,	27.44	10,750,000.00		531,275.26	11,281,275.26	304,772.86	1,561,375.18	137,363.68	2,003,511.72	656,816.14	$430,000 paid in cash by lessee,	Delaware, Lackawanna & Weste
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 Ne
Lehigh and Hudson River Railway,	74.60	897,800.00	2,207,970.00	91,790.00	3,492,701.87	28,728.00	1,234,405.19	80,252.03	1,343,385.22	1,067,125.04	4% cash, $35,912,	
Lehigh and New England Railroad,	285.85	4,645,000.00	4,790,000.00	300,000.00	9,197,668.89	12,663.74	1,787,622.33	49,129.75	1,849,415.82	1,443,873.57	$175,800 in cash,	The receipts and expenses given cover the operation of the entire line,
Lehigh Valley Railroad Company of New Jersey,	85.25	20,433,000.00	18,685,000.00	131,111.03	30,045,596.01	906,137.46	5,882,431.85	341,150.73	7,129,720.04	5,673,638.07	None,	
Lodi Branch Railroad,	.32	60,000.00			60,000.00						None,	Operations and expenses included in report of N. Y., Susquehanna and Western R. R., New York, Susquehanna & Weste
Long Dock Company,	2.561	800,000.00	7,500,000.00		8,300,000.00						None,	Operations and expenses included in report of Erie Railroad Company, Erie Railroad Company.
Lucaston Railroad,	1.62	16,000.00			16,000.00	708.60		200.30	908.90	3,450.86	None,	Road operated solely in the interest of John Lucas & Co., Inc.,
Macopin Railroad,	1.50	60,000.00	44,000.00		104,000.00						None,	Operations and expenses included in report of N. Y., Susquehanna and Western R. R., New York, Susquehanna & Wes
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 Ne
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 Ne
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 Ne
Millstone and New Brunswick Railroad,	6.56	95,750.00		283,789.77	113,941.20	5,735.59	4,370.77	882.75	10,989.11	25,313.40	None,	Pennsylvania Railroad Company.
Morris Canal and Banking Company,	102.38	2,247,237.50	500,000.00		2,759,887.75		34,605.49	40,078.80	74,684.29	181,064.24	See report,	Lehigh Valley Railroad Company
Morris Railroad,	2.69	6,000.00	177,912.00		154,662.18						None,	Road in course of construction,
Morris and Essex Railroad,	118.99	15,000,000.00	34,271,000.00	282,598.97	48,312,411.71	4,183,656.48	3,907,593.67	764,243.96	8,855,494.11	7,140,059.18	$1,050,000 paid to stockholders in cash by lessee,	Delaware, Lackawanna & Weste
Morris and Essex Extension Railroad,	1.92	221,000.00		73,238.06	294,238.06						$8,840, paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co., Delaware, Lackawanna & Weste
Morristown and Erie Railroad,	10.68	400,000.00	300,000.00	12,159.90	759,620.33	12,246.48	84,086.63	2,929.76	99,262.87	66,733.48	None,	
Mount Holly, Lumberton and Medford Railroad,	5.94	95,650.00	75,000.00		168,975.54	3,164.93	10,775.98	701.74	14,642.65	27,525.93	Two of 3% each on $44,750 stock paid in cash,	Pennsylvania Railroad Company
Mount Hope Mineral Railroad,	3.6335	160,000.00			167,228.21	2,519.82	19,486.98	697.32	22,704.12	20,338.02	None,	See remarks in report,
Navesink Railroad,	4.66	701,900.00									None,	Receipts and expenses included in report of New Jersey Southern Railway, New Jersey Southern Railway
Newark Bay Railway,	4.91	13,000.00		180.83	5,180.83						None,	Company dissolved May 9, 1913,
Newark and Bloomfield Railroad,	4.20	103,850.00		1,808,104.28	1,911,954.28						$6,231 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co., Delaware, Lackawanna & Weste
Newark and Hudson Railroad,	3.99	250,000.00	250,000.00	45,637.31	355,056.18						None,	Operations and expenses included in report of Erie Railroad Company, Erie Railroad Company.
New Jersey Junction Railroad,	4.44	100,000.00	1,700,000.00		1,784,614.70							See affidavit as to earnings and expenses, New York Central & Hudson Riv
New Jersey and New York Railroad,	37.87	2,228,600.00	1,025,960.00	222,592.63	3,276,355.03	630,903.03	181,929.60	39,775.36	852,607.99	668,048.19	None,	See remarks in regard to receipts and expenses,
New Jersey and Pennsylvania Railroad Company,	24	400,000.00	200,000.00						26,300.15	33,135.02	None,	
New Jersey Shore Line Railroad,	.84	31,000.00		565,581.24	505,140.87			14,024.84	14,024.84	63,318.36		
New Jersey Southern Railway,	73.62	2,590,600.00				559,869.47	629,531.21	408,089.30	1,597,489.98	1,569,766.66	None,	Report includes receipts and expenditures of the following companies: 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 Branch R. R., Vineland R. R., West End R. R., and 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 Railroad Co. of N. J., Central Railroad Company of N
New York Bay Railroad,	13.59	6,000,000.00	4,185,000.00	56,000.00	10,503,039.20			810,427.46	810,427.46	720,427.46	One of 1½% paid in cash,	See remarks in report,
New York and Fort Lee Railroad,	.24	1,000,000.00		14,506.21								Remaining portion of constructed road included in report of West Shore R. R. Co., New York Central & Hudson Riv
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 R. R. Co., includes Arlington R. R., Caldwell Ry., Roseland Ry., and Watchung Ry., Erie Railroad Company.
New York and Long Branch Railroad,	38.04	2,000,000.00	2,500,000.00								7% in cash paid equally by operating companies,	Receipts and expenses assumed by operating companies, Central R. R. of N. J. and R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	145.93	25,999,500.00	13,477,500.00	616,718.46	35,676,002.55	563,760.40	2,070,882.19	568,018.16	3,202,660.75	2,445,328.65	None,	Report includes receipts and expenses of Middletown, Unionville and Water Gap R. R., Macopin R. R., Passaic and New York R. R., Lodi Branch R. R., and the Hackensack and Lodi 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						4% paid stockholders by lessee as part of rent,	Operations and expenses included in report of Erie Railroad Company, Erie Railroad Company.
North Jersey Rapid Transit Company,	14.60	800,000.00	800,000.00	8,088.83	1,618,971.24	62,091.80		1,231.00	63,322.84	39,092.72	None,	
Ogden Mine Railroad,	9.86	450,000.00			450,000.00							Central Railroad Company of N
Passaic and Delaware Railroad,	14.11	111,050.00		29,453.73	140,503.73						$5,552.50 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co., Delaware, Lackawanna & Weste
Passaic and Delaware Extension Railroad,	7.41	100,000.00			100,000.00						$4,000 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co., Delaware, Lackawanna & Weste
Passaic and New York Railroad,	3.05	70,000.00	70,000.00		140,000.00						None,	Receipts and expenses included in report of N. Y., Susquehanna and Western R. R., N. Y., Susquehanna & Western
Passaic River Extension Railroad,	‡	7,700.00									None,	No construction done. See report,
Paterson and Hudson River Railroad,	13.950	630,000.00			630,000.00						8% paid in cash, $50,400,	Operations and expenses included in report of Erie R. R. Co., Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000.00	500,000.00	812,577.97	545,433.29						None,	Receipts and expenses included in report of Erie R. R. Co., Erie Railroad Company.

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New Jersey and Pennsylvania Railroad Company,	24	400,000.00										
New Jersey Shore Line Railroad,	.84	31,000.00		565,581.24	505,140.87			14,024.84	14,024.84	63,318.36		
New Jersey Southern Railway,	73.62	2,590,600.00				559,869.47	629,531.21	408,089.30	1,597,489.98	1,569,766.66	None,	Report includes receipts and expenditures of the following companies: 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 Branch R. R., Vineland R. R., West End R. R., and 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 Railroad Co. of N. J.,
New York Bay Railroad,	13.59	6,000,000.00	4,185,000.00	56,000.00	10,503,039.20			810,427.46	810,427.46	720,427.46	One of 1½% paid in cash,	See remarks in report,
New York and Fort Lee Railroad,	.24	1,000,000.00		14,506.21								Remaining portion of constructed road included in report of West Shore 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 R. R. Co., includes Arlington R. R., Caldwell Ry., Roseland Ry., and Watchung Ry.,
New York and Long Branch Railroad,	38.04	2,000,000.00	2,500,000.00								7% in cash paid equally by operating companies,	Receipts and expenses assumed by operating companies,
New York, Susquehanna and Western Railroad,	145.93	25,999,500.00	13,477,500.00	616,718.76	35,676,002.55	563,760.40	2,070,882.19	568,018.16	3,202,660.75	2,445,328.65	None,	Report includes receipts and expenses of Middletown, Unionville and Water Gap R. R., Macopin R. R., Passaic and New York R. R., Lodi Branch R. R., and the Hackensack and Lodi 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						4% paid stockholders by lessee as part of rent,	Operations and expenses included in report of Erie Railroad Company,
North Jersey Rapid Transit Company,	14.60	800,000.00	800,000.00	8,088.83	1,618,971.24	62,091.80		1,231.00	63,322.84	39,092.72	None,	
Ogden Mine Railroad,	9.86	450,000.00			450,000.00							
Passaic and Delaware Railroad,	14.11	111,050.00		29,453.73	140,503.73						$5,552.50 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,
Passaic and Delaware Extension Railroad,	7.41	100,000.00			100,000.00						$4,000 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,
Passaic and New York Railroad,	3.05	70,000.00	70,000.00		140,000.00						None,	Receipts and expenses included in report of N. Y., Susquehanna and Western R. R.,
Passaic River Extension Railroad,	‡	7,700.00									None,	No construction done. See report,
Paterson and Hudson River Railroad,	13.950	630,000.00			630,000.00						8% paid in cash, $50,400,	Operations and expenses included in report of Erie R. R. Co.,
Paterson, Newark and New York Railroad,	11.326	250,000.00	500,000.00	812,577.97	545,433.29						None,	Receipts and expenses included in report of Erie R. R. Co.,
Paterson and Ramapo Railroad,	14.413	298,000.00			350,000.00						$11,920, 4%, paid in cash,	Operations and expenses included in report of Erie R. R. Co.,
Pemberton and Hightstown Railroad,	24.37	342,150.00	160,000.00		502,150.00						None,	
Pennsylvania, Lackawanna and Erie Connecting Railroad,	1.964	4,000.00		450.00	800.00						None,	Road not in operation,
Pennsylvania Tunnel and Terminal Railroad,	11.89	25,000,000.00	83,023,410.02	5,782,679.11	108,093,942.23	90,642.13		232,143.43	322,785.56	1,703,984.78	None,	
Perth Amboy and Woodbridge Railroad,	6.53	228,400.00			373,327.34	170,945.67	129,654.90	39,041.45		244,289.29	December 26, 10% in cash, extra 10% in cash	
Philadelphia and Beach Haven Railroad,	12.80	200,000.00		385,721.53	215,255.54	12,593.90	12,918.75	2,716.03	28,228.68	69,394.23	None,	
Philadelphia and Brigantine Railroad,	14.										None,	See remarks in report,
Philadelphia and Long Branch Railroad,	48.74	765,000.00	750,000.00	1,295,437.56	1,732,771.86	163,194.95	85,927.80	16,629.71	265,752.46	423,402.51	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		3,889,855.48		1,401,597.05	296,298.43	1,697,895.48	1,399,707.69	December, $240,000,	
Rahway Valley Company, Lessee,	.75	7,800.00			12,728.33	2,022.29	27,313.64	1,007.63	30,343.56	30,440.82	None,	
Rahway Valley Railroad,	10.00	49,200.00	72,000.00	394,868.58	516,068.58						None,	
Raritan North Shore Railroad,	1.75	66,400.00									None,	Receipts and expenses included in report of Central R. R Co. of N. J.,
Raritan River Railroad,	22.20	440,000.00	400,000.00		1,089,688.92	10,014.12	231,212.36	18,194.28	259,420.76	121,516.89	Two of 3% with 1% extra each, in all 8% in cash,	
Raritan Terminal and Transportation Company,	‡	40,000.00			41,699.30			2,000.00	2,000.00	1,869.00	None,	
Rockaway River and Montville Railroad,	1.79	30,000.00		30,000.00	60,000.00						None,	
Rocky Hill Railroad and Transportation Company,	2.84	45,600.00			45,654.14	2,378.73	15,031.49	1,341.22	18,751.44	21,376.70	Two of 3% each on $18,700 stock paid in cash,	
Sound Shore Railroad,	6.17	149,200.00									None,	Receipts and expenses included in report of Central R. R Co. of N. J.,
Stone Harbor Railroad,	3.84	8,000.00		10,104.00						1,793.35	None,	Receipts and expenses included in report of Stone Harbor R. R. Co. See remarks in report,
Stone Harbor Terminal Railroad,	.587	2,000.00			4,520.98	6,700.51	9,540.31	48.35	16,289.17	17,540.03	None,	See remarks in report,
Sussex Railroad,	30.55	1,638,600.00			1,919,388.94	65,393.69	92,827.85	42,023.30	200,244.84	209,795.02	None,	
Toms River Railroad,	7.57	240,000.00									None,	Receipts and expenses included in report of New Jersey Southern Railway,
Toms River and Barnegat Railroad,	14.71	75,300.00									None,	Receipts and expenses included in report of New Jersey Southern Railway,
Trenton, Lawrenceville and Princeton Railroad,	11.02	200,000.00	100,000.00	164,446.26	664,684.57	50,855.88	9,072.62	1,035.63	60,964.13	38,529.54	None,	For Trenton, Lawrenceville and Princeton Extension R. R. Co., see remarks in report,
Trenton Terminal Railroad,	35.765	105,000.00		78,507.58	819,219.92	82,216.92	37.62	2,487.74	84,742.28	80,170.72	None,	See remarks in report,
Tuckerton Railroad,	29.	552,241.54	100,000.00	892.19	679,233.85	37,184.38	49,090.98	5,502.89	91,778.25	84,269.47	None,	
Union Transportation Company,	24.37	20,250.00				45,780.74	30,861.19	8,619.58	85,261.51	85,834.04	2½% cash Feb. 12, 1913, $506.25; 2½% cash Aug. 12, 1913, $506.25; total, $1,012.50, by Pennsylvania R. R. Co.	
United New Jersey Railroad and Canal Company,	524.73	21,240,400.00	20,000,000.00		58,827,397.03	14,863,559.00	20,911,429.00	7,912,288.00	43,687,276.00	45,797,977.00	$2,124,040.00, 10% paid quarterly,	Pennsylvania Railroad Company.
Venice Park Railroad,	‡	2,000.00			10,000.00						None,	Road carries passengers, but collects no fares,
Venice Park Railway,	§	19,000.00		1,112.00	15,368.25	3,649.39			3,649.39	4,940.10	None,	
Vincentown Branch Railroad,	2.77	25,000.00	15,000.00		38,923.00	1,303.96	3,462.59	1,090.73	5,857.28	13,929.45	Two of 3% 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 New Jersey Southern Railway,
Vineland Branch Railroad,	3.66	8,000.00									None,	Receipts and expenses included in report of New Jersey Southern Railway,
Warren Railroad,	18.82	1,800,000.00	1,39[illegible]000.00	486.38	3,194,486.38						$126,000 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,
West End Railroad,	1.36	43,700.00									None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,
West Jersey and Seashore Railroad,	337.48	9,682,400.00	7,915,[illegible]74.94		20,090,961.72	4,199,900.74	1,814,635.55	798,156.53	6,812,692.82	6,305,515.73	Two of 3% each on the special guaranteed stock, and two of 2½% on the common stock, all paid in cash,	
West Shore Railroad,	453.67	10,000,000.00	50,000,[illegible]000.00	12,833,475.08	72,833,472.08							See affidavit in regard to receipts and expenses,
West Side Connecting Railroad,	.94	125,400.00									None,	Receipts and expenses included in report of Central R. R. Co. of N. J.,
Wharton and Northern Railroad,	20.64	500,000.00	350,[illegible]000.00	119,010.30	969,010.30	8,237.81	36,976.04	2,221.37	47,435.22	38,432.64	None,	
Wildwood and Delaware Bay Short Line Railroad,	4.25	262,700.00	263,[illegible]000.00		526,300.00	28,688.45	4,310.12	1,392.73	34,391.30	23,777.07	None,	

New Jersey and Pennsylvania Railroad Company,	
New Jersey Shore Line Railroad,	
New Jersey Southern Railway,	
New Jersey Terminal Railroad,	Central Railroad Company of New Jerse
New York Bay Railroad,	
New York and Fort Lee Railroad,	New York Central & Hudson River R. R.
New York and Greenwood Lake Railway,	Erie Railroad Company.
New York and Long Branch Railroad,	Central R. R. of N. J. and Pennsylv R. R. Co., under agreement.
New York, Susquehanna and Western Railroad,	
Northern Railroad Company of New Jersey,	Erie Railroad Company.
North Jersey Rapid Transit Company,	
Ogden Mine Railroad,	Central Railroad Company of New Jers
Passaic and Delaware Railroad,	Delaware, Lackawanna & Western R. R
Passaic and Delaware Extension Railroad,	Delaware, Lackawanna & Western R. R
Passaic and New York Railroad,	N. Y., Susquehanna & Western R. R.
Passaic River Extension Railroad,	
Paterson and Hudson River Railroad,	Erie Railroad Company.
Paterson, Newark and New York Railroad,	Erie Railroad Company.
Paterson and Ramapo Railroad,	Erie Railroad Company.
Pemberton and Hightstown Railroad,	Union Transportation Company,
Pennsylvania, Lackawanna and Erie Connecting Railroad,	
Pennsylvania Tunnel and Terminal Railroad,	Pennsylvania Railroad Company.
Perth Amboy and Woodbridge Railroad,	Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	Tuckerton Railroad Company.
Philadelphia and Brigantine Railroad,	
Philadelphia and Long Branch Railroad,	Pennsylvania Railroad Company.
Pohatcong Railroad,	
Port Reading Railroad,	
Rahway Valley Company, Lessee,	Rahway Valley Company, Lessee.
Rahway Valley Railroad,	
Raritan North Shore Railroad,	Central Railroad Company of New Jers
Raritan River Railroad,	
Raritan Terminal and Transportation Company,	
Rockaway River and Montville Railroad,	Morris and Essex Railroad Company.
Rocky Hill Railroad and Transportation Company,	Pennsylvania Railroad Company.
Sound Shore Railroad,	Central Railroad Company of New Jer
Stone Harbor Railroad,	Stone Harbor Terminal Railroad Compa
Stone Harbor Terminal Railroad,	
Sussex Railroad,	
Toms River Railroad,	New Jersey Southern Railway Compar
Toms River and Barnegat Railroad,	New Jersey Southern Railway Compar
Trenton, Lawrenceville and Princeton Railroad,	
Trenton Terminal Railroad,	
Tuckerton Railroad,	
Union Transportation Company,	
United New Jersey Railroad and Canal Company,	Pennsylvania Railroad Company.
Venice Park Railroad,	
Venice Park Railway,	
Vincentown Branch Railroad,	Pennsylvania Railroad Company.
Vineland Railroad,	New Jersey Southern Railway Compa
Vineland Branch Railroad,	New Jersey Southern Railway Compa
Warren Railroad,	Delaware, Lackawanna & Western R.
West End Railroad,	New Jersey Southern Railway Co.
West Jersey and Seashore Railroad,	
West Shore Railroad,	New York Central & Hudson River R.
West Side Connecting Railroad,	Central Railroad Company of New Je
Wharton and Northern Railroad,	
Wildwood and Delaware Bay Short Line Railroad,	

New York, Susquehanna and Western Railroad,												ville and Water Gap R. R., Saddle River and New York R. R., Lodi Branch R. R., and the Hackensack and Lodi 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						4% paid stockholders by lessee as part of rent,	Operations and expenses included in report of Erie Railroad Company,	Erie Railroad Company.
North Jersey Rapid Transit Company,	14.60	800,000.00	800,000.00	8,088.83	1,618,971.24	62,000.00	62,000.00	3,322.50	3,322.50	3,322.50	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		29,453.73	140,503.73						$5,552.50 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R.
Passaic and Delaware Extension Railroad,	7.41	100,000.00			100,000.00						$4,000 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R.
Passaic and New York Railroad,	3.05	70,000.00	70,000.00		140,000.00						None,	Receipts and expenses included in report of N. Y., Susquehanna and Western R. R.,	N. Y., Susquehanna & Western R. R.
Passaic River Extension Railroad,	‡	7,700.00									None,	No construction done. See report,	
Paterson and Hudson River Railroad,	13.950	630,000.00			630,000.00						8% paid in cash, $50,400,	Operations and expenses included in report of Erie R. R. Co.,	Erie Railroad Company.
Paterson, Newark and New York Railroad,	11.326	250,000.00	500,000.00	812,577.97	545,433.29						None,	Receipts 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						$11,920, 4%, paid in cash,	Operations and expenses included in report of Erie R. R. Co.,	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		450.00	800.00						None,	Road not in operation,	
Pennsylvania Tunnel and Terminal Railroad,	11.89	25,000,000.00	83,023,410.02	5,782,679.11	108,093,942.23	90,642.13		232,143.43	322,785.56	1,703,984.78	None,		Pennsylvania Railroad Company.
Perth Amboy and Woodbridge Railroad,	6.53	228,400.00			373,327.34	170,945.67	129,654.90	39,041.45		244,289.29	December 26, 10% in cash, extra 10% in cash		Pennsylvania Railroad Company.
Philadelphia and Beach Haven Railroad,	12.80	200,000.00		385,721.53	215,255.54	12,593.90	12,918.75	2,716.03	28,228.68	69,394.23	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	1,295,437.56	1,732,771.86	163,194.95	85,927.80	16,629.71	265,752.46	423,402.51	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		3,889,855.48		1,401,597.05	296,298.43	1,697,895.48	1,399,707.69	December, $240,000,		
Rahway Valley Company, Lessee,	.75	7,800.00			12,728.33	2,022.29	27,313.64	1,007.63	30,343.56	30,440.82	None,		
Rahway Valley Railroad,	10.00	49,200.00	72,000.00	394,868.58	516,068.58						None,		Rahway Valley Company, Lessee.
Raritan North Shore Railroad,	1.75	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,	22.20	440,000.00	400,000.00		1,089,688.92	10,014.12	231,212.36	18,194.28	259,420.76	121,516.89	Two of 3% with 1% extra each, in all 8% in cash,		
Raritan Terminal and Transportation Company,	‡	40,000.00			41,699.30			2,000.00	2,000.00	1,869.00	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			45,654.14	2,378.73	15,031.49	1,341.22	18,751.44	21,376.70	Two of 3% 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.
Stone Harbor Railroad,	3.84	8,000.00		10,104.00						1,793.35	None,	Receipts and expenses included in report of Stone Harbor R. R. Co. See remarks in report,	Stone Harbor Terminal Railroad Company.
Stone Harbor Terminal Railroad,	.587	2,000.00			4,520.98	6,700.51	9,540.31	48.35	16,289.17	17,540.03	None,	See remarks in report,	
Sussex Railroad,	30.55	1,638,600.00			1,919,388.94	65,393.69	92,827.85	42,023.30	200,244.84	209,795.02	None,		
Toms River Railroad,	7.57	240,000.00									None,	Receipts and expenses included in report of New Jersey Southern Railway,	New Jersey Southern Railway Company.
Toms River and Barnegat Railroad,	14.71	75,300.00									None,	Receipts and expenses included in report of New Jersey Southern Railway,	New Jersey Southern Railway Company.
Trenton, Lawrenceville and Princeton Railroad,	11.02	200,000.00	100,000.00	164,446.26	664,684.57	50,855.88	9,072.62	1,035.63	60,964.13	38,529.54	None,	For Trenton, Lawrenceville and Princeton Extension R. R. Co., see remarks in report,	
Trenton Terminal Railroad,	35.765	105,000.00		78,507.58	819,219.92	82,216.92	37.62	2,487.74	84,742.28	80,170.72	None,	See remarks in report,	
Tuckerton Railroad,	29.	552,241.54	100,000.00	892.19	679,233.85	37,184.38	49,090.98	5,502.89	91,778.25	84,269.47	None,		
Union Transportation Company,	24.37	20,250.00				45,780.74	30,861.19	8,619.58	85,261.51	85,834.04	2½% cash Feb. 12, 1913, $506.25; 2½% cash Aug. 12, 1913, $506.25; total, $1,012.50, by Pennsylvania R. R. Co.		
United New Jersey Railroad and Canal Company,	524.73	21,240,400.00	20,000,000.00		58,827,397.03	14,863,559.00	20,911,429.00	7,912,288.00	43,687,276.00	45,797,977.00	$2,124,040.00, 10% paid quarterly,		Pennsylvania Railroad Company.
Venice Park Railroad,	‡	2,000.00			10,000.00						None,	Road carries passengers, but collects no fares,	
Venice Park Railway,	§	19,000.00		1,112.00	15,368.25	3,649.39			3,649.39	4,940.10	None,		
Vincentown Branch Railroad,	2.77	25,000.00	15,000.00		38,923.00	1,303.96	3,462.59	1,090.73	5,857.28	13,929.45	Two of 3% 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 New Jersey Southern Railway,	New Jersey Southern Railway Company.
Vineland Branch Railroad,	3.66	8,000.00									None,	Receipts and expenses included in report of New Jersey Southern Railway,	New Jersey Southern Railway Company.
Warren Railroad,	18.82	1,800,000.00	1,39[illegible]000.00	486.38	3,194,486.38						$126,000 paid to stockholders by lessee,	Receipts and expenses included in report of Morris and Essex R. R. Co.,	Delaware, Lackawanna & Western R. R.
West End Railroad,	1.36	43,700.00									None,	Receipts and expenses included in report of New Jersey Southern Railway Co.,	New Jersey Southern Railway Co.
West Jersey and Seashore Railroad,	337.48	9,682,400.00	7,915,374.94		20,090,961.72	4,199,900.74	1,814,635.55	798,156.53	6,812,692.82	6,305,515.73	Two of 3% each on the special guaranteed stock, and two of 2½% on the common stock, all paid in cash,		
West Shore Railroad,	453.67	10,000,000.00	50,000,000.00	12,833,475.08	72,833,472.08							See affidavit in regard to receipts and expenses,	New York Central & Hudson River 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	119,010.30	969,010.30	8,237.81	36,976.04	2,221.37	47,435.22	38,432.64	None,		
Wildwood and Delaware Bay Short Line Railroad,	4.25	262,700.00	263,600.00		526,300.00	28,688.45	4,310.12	1,392.73	34,391.30	23,777.07	None,		

*About 7 miles. **As projected. ***2,352 feet. †Between 1 and 2 miles. ‡About 1 mile. §About ¾ mile.

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